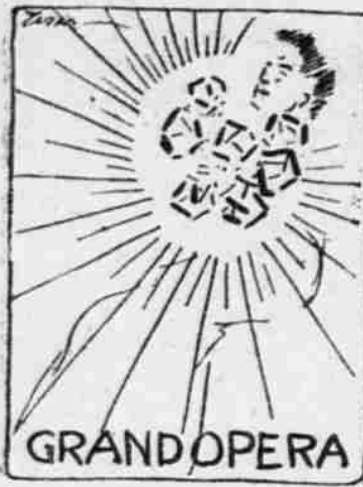


New York Town Talk

Jewels Worth \$50,000,000 Worn by Gotham Society Queens at Opening of Opera Season—Women Unattended May Now Eat in Waldorf-Astoria Restaurant—Other Interesting Notes.



NEW YORK.—The opera season is in full swing and so is the gorgeous display of jewels by New York's rich woman in and out of the 400. Every night at the Manhattan opera house, where Melba and the other stars are singing, millions of dollars of gems sparkle in the audience. On the first night of her appearance, Mme. Melba wore \$500,000 worth of jewelry and it is estimated that the women in the boxes carried \$50,000,000 more.

New York has become the great diamond market of the world, and within the last five years the demand for the gems has increased so enormously as to call attention to the fact that several New York families own collections which rival the crown jewels of many reigning monarchs.

Mrs. Clarence Mackay has one sapphire which alone is valued at \$150,000. It is four-tenths of an inch in diameter. She also has diamonds that cost over \$100,000.

Mrs. J. J. Astor has a collection containing \$135,000 worth of diamonds and sapphires. It includes a diamond crown worth \$50,000, a tiara of diamonds and emeralds worth \$30,000, a necklace of the same jewels worth \$25,000, and a bowknot of rubies and emeralds worth \$10,000.

Mrs. George Gould has a collection of jewels which has been estimated at \$480,000, of which \$20,000 worth are rubies. One solitary ruby is valued at \$7,000. The most valuable piece is a diamond and ruby necklace worth \$35,000.

The Vanderbilt family owns \$4,000,000 worth of jewels. Mrs. Alfred Gwynne Vanderbilt added about \$100,000 worth of diamonds to the family collection, including a necklace valued at \$80,000.

Mrs. Harry Payne Whitney has two enormous diamond tiaras, one valued at \$40,000, and five costly aigrets and comb worth \$10,000. The gem of her collection is a necklace worth \$30,000.

Mrs. Bradley-Martin has jewels valued at over \$500,000, some experts claiming that it is the finest collection owned by any American woman. The most notable piece is a diamond breastplate which covers the front of a low-cut bodice, literally clothing the owner with jewels. It is valued at \$10,000. A collection of tiara, necklaces, bracelets and pins of carefully matched stones is valued at \$200,000.

WALDORF-ASTORIA BOWS TO LONE WOMAN.

Woman has conquered. The Waldorf-Astoria hotel has posted the following notice: "Ladies without escort will be served in the restaurants hereafter at any hour."

So the triumph of the modern, independent woman is written in black and white at the Waldorf-Astoria. No longer is mere man essential to her midnight supper.

"Yes, we will serve women," said the only Oscar the other day. "What else can you do in a hotel? For that matter, we have always served our guests. It must be in a hotel. You cannot have a rigid rule. Women unattended cannot be served in the dining-rooms after six o'clock. Of course, we shall continue to be careful. We must use some discretion. But any woman or women who come here at any time and have the appearance of being respectable will be welcome to dine in any of the restaurants."

"When did you make the new rule and why?" Oscar was asked.

"Ah," said the wise Oscar, "the women are being heard from nowadays. They are found in every business, and in some they lead the men. It is enough to say they have conquered; that they have shown that they do not need the attendance of men. It was not so a few years ago, or even a few months ago. Not so long ago the doors were closed to women at Sherry's and Delmonico's. But the bars are down now. There is only one restaurant in New York where women cannot dine without an escort after six o'clock. That is the Cafe Martin."



TAX LIST OF GOTHAM MILLIONAIRES.

Tax books opened for public inspection the other day show that Andrew Carnegie again heads the list as the heaviest payer of personal property. He did not object to the assessment of his personal property at \$5,000,000.

But John D. Rockefeller, Jr., submits to a taxation on only \$50,000 worth of personal property. Personal property includes jewelry, furniture, paintings, stocks and bonds, and everything not taxed under the real estate law.

In this same list it will be observed that Alfred R. M. Goslin, a fugitive from justice and high finance swindler, is assessed for \$60,000, or \$10,000 more than John D. Rockefeller, Jr. Hannah Elias, a negress who got \$650,000 from John R. Platt, is requested to pay a tax on \$71,000 worth of personal property.

The estate of Russell Sage is assessed at \$2,000,000, quite an increase over last year, when Mr. Sage was alive.

William E. Corey, a comparative newcomer in the city, who is now in Europe to see Mabelle Gilman, whom he is to marry, has not taken the time to swear off an assessment of \$100,000.

All of the Vanderbilts total an assessment of \$2,800,000. August Belmont is let down with a tax on \$100,000. His brother, O. H. P. Belmont, is assessed twice that much.

Assessors could find only \$30,000 that Senator Chauncey M. Depew should pay a personal property tax on, while John W. Gates, who has no more of a home in New York city than a suite at the Waldorf, is assessed at \$250,000. Gates is not in politics.

J. Pierpont Morgan is assessed at \$400,000, and John Jacob Astor at \$100,000 less.

Among the assessments are: William Rockefeller, \$350,000; H. H. Rogers, \$300,000; Alfred G. Vanderbilt, \$250,000; Cornelius Vanderbilt, \$150,000.

The total assessed value of real and personal property in the city as figured by the assessors this year will be about \$8,805,219,570.

HOSPITAL IN CHINATOWN FOR ALMOND-EYED ORIENTALS.

Almost within the shadows of the vine-clad walls of the "Little Church Around the Corner" and near the western border of Gotham's Chinatown stands a modest little, old-fashioned, red brick building. Across the front of the structure stretches a sign in large gilt letters, such as are seen on packages of firecrackers. The characters of the sign, when translated, read: "Chung Wah Kong Sor E Sang Fong." The inscription is not the name of a new brand of tea, nor that of a Chinese consul. Translated into English the words are: "The Combined Chinese-Speaking Society's Hospital."

The infirmary is beyond the well-beaten path of Chinatown sightseers, although not far from the main joss house on Doyers street. Were the meaning of the sign generally known every visitor in the city would demand the guides to pilot them through the strange little institution that they might explore the place and try to solve its mysteries. And the hospital has some mysteries which, according to the old Chinese superstition, can only be solved by the great Joss. At the hospital many slant-eyed residents of the Bowery and other districts of New York are treated daily.

It is the only hospital in the country, with possibly the exception of a similar institution in San Francisco, in which patients are not permitted to die. They are hustled from the hospital before the Black Dragon enters the place and removed to the death room in Chinatown, where the sinking patient expires. When a sick Chinaman has become so low that it is an assured fact that he is soon to see the light of another world some peculiar rites are conducted around his bedside by his "cousins" and his friends. There are two small altars in the hospital, one to Joss and one to Confucius. Three times a day the Bi Soy Sot, or prayer for the safe journey of the departing one, is said before the altars. The dispensary department of the little hospital contains the queerest collection of nostrums imaginable. The "yock toy," or medicine, includes powdered cockroaches, snakeskins, powdered toads' and frogs' skins, oil of snails and oil of herbs.



MADE RECORD RUN

REMARKABLE SPEED ON FRENCH RAILROAD LINE.

Body of Dead American Carried to Coast at Average Speed of 75 Miles an Hour—American Locomotives.

The body of a dead American has made the swiftest railway run of the whole world.

Cook's agents hanging round the Paris Gare St. Lazare tell the story. Some say it was the mortal remains of Mrs. Strong, the daughter of John D. Rockefeller. Others say it was the body of a man—"an American a millionaire; I never heard his name before." It may be; there are many such. The French railway people will tell nothing. To admit the facts would be confession that the French law's 75 mile per hour limit had been broken flagrantly by a special train in long spurts over the most important roadbed of France!

Let the dead, therefore, rest—after its all-records-breaking dash to catch an English boat.

But is it not an awful picture—the impavida corpse alone in its car, crashing onward, faster, faster, to make the connection that will give it peace in its own hallowed home soil?

The peculiar incident has very much struck the Parisians, and all the more so as it illustrates the terrific speeds French railways are attaining, writes Sterling Hellig in the New York Press. It was a special funeral train of two cars, quitting Paris a few minutes ahead of the "train de luxe facultatif" of the Mediterranean-Ca-

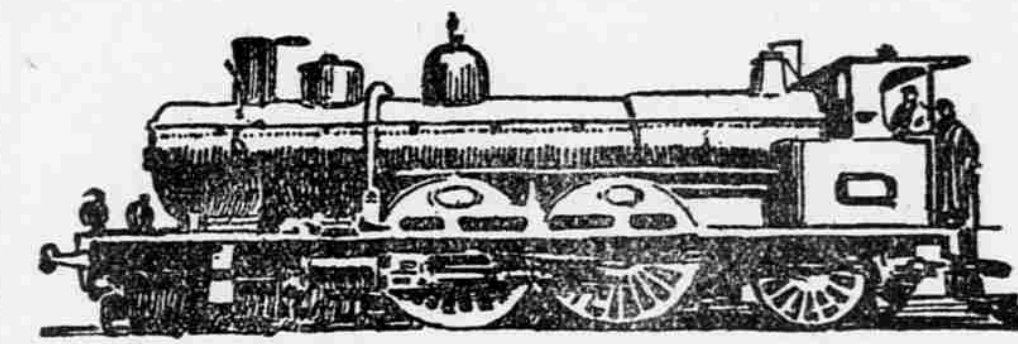
lais express, itself the fastest train in Europe, with one of the fastest long breaks in the world. It does the 81.15 miles between Paris and Amiens in 77 minutes (63.2 miles per hour), and the whole 185 miles in 180 minutes.

The corpse did it in just two hours and a half, or 150 minutes—making the sustained break of 185 miles at the average of 73 miles; and when the first wonder of it passes the question arises: How have French railroads suddenly attained such sensational speeds over their curving and otherwise inferior roadbeds?

It is a creditable American story, because if in the last five years the French lines, first one, then another, have broken all the proudest English records, it has been due purely and simply to the adoption of American type locomotives.

Somewhere around 1899-1900 two of the French state lines found themselves in the predicament of being refused locomotives by all the French makers. Arrogantly sure of the home business, they had refused to enlarge their plants or to work overtime. They told their customers to wait.

Now, the French government is, after all, not to be turned down in this style. Nor is the Orleans railway. So, before the Creusots knew what was going to strike them, both the State and the Orleans lines had bought a number of high-speed American-built locomotives. A small row was raised—at the spectacle of a government discriminating against its own



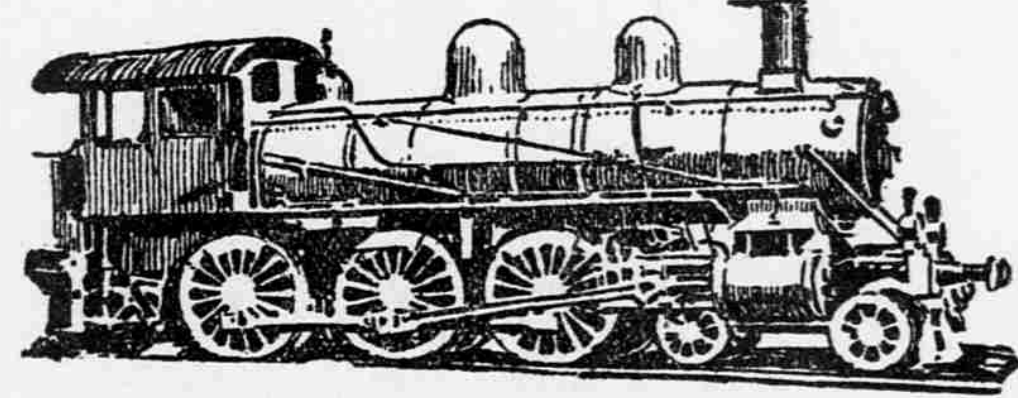
EXAMPLE OF THE SO-CALLED "ATLANTIC TYPE" FRENCH-BUILT.

which holds a concession from the Congo government of an area in Katanga 60,000 square miles in extent, or about one-thirteenth of the entire domain of the Free State. The line will be 1,100 miles in length, the longest east and west road yet projected in Africa.

Fifty miles of it have been completed for Lobito bay, which affords a fine harbor a little north of Benguela, in the Portuguese colony of Angola. Many hundred men are now building the second section, 200 miles long, which will carry the road through the mountains and up on the inland plateau. It will then follow mainly the water parting between the Congo and Zambesi river systems, a level region offering few engineering problems and not a single important river to cross.

This large enterprise is eloquent testimony to the faith of its projectors in the great value of the Katanga mining region. This faith based upon the results of seven years of investigation which Robert Williams and his force of mining engineers have given to this region. In an interview the other day Mr. Williams said that they had found a zone rich in copper extending almost 200 miles northwest and southeast nearly to the frontier of Rhodesia.

They had marked about 100 locations on this line which promised remarkably rich returns and his company intended to begin operations on a large scale as soon as the railroad should supply the essential transporta-



ONE OF THE ORLEANS LINE'S AMERICAN HIGH-SPEED LOCOMOTIVES

industries by spending home money outside the jurisdiction. In Parliament the question was asked.

In the reply France learned incidentally that the new locomotives were of the type that draws the Atlantic City Express at the rate of nearly 70 miles an hour over a 60-mile run. That such a spurt, however, is done in America only on specially prepared high-speed tracks and with a loading gauge that permits the use of heavy rolling stock was a detail not over-much dwelt on.

One of the first results was a catastrophe that permanently sickened two French lines—the Orleans and the Midi—of excessive velocities. Within a year after the adoption of American type locomotives, the Sud-Express between Bayonne and Dax (a 31-mile spur) was averaging 57 miles per hour, and the 67-mile Moreux-Bordeaux break was negotiated at never less than 62 miles per hour!

It was between Bayonne and Dax that the historic accident occurred. The Sud express simply dashed off one of the road's abrupt curves at a tangent. No satisfactory explanation has ever been assigned; but I have heard that the roadbed had been undermined by water from a spring that suddenly trickled through the rocks at one side. At any rate, the Sud express now does Paris-Bayonne at an inclusive average of 50 miles per hour.

That the other French companies lost no time in profiting by the example to improve their ballasting and substitute heavier rails is certain; but even on the most famous trunk line stretches there remain the numerous curves, grade crossings and facing points that would send an American engineer promptly into nervous prostration.

Over such handicapping conditions—and in spite of the absence of pick-up water troughs—the Paris-Lille express makes the 120-mile dash between Paris and Arras in 117 minutes—at the rate of 61½ miles an hour. This, for its distance, is said to be the fastest run in the world—just as Paris-Amiens (81 miles at the rate of 63.2), and the still faster Camden-Atlantic City are the fastest for their respective distances.

RAILWAY WORK IN AFRICA.

Rapid Progress in New Construction—Opening Mineral Fields.

Next to the Cape to Cairo line the most important railroad now in construction in Africa is that which will connect Lobito bay, on the Atlantic, with the mineral fields of Katanga, in the southeast corner of the Congo. It is being built by the Tanganyika Concessions, limited, a British company

KNOWWHATYOUTBUY

You Can See Quality and Quantity in the Local Stores.

PAYS TO TRADE AT HOME

The Purchaser Must Take Mail-Order House Goods on Faith—Keep the Money of the Community at Home.

When the consumer buys merchandise he is interested in three things—quality, quantity and price. When he goes into the store of his local merchant he sees the goods that he is to pay for displayed before him; he can determine whether the quality is first-class, and whether the quantity is all that is claimed. These two points settled, he should have a fair idea as to whether the price asked is a fair one or not.

But how is it when he attempts to buy of the big mail order houses of the cities? The only guide he has to the quality and quantity they are offering is what the catalogue says, and the catalogue is prepared with the one object in view of selling the goods.

When the consumer buys of his local merchant and finds the goods he has purchased were not as represented he can promptly take them back and receive his money. When he buys of the mail order house in the large cities he has practically no recourse but to take what he gets and look pleasant at the results.

It is cheap goods and short weight that is making mail order house profits. They can buy but little, if

most the exceptional order that is conducted on the theory that it is possible to take an inferior job and foist it on a credulous people by means of a reduced price and the honest reputation established by the meritorious original which it shamelessly caricatures. These methods have been crowned with success solely by reason of the fact that mail order houses put more skill, energy and money into advertising than do the manufacturers to whom the American people are directly indebted for the best vehicles on the face of the earth.

"The mail order business is the quack doctor of commerce. It promises much and guarantees nothing. The directions are always on the inside, and you have to buy a non-returnable package before you can find out what they are."

A. G. Enderton, of Walter, Okla., writing to the Shawnee, Okla., Union Signal, says:

"... The mail order houses are the worst offenders of the pure food law that we have to deal with. They are the people who use short weight tin cans and every year the American public is cheated out of thousands of dollars by this alone."

"... I see where some mail order houses offer paint at about what good oil is worth. Now, does anyone think that a mail order house can buy good paint stuff cheaper than anyone else?"

"Now suppose you find out what crude petroleum, like what is pumped out of oil wells cost. Very cheap, is it not? That is the oil that is used and what about the paint stuff? How about Spanish whitening, with just enough white lead to stick it together?"

"The question of prompt delivery is another question which mail order house patrons should consider. It is filled promptly. The reason for this



The mail-order juggernaut is crushing the lives out of hundreds and thousands of local merchants, and hundreds of towns and villages as well. When you send a dollar to the mail-order house you are but operating the lever that keeps this death-dealing machine on the move.

any, cheaper than your local merchant can. First-quality, standard merchandise is manufactured on a very narrow margin of profit, but the mail order house can win and pay big dividends on enormous capital if they can sell to the people an inferior quality and short weight quantity of merchandise at the prices they ask. Your local merchant could do the same thing, but you would not buy the same goods of your local merchant that you buy of the mail order house at an equal price.

Here is an item clipped from the Parma, Mich., News which shows the nefarious system of the mail order concerns, and how they victimize their patrons:

"A farmer purchased two sacks of binding twine of a large Chicago catalogue house, and upon its arrival this morning a ball was unrolled and measured with a ball of Plymouth twine sold by local dealers, when it was found that the Chicago article was just 306 feet short of that sold at home. There being ten balls in a sack, it will be seen that the farmer lost 6,120 feet, or over a mile of twine on two sacks by not buying at home. Then, too, the mail order house product was of an inferior quality, being full of knots, and one farmer standing near during the measuring process remarked that it would never work on a binder. Now we wish to ask you, does it pay to trade at home? If there is anyone who is skeptical of this story, just call and we will show you."—Parma, Mich., News.

Bankrupt stock, merchandise that reliable jobbers would not handle because of its poor quality, the refuse of the factories made over into cheap merchandise. These are the things the patrons of the mail order houses are buying. Here is an extract from an article that appeared in the Sioux Falls, S. D. Leader:

"The mail order house selling vehicles by the catalogue route, is more than a pirate, it is a turkey-buzzard. It takes the freaks and failures that have died for want of real merit, and tries to stifle legitimate business by selling the embalmed remains at a reduced price.

"The whole nefarious mail order system, in so far as it relates to vehicles,

delay is that they do not carry the goods in stock, and must purchase them after your order is received. In Chicago, for example, no mail order house will sell to any person living within the city limits, and the reason for this is that these concerns purchase a large amount of the merchandise they are selling from the retail stores of the city, the proprietors of which refuse to sell them the goods except upon the condition that they are not to sell to the people of the city.

Here is the wail of a mail order victim taken from the columns of the Crookston, Minn., Journal, which explains this point:

"Sir: I want to register my kick right here on catalogue houses and their misleading methods. I am frank to acknowledge that I have been duped to perfection. The only difference between me and the other victims being that I am a little deeper in and that I am willing to acknowledge the corn.

"To begin with, last fall I with her who is now my wife, decided to purchase some stuff to furnish our new home. Accordingly we ordered all our furnishings of a catalogue house two weeks prior to our marriage, which we thought would be plenty of time to get the goods around. But by the infernal planets let me tell you right here that all the correspondence diplomacy, appealing and pleading has succeeded in landing only a kitchen table and later a mirror from Pittsburg.

"Our honeymoon has been a very dramatic experience; cooking on an old gas plate, eating on a dry goods box, sleeping on the floor and borrowing a few necessary utensils of friends and neighbors. No more catalogue goods for us. We hope to get enough more goods by April 1 to celebrate all fool's day in a fitting manner."

"A VICTIM."

Mr. Consumer, it is to your advantage in many ways to buy honest goods at honest prices of your honest local merchant. See what you are buying. Get what you are paying for. Keep the money of the community in which you live at home, and build up your town instead of tearing it down for the benefit of the mail order houses of the big cities.

Merely a Suggestion.
Another bad boy has been made good as the result of a surgical operation. Why not try it on politicians and legislators?