

J. L. STOCKTON

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\$15 and \$16 values for \$10.00

Nothing will be reserved; you can have the pick of our stock, which comprises the very best productions of the season.

"Once Our Customer, Always Our Friend"

elderberry wine, "roking hot," and, after luncheon at Reigate, made the grand halt for dinner at Staplefield Common. Here folk discussed rabbit puddings and the like for two solid hours. At Handcross neat liquors were brought to the aid of the digestion. All and sundry turned out to walk up Clayton Hill, an exercise which justified a cup of tea at Patcham, and so to Brighton by 7 p. m.

In 1808 a revolution in coaching was effected by a little company of gentlemen who subscribed £1200 between them and established two 4-horse coaches. In 1815 the Bellerophon, a huge structure with two compartments took the road with Hine as driver, but was soon abandoned with the increasing demand for pace. By about 1820 the time had been reduced from 12 to five hours. From 1822 onward there were at different periods of the year, some 60 coaches on the road, 30 each way.

"Hine," says Brighton's historian, Erredge, "must have brought into town more than 100,000 persons, and that without an accident." In this respect it is to be hoped that the Vanderbilt revolution of 1908 will be no whit behind that of 1808. As to speed, it is said that the Quickestiver, with a Kings' speech of William IV, made the down journey in three hours and forty minutes.—London Paper.

There is nothing else "just as good" as Kemp's Balsam, the best cough cure, and the other kinds cost just as much as this famous remedy.

Asylum Dance.

The regular monthly dance of the employees of the asylum was given last night. Music was furnished by the asylum orchestra. About 100 guests were present among who were Judge and Mrs. Burnett, Mr. and Mrs. R. B. Felming, Mr. and Mrs. F. W. Benson, Mr. and Mrs. E. Hofer, Dr. and Mrs. Griffith, Supt. and Mrs. Steiner.

Kodol is the best known preparation that is offered to the people today for dyspepsia or indigestion or any stomach trouble. Kodol digests all foods. It is pleasant to take. It is sold here by all druggists.

CASTORIA.

Bears the Signature of *Castoria*

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WE HAVE TOO MUCH MEN'S AND BOYS' CLOTHING ON HAND. That's why we're offering—

Every Suit in the House at 20 per cent Reduction
From our regular prices.

Every Man's Suit Reduced 20 per cent

Every Boy's Suit Reduced 20 per cent

Many careful buyers are taking advantage of this sale because they know that we never misrepresent quality nor prices.

Ladies', Men's and Children's Oxford Ties Reduced 20 per cent

Every pair of Oxfords in the house included in this sale.

Barnes' Cash Store
E. J. Barnes, Prop.

The Electric Railways of London.

The electric railways of London are for the most part constructed on the slotted conduit system. The cost of the track work alone, with its deep excavation for the conduit, is over \$170,327 per mile of double track. Attempts have been made to get the borough councils to consent to the overhead-wire system, which would only cost half the money for permanent way, including poles and wires. These attempts have failed. Millions are being spent in the London electric railroads, miles of horse lines remain yet to be electrified, and additional routes require to be opened up. Despite the enormous traffic the tramways, according to a recent commercial audit, are barely paying their way.

During last summer, the new council approved a proposal to try a surface-contact system, and on the advice of their engineering experts chose a system which is in use in Lincoln. The route selected is the horse tramway from Aldgate along Whitechapel and Mile End roads to Bow, a distance of three miles. The leakage amounts to only a fifth of an ampere for three miles of track, and the current consumption is only one unit per car mile, with nine-ton

cars on a level track. The London route is level. The cost of construction is put generally at about \$4866 per mile of single track more than for the overhead-wire system. The following figures have been put before the county council as the cost of the Aldgate to Bow installation. The length of route is three miles, giving six miles of single track; track construction, \$236,599; rails, \$53,531; special track work, \$14,600; fender cables and cable ducts, \$67,401; surface-contact equipment for 48 cars, \$16,351; royalties, \$14,600; total, \$403,082.

This is equal to \$67,180 per mile of single track. A large part of the track construction item would be the same for the trolley system, and the rails, special track work and feeder cables and ducts would be exactly the same. It will be noted that the cars themselves are not included, as they form part of the council's stock. Forty-eight of these—large cars with roof covers—may be estimated roughly at \$194,660, bringing the total for construction, equipment and rolling stock up to about \$597,742 or some \$99,624 per mile of single track.

Power station and sub-station costs are, of course, left out, as the city's power station supplies current for the whole of the systems both north and south of the Thames.—Consular Report.

When the doctor is called he asks: "How are the bowels?" They are generally wrong. His visit might have been saved by a timely dose of Lane's Family Medicine.

Brighton Coaching, 1808-1908.

In connection with the Vanderbilt Brighton service, which has now commenced, it is of interest to note the evolution of stage coaches running between London and Brighton. Pack horses trudging along very narrow and very muddy lanes and byways yielded soon after 1750 to the eight-horse fly wagons, and these in turn were superseded in 1798 by the Princess of Wales pair-horse or post coach, which traveled from Brighton via Steyning and Horsham.

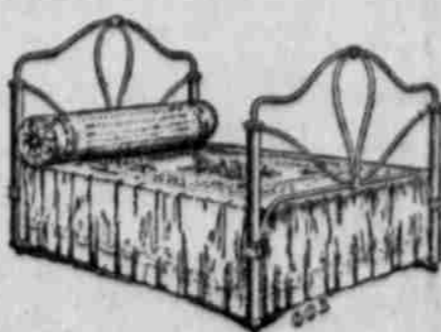
In 1801 two pair-horse coaches ran between London and Brighton on alternate days, one up, the other down. The whips were Messrs. Gossweller and Hine. The 12-hour run from London was obviously regarded as a pleasure trip rather than a business journey. One got aboard at the Blossoms Inn, Lawrence lane, at 7 a. m., breakfasted at the Cock at Sutton at 9 stopped at the Tangler, Banstead Downs, for



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