

The Times-Dispatch

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MONDAY, NOVEMBER 21, 1910.

RED LETTER WEEK IN RICHMOND.

This is to be a great week in Richmond. Every week is a great week in Richmond, and Richmond is growing steadily greater fifty-two weeks in the year, and every year, with something to carry. This week, however, will require a whole chapter in the moving annals of this town.

This week three thousand teachers from Virginia and from all the States in the South will assemble here to take counsel together about the best methods of pressing the cause of education.

This week there will be a great game of football between the University of Virginia and the University of North Carolina. Of course, we know how this test of strength and science will result; but we shall not be so inopportune as to say if the countrymen from Chapel Hill actually win the game they will deserve all the greater honor because there are so many bets on the other side.

Then there is to be an aviation meet this week, and the air will be filled with flying things, some of which will take desperate chances, probably, much to the delight and excitement of those who stay on the ground.

But the great event of the week will be the visit of President Taft, who is coming to show how much he sympathizes with the work of the teachers who are striving for the education of all the people, and, by the dissemination of sound learning, the improvement of our citizenship.

Then there is to be Thanksgiving Day this week, and, of course, it will be observed by all our own people and by all the people who are here. We have so much to be thankful for in Richmond. In the first place, because we live in Richmond, and in the last place, also, but we ought to be thankful largely because of the friends we shall have with us this week, who will be even better friends after they have left us if we shall show ourselves friendly.

THE BOOK OF BOOKS.

The most impressive spectacle we have ever witnessed was the parade of the Bible students of Richmond yesterday afternoon. Although there were six thousand men in the marching columns, it was not by any means the largest procession that has been witnessed in this town, and it could not be compared with the military displays that have been made here.

Denominational lines were broken down yesterday; there was a banner here and there, showing the lines of the divisions, but not for disputatious purposes, for the parade was in fact only one of the grand corps of the Church of God. There were no social lines in the marching hosts—here as Solomon wrote in his Proverbs: "The rich and poor meet together; the Lord is the maker of them all."

ing, the Holy Scriptures in the schools and efforts are constantly made to smother this Book; but it is to-day, as in the time of Moses, unto the sons of men "a flame of fire out of the midst of a bush." Water will not put it out, proclamations do not disturb it, persecution has only sharpened the edge of its commandments. We say that it must not be taught in the schools, that it must not even be read in the schools. There is no brake put upon the study of the religions of the ancients, no one says that the wisdom of Confucius must be kept out of the curriculum; the only restriction is placed upon the reading and study of the Bible, the masterpiece of all literature. But the Bible still lives. Six thousand men in Richmond testified yesterday to their faith in its precepts, their belief that it is of Divine origin, and their determination to keep the fires burning upon this altar of the world's hopes.

BULLY FOR FOSS!

Cabot Lodge must go. Eugene Foss, the newly elected Democratic Governor of Massachusetts, says so, and says so in a way that even Mr. Lodge will understand. The people of Massachusetts do not want him. A majority of the Massachusetts Legislature do not want him. He can command the support of that body only through the caucus, and there is very serious objection on the part of a large number of the newly elected Republican members of that body not to be drawn into the caucus, without which Mr. Lodge is as good as dead right now. The most interesting thing that has happened in Massachusetts politics for years is the declaration of war to the knife and the knife to the hilt which Governor Foss has declared against the statesman of Nahant. Read it, and join us in shouting "Bully for Foss!"

Foss tells Lodge to get out, to give up his seat in the Senate, to confess that he is out of touch with the people of his State, and serves notice on him that if he shall stay in the race for re-election he will speak against him from every stump in the State. He couches his statement in this picturesque form: "I shall never sign his credentials except at the end of a campaign which will make the last one look like an afternoon tea party." Again we say, "Bully for Foss!" The thing for Lodge to do, evidently, is to quit now; that he will have to quit, there does not appear to be the shadow of a shade of doubt.

Richard Olney is spoken of as a man upon whom the anti-Lodge Republicans and the Democrats could unite with great advantage to the State and the country. Mr. Olney is one of the strongest, fairest, cleanest men in the country. He would make a Senator of whom Massachusetts could be proud, and we hope that as will be elected. He is so much better than Lodge that we should think Lodge himself would be willing to get out if Olney should be elected upon the request of Governor Foss, he will be put out, and we don't care how he get out so he get. Once more, "Mr. Chairman and You, My Fellow-Citizens," let us join in shouting "Bully for Foss!"

UP TO THE MAYOR.

Mayor Richardson knows, probably, that garbage is hauled through the streets of Richmond, this progressive, up-to-date, proud city, in open carts in the day time. Yesterday morning when Franklin Street was filled with well-dressed people going to church, a cart loaded with six or eight cans of garbage passed through Shafer Street, having collected its load-smelling stuff from the palatial places in that choice residence part of the city. In justice to the garbage, it must be said that it did not smell quite so much as the loads which were carted through the streets during the hot weather last summer; but it did not look well, and it did not smell like the sweet south blowing over banks of violets. How would it do for the Mayor to call the Board of Health together and have a heart-to-heart talk with its members about this method of disposing of the city's waste? What is the Board of Health for, if it is not a part of its business to look after the smells of the town? What is Mayor Richardson for, except to hear the complaints of his admiring friends about the things which offend all the proprieties and all the olfactories as well?

THE NAVY YARD AT CHARLESTON.

"There surely should be some station south of Norfolk, or between that and Quantarame," says the Norfolk Virginian-Pilot, in discussing the probable abandonment of a number of the navy yards. Why not have this station at Charleston? How would that hurt Norfolk?

The yard at Charleston was established upon the recommendation of a board of the most careful and accomplished officers in the navy, and after making a thorough examination of the whole South Atlantic and Gulf coasts, Charleston being, in their opinion, the most available and strategic point. It has had hard sailing ever since it was projected. Only one of the officers of the board reported adversely to Charleston; all the rest of the five or six members of the board were in favor of its location there, and for reasons which were set forth clearly in their report to the authorities at Washington.

It was first charged that the site was unhealthy; the truth is that the health conditions at the yard are excellent. Before the work of building the dry dock had been finished there was an outcry that not a single ship had been placed in the dock; manifestly a very hard thing to do before the dock was built.

but that charge was exploded when one battleship after another went in and came out under its own steam, with from four to six feet of water to spare under its keel. It was then argued that skilled labor could not be obtained; but, according to the official reports, the work that has been done there was as well done as it could have been done at any other Government or private ship-building plant in the country, and done at less cost. Now it is said that the river silt; that it would take two or three million dollars to make the channel available for battleships, when, as a matter of fact, the battleship Texas found no difficulty in reaching the yard, nor has any other ship found any obstacle. Every story that has been told with the object of "blowing" the Charleston Yard has turned out upon examination to be false. It is time to quit lying about it, and we invite the cooperation of the Virginian-Pilot in keeping the public and the authorities at Washington advised of the truth about this great undertaking. Of course, it is all in the game for our friends at Norfolk and the rest of us to "poke fun" at Charleston about its bar and mosquitoes and shrimp and pop-eye mullet and old-time ways—it keeps the people down there from being too stuck up and makes them "so mad," which is good for them; but there is room for the yard at Charleston without taking away anything from the importance of the yard at Norfolk. Surely we can afford to be generous when it doesn't cost us anything or threaten our superiority.

WHERE THE SHOE PINCHES.

Dr. Wiley, the Food Expert at Washington, says that there is nothing in the story that prices are coming down; that the dealers and packers and the rest of the combine are just fooling the people. There certainly has been no sign in these parts of any reduction in the cost of living. Besides, there are two aides to this question, as there are to every question. It is true that the trusts are to blame largely for the high cost of everything we eat and drink and smoke and wear; but we believe that the high prices have been of substantial benefit to many of those who have made the things that the consumer must have.

There is cotton, for example, and not once in the last thirty years has the price of the staple ruled so high as during the present crop season. The cotton planters have really had a picnic, and, generally speaking, are in better condition than at any previous time since the war. The prices for wheat and corn and oats have all been high enough to yield the growers a fair profit on their operations. It is not what we have sold that has caused distress, but what we have been compelled to buy. The cotton planter who has not raised his own meat has complained, naturally, because he has had to pay more for his supplies of this sort, just as the hog-grower has complained because he has had to pay more for his cotton goods.

The people who have got caught are the people who live on wages; they are the "ultimate consumers" who have had hard sledding, and they have been able only to make ends meet by insisting that their wages shall be increased, and the men and institutions which have suffered most are the employers and the corporations, particularly the railroad corporations, which have been compelled to cut their profits by the competition they are compelled to meet, or by "regulation" in the administration of their affairs which makes it impossible for them to improve their service.

We all want to break up the trusts in which we are not directly interested. It is the way of the world. It is the ex of the other fellow that is gored which does not concern us. It is a fact that while other things have been going up gradually all the time, the compensation of the railroads has been going down. The man who reflects will see that this sort of thing cannot go on forever; that a breaking point will be reached at which something will happen. No jug-handled arrangement is a good arrangement in business. The only safe rule is the rule of live and let live. This is a thing that is worth thinking about.

MASSACHUSETTS AND VIRGINIA.

To the Editor of The Times-Dispatch:—Noting in your issue of yesterday the editorial of the 12th, under the caption of "Some Pumpkins for Massachusetts," giving the remarkable yield of corn in Massachusetts, and your comparison of crops made in Virginia by Messrs. Alders, of Dinwiddie county, and James Belwood, of Chesterfield county, the latter's yield being 190 bushels, it is remarkable that you should have overlooked the fact that my friend and neighbor, Mr. Newton T. Tulloh, of Halifax county, raised 143 1/2 bushels on one acre in the year and in your Fair news report of it on October 7, you mentioned the fact that the said Mr. James Belwood "pushed closely for the blue." Mr. Belwood harvested 160 bushels. Since that time Mr. T. Tulloh, a Confederate veteran of this county, who is nearly blind, won the prize for the best yield in this county at the school fair, having raised 171 3/4 bushels on one acre, so you see that Halifax is still in the lead in the corn-raising contest. Mr. Tulloh won prizes at two or three fairs, receiving the full amount advertised to be paid successful contestants, and he was not a little surprised and chagrined to receive from Secretary Lloyd, of the Virginia State Fair Association, a check for only 39 per cent. of the \$300, which was promised for the best yield of corn on one acre, provided the amount contributed for such prizes was paid. It does seem a pity that this prize should have to be scaled, and while no contestant has the right to demand any more than the prospectus of the fair promises, might it not have been well for the State Fair management to have retained a point to pay the prize instead of waiting over a month after the fair closed and then send him the paltry sum of \$120?

SAM'L L. ADAMS.

Cluster Springs, Halifax county, Va., November 19, 1910.

The Boston Transcript and Springfield Republican and our other bucolic contemporaries in Massachusetts will please publish this letter of Mr. Adams, a name which should appeal to their sense of local pride, leaving out, of course, the reference to the economy practiced by the Virginia State Fair Association in dealing with the case of Mr. Tulloh. We want the corn-growers of Massachusetts to know that they really do not know how to grow corn. It may be the fault of their methods, or of their soil, but it is more likely the poverty of their climate. Both of the latter difficulties can be largely removed by the use of commercial fertilizers manufactured in the South, and the lack of information as to the best methods of growing corn can be supplied by communication with the corn-growers of Virginia. Really, the best thing the farmers of Massachusetts can do is to move down to Virginia, where land is cheap and the climate is good and the people are the best in the world.

YALE BEATS HARVARD.

Dr. Hadley has returned home from the other side, where he journeyed to take part in the celebration of the University of Berlin and to study the railroad situation in connection with his work as chairman of the Railroad Securities Commission. He was greatly pleased upon landing from his steamship in New York to learn that Yale had put Princeton to inglorious flight in the football contest a week ago, and he must have been tickled almost to death by what Yale did to Harvard on Saturday. The score stood nothing to nothing, which means that Yale simply outplayed the Harvard bunch, which has been boasting of its prowess and thought that it would make short work of the gentlemen from New Haven. It was a great day for Yale. Yale has had a good many things coming its way of late. There is Mr. Taft, for example, and Baldwin, and Hadley and the rest of a noble army of men who have been doing things of importance to the country; but the greatest of Yale's recent victories was the victory on Saturday, when it kept down the score of Harvard and drove the bean-eaters in confusion from the field.

HENRY M. HOYT.

Another efficient public servant was lost yesterday, when Henry Martyn Hoyt, Counsellor of the Department of State, died in Washington. A lawyer of wide and exact learning, a business man of high character, an active force in the Department of Justice in various capacities for fifteen years, and always giving a good account of himself by his faithful discharge of duty, and for more than a year holding a most important place in the higher work of the State Department, his death is to be deplored as a public loss.

purchase of apparatus for producing air currents powerful enough to be used in experiment. It is quite likely that within a brief period such an opportunity to study the navigation of the air will be afforded by this school. If this course is established it will be followed by similar establishments in other institutions, and the result will be that the progress of aeronautics will be greatly accelerated. Aviation needs scientific aid in the development of its theories and in the solution of perplexing practical questions. The theoretical aspect of aviation has, unfortunately, been neglected because aviators are chiefly interested themselves in exhibitions and in flight records. Aviators are skilled, it is true, but if they were equipped with a better knowledge of scientific facts and theories about the air perhaps aviation fatalities would be lessened. The course in aviation will consist of "studying and comparing the structure and merits of various kinds of air craft; in collating the experiences of aeronauts, and in collecting reports of flights and contests in different parts of the world; study of the nature of air currents and their deflection by mountains and other natural obstructions" and other kindred topics. The airship is destined in the future to supplant warfare on the earth and upon the sea, and to revolutionize commerce, declare the scientific prophets of this day and time, and if this be true, it is important that science should speedily develop the "practical use of air craft."

WHY SHOULD GOOD WHITE HOMINY, OR GRITS, BE SPILLED BY BAKING IT AFTER IT HAS BEEN BOILED? WHY SHOULD A LITTLE DASH OF THE YELLOW OF EGGS BE USED TO FURTHER SPILL IT?

The painting of the city hydrants with luminous paint does not mean that this town has been converted to the free silver issue; but only that we are putting on more and more style.

So far, the vigilant and super-active street authorities have not struck a blow for the improvement of Shafer Street. It is assumed that they are thinking about getting ready to do something. Hope springs eternal in the breast of the men and women who can wait.

DOES THE SPRINGFIELD REPUBLICAN HAPPEN TO KNOW WHETHER OR NOT SENATOR LODGE SUPPLIED THE SEED FROM WHICH THE PRIZE CORN CROP AT THE WORCESTER CORN EXPOSITION WAS GROWN?

Up in New England corn is still called Indian maize. Probably that is the reason it will not grow there. It looks as if the blow which killed Stimson in New York, and Goodwin in Connecticut, and Beveridge in Indiana, and Harding in Ohio, and Draper in Massachusetts is the blow that will also finish Cabot Lodge. Let us pray!

CHAMP CLARK GUNNING FOR POSTMASTERS.

Champ Clark is swearing vengeance against six postmasters in his district who were perniciously active in the recent campaign. All the postmasters in Missouri held a conference in St. Louis when the campaign began and made arrangements to carry on the Republican contest in that State. They singled out Mr. Clark's district, and six of their number left their offices to electioneer against him. Mr. Clark did not expect them to vote for him or to support him for re-election; but he insists that they were traveling outside their beats when they made open and offensive war upon him. He has reported the case to Postmaster-General Hitchcock, who will take it up to-day. If Hitchcock shall fail to do his obvious duty, Mr. Clark will demand an investigation by Congress to determine whether or not the civil service rules shall be observed by the Administration.

It is a very nice question, and we hope that Mr. Clark will press his grievance. During the campaign, it will be recollected, the men employed in the customs service at New York proposed to go into the fight in that State. Loeb put his foot down on it, and there was no pernicious activity on their part. Hitchcock ought to follow the example of Loeb in this case. He will probably need the friendly consideration of Mr. Clark before he is a year older.

A GOVERNMENTAL ABUSE.

The franking privilege enjoyed by members of Congress and officers of the department at Washington ought to be limited in some way, and Postmaster-General Hitchcock hopes to effect this check. His plan is to require the use of special official stamps and stamped envelopes, instead of providing that all that is essential to insure free transportation in the mails is the signature of a member of Congress or of a departmental officer. Statistics show the immensity of the abuse. During the fiscal year ending July 30, 1909, the estimated postage value of free Congressional mail sent under frank was \$118,355.45. Free departmental mail sent under penalty envelopes or label amounted to about \$5,219,661.65, or \$5,738,047.10 for both, an amount nearly equalling the total postal deficit of the last fiscal year. Based on the weighing figures in 1907, the total weight of franked Congressional mail was 4,531,950 pounds, and of free departmental mail, 43,492,471 pounds.

Some of this franking is reasonable and legitimate. Yet no one can determine the correct proportion between what is legitimate and what is not. It is certain, however, that reform in the use of franking privileges is deeply to be desired.

ACADEMIC INSTRUCTION IN AERO-NAUTICS.

The Alumni Association of the Massachusetts Institute of Technology has wisely set on foot a movement to raise funds for the establishment of a course in aviation in that great institution. Money will also be provided for the

purchase of apparatus for producing air currents powerful enough to be used in experiment. It is quite likely that within a brief period such an opportunity to study the navigation of the air will be afforded by this school. If this course is established it will be followed by similar establishments in other institutions, and the result will be that the progress of aeronautics will be greatly accelerated. Aviation needs scientific aid in the development of its theories and in the solution of perplexing practical questions. The theoretical aspect of aviation has, unfortunately, been neglected because aviators are chiefly interested themselves in exhibitions and in flight records. Aviators are skilled, it is true, but if they were equipped with a better knowledge of scientific facts and theories about the air perhaps aviation fatalities would be lessened. The course in aviation will consist of "studying and comparing the structure and merits of various kinds of air craft; in collating the experiences of aeronauts, and in collecting reports of flights and contests in different parts of the world; study of the nature of air currents and their deflection by mountains and other natural obstructions" and other kindred topics. The airship is destined in the future to supplant warfare on the earth and upon the sea, and to revolutionize commerce, declare the scientific prophets of this day and time, and if this be true, it is important that science should speedily develop the "practical use of air craft."

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Women's Nature Mother's Friend. It is the nature of women to suffer uncomplainingly, the discomforts and fears that accompany the bearing of children. Motherhood is their crowning glory, and they brave its suffering for the joy that children bring. No expectant mother need suffer, however, during the period of waiting, nor feel that she is in danger when baby comes, if Mother's Friend is used in preparation of the event. Mother's Friend relieves the pain and discomfort caused by the strain on the different ligaments, overcomes nausea by counteraction, prevents backache and numbness of limbs and soothes the inflammation of breast glands. Its regular use fits and prepares every portion of the mother's system for a proper and natural ending of the term, and it assures for her a quick and complete recovery. Mother's Friend is sold at drug stores. Write for free book for expectant mothers. BRADFIELD REGULATORY CO., Atlanta, Ga.

Daily Queries and Answers. Address all communications for this column to Query Editor, Times-Dispatch. No zathematical problems will be solved, no coins or stamps valued and no dealers' names will be given.

Aeroplanes.

What were the dimensions—spread of wing, etc.—of the Aéroplane and the Wright aeroplanes? The spread of wing was fifty feet; the Baby Wright, twenty-one feet. The Baby Wright weighed 1,200 pounds. The propellers were seven feet in diameter and the engines of fifty-horse power.

Hudson River.

How many times has the Hudson River been closed to navigation? Since 1825 the Hudson River has been closed to navigation on 109 times. In November, the earliest having been November 5, 1840. On two winters the river remained open until January, and in 1887-8 navigation continued throughout the entire winter.

Products of Chile.

What are the chief products of Chile? Chile produces annually large quantities of cereals, besides wine, fruit and vegetables. Wheat and barley are the principal grains raised. In the southern provinces sheep are raised in large numbers.

Patent Law.

A party who makes a drawing of a piece of machinery he has invented goes before a notary and two wit-

nesses and swears that this is his original idea. In this as good a protection as taking out a patent on this article.

No. The patent represents some inquiry and sifting of evidence and perhaps a rejection of the pretensions of counter-claimants. The oath before a notary might be of some value in a suit for infringement of patent, but it would not be in itself conclusive.

Savings Banks.

Tell me something about the savings banks of our country. The savings banks of the United States in 1830 numbered 36, with 25,580 depositors, and \$5,733,304 of deposits. In 1870, the 517 banks had 1,638,846 depositors, and \$59,874,358 of deposits. In 1890 there were 1,703 savings banks, with 8,831,862 depositors, and \$3,715,405,700 of deposits.

Compass.

When the mariner's compass is used south of the equator does the needle point to the south or the north pole? The needle points to the north magnetic pole.

Plague.

Are rabbits, squirrels and the like subject to bubonic plague? All rodents are.

OLD GARMENTS WILL BE HELD AS PREMIUM

By LA MARQUISE DE FONTENAY. THERE is one occasion when very old garments, showing their age by their faded color and other tokens of wear, are more highly prized and attract a greater degree of envious admiration than entirely new ones; and that is at the coronation of a British sovereign. At this function all the peers and the members of the realm are compelled to appear in Westminster Abbey wearing robes of crimson velvet and barred with ermine, and the number of the robes and their length being graduated according to the wearer's rank in the peerage. This rule also applies to the coronation of the Emperor of Germany, by order of the Earl Marshal, in the name of the King, as to the length of their trains, which vary from a train of two yards in the case of a duke to only one yard for a mere baronet. The train of a countess's coronation robe is a yard and a half.

The robes of the peerages of the realm are of modern creation, and therefore most of the robes seen at a coronation are exceedingly new. But the coronation of the Emperor of Germany, which is the most remarkable coronation of the present time, is a coronation of Charles II., and at every subsequent coronation, by the ancestors of their present possessors. These robes, as well as the coronets, are heirlooms in many of the families.

The coronation robes are different from the parliamentary robes, which, instead of crimson velvet, are of red cloth and are lined with ermine, but lined with white fur, according to the degree of the wearer. There seems to be some doubt as to whether the coronation robes are to be worn from France, about the twelfth century, and in the reign of Edward I., and Edward II., only the peers above the rank of baron were allowed robes, the wearing of which was intended to emphasize the fact that the owners were of noble birth, the equals, that is, the peers, of the sovereign.

Until the reign of Edward III, the robes of ermine were reserved only for the members of the royal family, and it was only during the Wars of the Roses, when the authority of the crown diminished, and that of the great nobles increased, that its use was extended to the peers and peeresses of the realm. The robes of the peerages are now confined to the members of the royal family, and it was only during the Wars of the Roses, when the authority of the crown diminished, and that of the great nobles increased, that its use was extended to the peers and peeresses of the realm.

Make this Bank Your Bank

National State and City Bank OF RICHMOND, VA. Capital . . \$1,000,000.00 Surplus . . \$ 600,000.00 WM. H. PALMER, President. JOHN S. ELLETT, Vice-President. WM. M. HILL, Vice-President. J. W. SINTON, Vice-President. JULIEN H. HILL, Cashier. Three per cent. per annum interest allowed on Savings Deposits, compounded every six months.

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