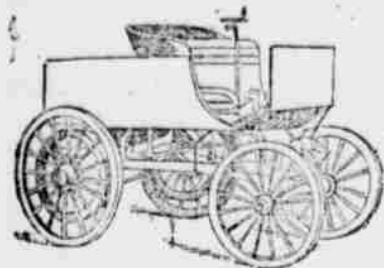


NOTES FROM GOTHAM.

Politics is at present very quiescent but it is expected that a fillup will be given to it locally by the arrival of Richard Croker, who is expected in a few days. The local Tammany machine is badly out of repair, and it is thought by many that the former chief may be able to suggest a plan of reorganization that will prove acceptable to the various conflicting elements. It is a little early, however, for political reorganization. There is a legislative session to be held, the Greater New York scheme to be set in operation, a new revision of the excise law to be undertaken, and new State and Federal Administrations to be inaugurated. Thomas Jefferson believed that political parties had their origin in suspicion and dissatisfaction, and doubtless the best time to reorganize a defeated party is when the political enemy has become fully occupied in enjoying the sweets and responsibilities of power, and the disappointed ones are howling by day and scheming by night for an opportunity to get even with the leaders who have failed to reward them. That time will doubtless come, but meantime the promises of renewed prosperity, for whatever cause, continue to absorb the attention of capitalists and speculators, and there is every prospect that business activity will continue at least until after the holiday season.



The Horseless Mail Carriage.

It is rather surprising that the motor vehicle, which attracted so much attention in Europe and this country a year ago, has entirely failed to take with the public. There were public competitors in Paris and Chicago, rival makers advertised the merits of their designs largely, and it was freely predicted that the horseless vehicles would soon be common on our streets. It appears that the obstacle is in the cost rather than in the merits of the new vehicles. The present prices for a motor carriage range from \$3,000 to \$10,000 and it is needless to say that the cost is practically prohibitory. It is probable, however, that the motor vehicle will soon begin to "mote." Manufacturers have seriously taken hold of the problem of producing a cheap vehicle & Brooklyn concern promises to soon have a practical carriage on the market at a cost of \$500. It is also stated that Second Assistant Postmaster-General Neilson, who has made a special study of the subject, has a scheme to use a horseless mail carriage in this city. One of the vehicles is now in course of construction, and if it should prove a success, it is proposed to have a number of them, and mail matter will be taken directly from the street boxes, sorted during collection from box to box, and then carried directly to the postal cars at the various railroad stations. This change would relieve the pressure at the branch stations and at the General Post-office.

Rumors of changes in the excise laws this winter are exciting the liquor dealers of this city. It may be said that the Raines bill contained no serious obstacle to the prosecution of the usual saloon trade. Under the hotel features of that law, the saloons were all rapidly transformed into "hotels," and in this way secured an immunity for all night and Sunday selling such as had not been enjoyed in years. President Roosevelt's police spies ceased to be a terror, and a wave of peace and contentment spread over the liquor-dispensing fraternity that obliterated the recollection even of the big State tax. The Raines law hotel has become a feature of our city life. It abounds everywhere. But it is only fair to say that never was the traffic more quietly conducted, and there has been little evidence from the outside of the evils which certain aggressive reformers declare the new law has produced. The threats that the law will be so amended this winter as to wipe out most of the present "hotels," as well as increasing the tax, has produced no little commotion, and it is probable that the strange spectacle will be presented of the saloon interests arousing themselves to fight as earnestly for the preservation of the present Raines law as they did against its passage last winter. Senator Raines is said to favor a reform of his own law. He is chairman of a special Senatorial committee, appointed last year for the ostensible purpose of studying the operations of the new law. It is reported that the committee will soon begin public sessions. Among the changes Senator Raines is said to favor is one increasing the number of rooms necessary to constitute a hotel. The present law requires only ten rooms even in large cities. It is proposed to require at least twenty-five rooms for each hotel in cities of the first-class, fifteen in cities of the second class and ten in all other places. Such an amendment would result in closing hundreds of places in this city and Brooklyn, some of which existed as bona fide hotels years before the Raines bill was ever dreamed of.

There seems to be no limit to the development of the bicycle idea. In the dreams of the enthusiasts, human muscle, with the aid of crank and sprocket is destined to rival all other kinds of power as applied to speed. It is seriously proposed to apply the bicycle to railroad traffic. The inventor of the



The Bicycle Car.

bicycle car is Reuben H. Plass, and he claims that he has made arrangements with one of the leading railroads of the United States, and that a car will soon be constructed in which the bicyclist may not only go at his liveliest pace without fear of interruption or danger

of accident, but actually propel himself across the continent. The exterior of the car is much like that of the Pullman or Wagner drawing room. The interior presents an appearance that will delight the heart of the bicycle enthusiast. The decorations of sides and ceiling are so made as to give a most pronounced bicycle effect. Friezes of dainty painted wheels ornaments both ends and sides. The roof will be a study in cycles in fantastic form and artistic arrangement. It is, in fact, a symphony on wheels. Between the windows are dainty lockers in which the wheelmen or wheelwomen may store their belongings, and every appliance will be present that the most exacting cyclist might consider necessary.

The modus operandi of the car is that of the moving sidewalk. Along each side is a flexible travelling platform driven by a pulley on one of the axles of each truck of the car. The power is transmitted through a cross bolt to a friction pulley on each end of the travelling platform. On each of these platforms are mounted a double row of seven and eight bicycles, thirty altogether. The relative positions of the wheels are maintained by an ingenious contrivance which absolutely prevents them jostling one another.

The crank shaft and crank of every wheel, is provided with a pawl and ratchet. These, as every wheelman knows, will permit the rider to pedal along without overexertion. When it is desired the car can be propelled singly; that is, without the assistance of a locomotive and separate from the rest of a train. This can be accomplished by the unaided efforts of the riders, who can, by pedaling at a brisk pace, transmit the power from the travelling platform on which they ride to the car axle and trucks. The idea of railroad cars being propelled from one city to another by clubs of enthusiastic wheelmen is certainly a taking one.

MILTON S. MAYHEW.

Andrew Jackson's Indorsement. The matter of enforcing collection of some thing that has embarrassed the Washington departments from the beginning, and some Secretaries have decided it one way and some another. There is a characteristic story told of Gen. Jackson in this connection. There was a boarding-house keeper here in the early thirties who had been a Jackson man from the moment he heard him in New Orleans in 1815. Jackson knew him well and was quite fond of him. A department clerk owed the President's friend a formidable board bill and refused to pay it. The landlord complained to Jackson, who asked him if he had the clerk's note. He did not have it and Jackson advised him to secure the fellow's note and bring it to him. The clerk was glad to settle the matter that way and readily gave his note and congratulated himself upon the fact that he had that ugly matter off his hands, at least. The landlord took the note to Jackson, who indorsed it. Then a bank discounted it. He met the clerk a few days afterward and the latter tantalized him with the question: "What did you do with my note?" "Oh, the bank discounted it," was the answer. "Who indorsed it?" asked the clerk. "Andrew Jackson, President of the United States," was the reply. "The devil he did?" ejaculated the clerk, who set about at once to meet it the day it fell due, and meet it he did.—Louisville Courier-Journal.

Ahead of the Game. The old man is a great favorite of Newspaper row; his only failing is that he has asthma, which he has to drowse out occasionally. Last week he started out to drowse his hay fever on pay day. When he left the office he counted among his possessions \$25, his week's salary. Just what happened to him is a mystery, but he never gained consciousness until he woke up in the station house the next morning. He searched his pockets—they were empty. Eight o'clock came and the station-keeper came to let him out. There was no charge against him; he had only been locked up to sleep it off. Station-keeper Collins called out Bob's name, and then began to hand out things that had been taken away from him when he was locked up, of which Bob had no knowledge. First his watch, then \$37.50, half again as much as Bob had when he started out; then a new suit of clothes, an umbrella, a box of paper collars and a basket of grapes. Bob is still wondering where they came from. But he entertains the highest opinion of the police department and the board of safety.—Louisville Commercial.

The Professional Thief. The professional criminal is hopeless. "A good thief"—as the police phrase it—does not steal to relieve his poverty. Possibly he has a hoard hid away somewhere, but at all events he has money in his pocket. Otherwise his "pals" would distrust and avoid him as being a dangerous man to work with. If he prospers at his calling, success only whets the zest with which he pursues it. When he is caught and "put away" for a term, the incident is to him what a bad fall is to a fox hunter. Possibly he may find honest employment on discharge from prison, but before many months elapse the old restlessness and love of adventure become too strong, and he resumes his "legitimate calling." He generally resumes it immediately he regains his liberty.—Blackwood's Magazine.

It is often a mystery how a cold has been "caught." The fact is, however, that when the blood is poor and the system depressed, one becomes peculiarly liable to diseases. When the appetite or the strength fails, Ayer's Sarsaparilla should be taken without delay. No, Maude dear, the gray feathers you observe on your turkeygobbler are not due to worryment or Xmas.

How Shoes are Made.

In Brockton, Mass., the queen of all our "shoe cities," stands the massive framework, glittering with myriad windows, of the W. L. Douglas Shoe Co.'s factory, where bales of leather change with marvellous rapidity into famous shoes. The shoemaker's bench of "ye olden time" has disappeared, and in its place ponderous machines stamp and clank and growl and toss bunches of leather from one to another like a pack of dogs worrying some hapless little animal, till the shapeless leather that the cutters pounced upon in the long room at the top of the building comes riding into the packing room, a rack for its carriage, a polished and shapely shoe.

Probably no place in the world offers such a splendid object lesson in shoe making as does the Douglas factory, where everything has been systematized down to the minutest detail, and so carefully arranged that a walk through the streets of this busy little world of a factory illustrates clearly the development of the shoe.

First comes the cutting room. Here is little machinery, but leather is everywhere, from the scraps that litter the floor and fill the bins, to the neatly piled "vamps" and "tops" arranged on racks, each pile labelled with the name of the cutter. The most marvellous thing in connection with this part of the work is the ingenious system whereby every bit of leather is kept track of. The foreman maps out the work; that is, he determines there shall be so many boxes of shoes cut that day and each box shall have so many pairs of a certain size. The cutters, each one doing but a single thing, such as cutting a "vamp," gets his leather and goes to work, trimming the leather with a curved knife, according to metal pattern. His work passes under the experienced eye of an inspector, who at a single glance judges the quality of the leather and sorts it into different grades.

It seems hopeless confusion; yet every bit of leather inevitably finds its mate of the proper grade and size when they all appear in the sewing room below, pursued by a relentless check list, watchful to detect the slightest deviation from the right road. In this room is a wilderness of machines, many of which are run by women. Up at one end of the room the cut leather starts on a rapid journey. One machine seizes it and bites it a few times and seems to toss it away spitefully. Immediately it is thrust into the claws of another machine that stitches it in another place until it comes out at the other end of the room in the shape of a shoe top.

Then the lasters seize upon it, to fit the top to the inner sole. Some of the shoes are "lasted" by hand, others by a peculiarly vicious looking machine that spits out tiny nails, and pounds the unfortunate shoes with all the energy of a chairman calling to order a caucus. The Douglas people never hesitate to buy the most improved machinery, and all the latest methods way be seen in this room.

Down this room, too, the half-finished shoes pass rapidly. On goes the outer sole, sometimes by sewing machine, sometimes by a machine that screws the sole on with little brass screws, that the iron monster has swallowed voraciously. With a single stamp the heel goes on, the rough edges being shaved off by a whirling knife. The channel made along the sole by the stitching machine is filled with cement, and under the angry stamp of a metal boot the channel is made flat again.

Now we have the completed shoe in the rough. But there are a dozen more machines, and a dozen more processes to be applied in the way of finishing touches. Finally, the shoe, resplendent in polish, neatly shaped and finished to the last detail, is wheeled on a rack before the eagle eye of the final inspector. If he passes it, the shoe is finished, and having followed the leather through the hands of five hundred and sixty workmen, the check list triumphantly receives its final indorsement, and we have a perfect shoe. Fifteen minutes is all the time they want to make a shoe, when they hurry matters.

The Fact that Doctors frequently advise change of air and climate to those suffering from catarrh is proof that catarrh is a local and climatic disease. Therefore, unless you can leave home and business, you should use Ely's Cream Balm. Applied directly to the seat of the disease, it effects instant relief and a satisfactory cure after short continuance. No mercury nor injurious drug is contained in the Balm.

An American traveling in Spain says: The women of that country are the most beautiful in the world, but they are superficially educated and as companions soon grow tiresome, because they possess no basis for conversation, no general information, no ideas.

A secret drawer in a trunk is said to have furnished new evidence for the Moser heirs, who claim land on a part of which Tamaqua stands.

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