## FAST TRAINS.

Difficulties in the Way of an Increased Rate of Speed.

A Plan on Foot in This Country to Build a Train Calculated to Run Two Miles in One Minute.

Some interesting details (if accurate) are given by the American Engineer of the results of the attempt to run a train which, according to the projectors of the "Electric express," was to run at the moderate speed of six miles a minute, says the London (England) Invention. An experimental line was built at Baltimore, and engineers of some experience were sanguine that even if the tremendous speed spoken of were not accomplished, the trains run would put in the shade everything hitherto accom plished. One handred and twenty niles an hour, or two miles a minute, was spoken of as mechanically possible. But the constructors, plas! reckoned without their host. I twus found that the inexorable laws of friction would cause bearings, wheels, etc., to simply melt from the intense heat evolved. In round numbers a four-foot wheel would have to revolve over eleven thousand times per minute-a practicable speed with a small spindle, but quite impossible with the ordinary axle. About a mile and a half per minute is now said to be all that is within practical accomplishment on the existing type of railway, if frietion only be considered. As regards safety, even this speed is deemed impossible by qualified engineers, unless great modifications are made in the existing form and size of flanges. ralls, etc. Such a speed hus, it is al leged, been once or twice accomplished. but the highest of which an authentic record exists is within a fraction o eighty miles per hour, or one and onethird miles per minute. We do not, of course, undertake to say that a higher rate of motion could not be reached. but all engineers are agreed that it is not possible with present rails and roll-

ing stock. As matters now stand it would seem that it is easier to construct motive power which will propel, or rather drag vehicles at a startling pace, than to design vehicles which will keep on the track or be uninjured by the heat so generated. It is nowadays unsafe to ridicule any project which does not propose to violate some natural law, 2 and it is quite possible that some form of rail and wheel may yet be designed which will permit of a much higher rate of speed than has yet been nchieved. But it is certain that these have still to be devised, and that people of inventive minds have here a vet unattacked field. After all the rate of eighty miles per hour, which has actual been accomplished, would have seemed a greater miracle to our greatgrandfathers than the talked-of one hun-



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RAILROAD TIME TABLE NO. Cresson, Clearfield Con. (S. C. Short Konte Kaltoad in effect on and alter June 7th, 1991.

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19398888888681-434 took refuge in a shop he would wait 182829732829P32872 I hear that this bogy man has



sun, and leading up to its principal entrance there are three hundred and sixty-five steps, says a letter from Portugal. At each end of a step there is generally a beggar. Every beggar prides him or herself on some horrible deformity, which is exposed so as to present its most hideous aspect to the view of the unfortunate pilgrims to the

temple. Having heard beforehand of this ghastly spectacle, says a writer in the Chicago Times. I determined not to go beyond the human malformations which creep about the city of Oporto. They are absolutely a recognized institution, and might almost be said to occupy the position of money changers to the general public. Their method of begging is peculiar. When they espy your approach they begin a long prayer in a vigorous, sing-song voice. They start in something like this style: "It is in your excellent honor's power to be thankful for your own riches and mind-

ful of the wants of others. Dogs shall lick your hand. The rain shall bedew your doorstep every morning. Assist the maimed, the deformed, the stricken in every limb. I can change two hundred, three hundred or five hundred reis at your excellent honor's pleasure." Then follows a curse or blessing, according to the manner in which you have responded to their supplications. You may give one of these creatures almost any piece of money, and he will return you that sum in small change

minus about half a farthing with complete satisfaction. Indeed, he will think he has done a good morning's work. Whenever I went out I made it a rule to place a few coppers in a certain pocket to present to these objects of distrust and ward off as many maledictions as possible. One day I plunged my hand into the wrong pocket, and, without examining the piece, gave it to a trunk possessing only a left arm and an incomplete eranium. The fragment set up an uproar and a crowd collected.

I was summoned back, and, with wild gesticulations, was presented with a two-hundred reis piece. I thought it was too late then, so I bowed and shook my head. The trunk showered blessings (assisted therein by the crowd), and I heard that no more was seen of him for ten days. There was one gentleman whose body, head and arms were all right, but

he was minus his legs, and he had ingeniously supplied this deficiency with a pair of cab wheels. On his hands were fixed some sort of claws, and thus he used to canter around, ladies being his especial prey. He would hide in an obscure alley-and as Oporto is nearly all dark alleys, he had many lairs-until he marked some unconscious victim, then off he would go, and if the lady



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#### CELLULOSE AS ARMOR. Use Made of It in the Construction of Naval Vessels.

In foreign navies several ships have already been supplied with cellulose for the purpose in question. The tests have not been entirely successful. Chief Contractor Reed of the English navy, who has made substances for FIIing cofferdams his special study, contends that woodite, an English article, and not collulose, is the ideal material. The only substance made in this country which at all resembles cellulose is made from cedar bush.

Cellulose, says the New York Sun, is made of eccoanut by Torvillion & Co. at Chamalieres, in France. It contains meal and fiber. The fiber has the natural color of the cocoanut and the strength of horse hair. The length varies from eight to thirty centimeters The meal, which is the cellulose proper, is also of the peculiar brown color of cocoanuts, and is in fine grains. The specific gravity of the fiber and the moal in loose masses is sixty-five kilograms per cubic meter; when compressed, one hundred and twenty-five kilograms. Cellulose absorbs water and by its swelling provides the safest possible obstruction. On account of its low specific gravity, less than that of cork. it is valuable for life belts, and may be used in large quantities to keep a seriousily damaged ship affont. Cellulose compressed and packed in a coffordam of a ship to form a leak belt does not emit any unpleasant odor and does not decay for two or three years. When pene trated by a projectile it is not ignited and doet not give off any disagreeable smoke, possessing, in this respect, a reat adva stage over rubber armor. If try, loose-cellulose be ignited it give aut white smoke. Combestion in set halose can be controlled by compression

the substance. When compressed it i lifficult to ignite, and if damp it cannot

be ignited. The fiber is loosely spread on a table seven feet square and in a loyer about two or three millimeters thick. This forms a nest for the meall which is smoothed off by hand to a thickness of four or five centimeters. Rectangular 6. Everybody praises it. 7. You will like it. blocks fifteen to twenty centimeters long and ten to fifteen centimeters wide are laid off by hand and the compart ments are then packed with thes blocks. Boards with leaden weights Askfor it. Insist on having it. John Finzer & Bros. Louisville.Ky are laid on top of the blocks and a man by his weight on the boards, compresses the cellulose beneath. This process in repeated on every fourth or fifth layer. until the thickness of the layers is a great as desired.

PATENT STEEL PICKET FENCE. WON BY A HANDSPRING. A Little Lawyer Who Went an Athlete

A Mr. Simonson, of Bay City, Mich. is a legal luminary from the northern part of the state, who is a bunch of nerves done up in a small package, but there is a perceptible admixtume of dynamite in his make-up and he's a formidable opponent no matter who is

# A THEFT IN ART.

The Story of a Missing Portnat of Washington.

etier first If Is Still in Existence is u Isle of Man-The Portral: Original "stended for the White Hanne

one of the most singular stories the annals of art is the then appearance of an authentic d George Washington, to bert Stuart, the friend and to West, says the London Black White. This long missing portrai one of three replicas made from the well-known original the commission of the c arquis of Lansdowne. That origin 11 two of the copies are us surly accounted for; but the lisappeared in the following ner, and has never since been head. The portstait was painted for the Baker, of New York, an active meniof the society of St. Tammany, which at his suggession established a muse Points Ja Honesty Ja PLUC This muscume was in 1795 made over Baker, who asded among other stim tions the full length of the great po eral. In 1798 he appears to have to Boston to exhibit the nictur dying there of gellow fever, the rait went to a Mr. Laing in satis tion of a claim. By and by the mittee charged with furnishis president's house at Wushington borki the picture, which was intrasted Winstmiley, a tricky deler-do minter, to pack and deliver Wir -s. however, copied the Stuart in ) was vile way, delivered the copy, a cell to England with the stunet himself was the first to d and demonate the frame, But the ic sepudiated the canvas that of anrugs in the white hourse, and them the swidence against it is overal ng, patriotic citizens of the states r till believe it to be the genuine a trait saper ted by Stuart himself fra the fiansdowne full length. What he came of the genuine work stolen b Winstanley, painter and thief? Well) there is considerable reason

cheve that it is now in the poss d William Burrows, a picture dealer Inglas Isle of Man. Some time a acre was-a sale at Mount Fernes hat island, in consequence of leath of Mrs. Harrison, who was a Mr Hancock having been twice marrie and a daughter of one Breed at formerly owned Breed island in he ton harbor, whose name is immortalized is the battle of Breed's hill, and w ettled in the isle of Man early int entury. Among a variety of picture lisposed of at the aforesuid sale was fine full length in oil of GeorgeWad ington, and a capital impression of a engraving which Heath made from th Lausdowne portrait, thus cable Stuart of his suppright, and leading t profably the first and certainly fi

im to conclude he had acquired a

genuines Stuart Washington Hors

those recent paragraphs anent the

"discovery" "in the Isle of Man; hences

journey to London, picture in hand, to

Now the experts all agree that it is

not only a genuine Stuart, but a re-

fine specimen in point allke of colu

bandling, design and inot less imp

tant) of preservation. Mr. Burrow

canvas is essentially the same (the )

ferences between it and the Lansdow

being extremely slight, and not even

marked as those which, as a rule, unit

ally appear in replicas); but the Lan

distinction of the work now in Mr. Ilu

rows' possession, but which out

gallery. The only portrait of Washing

ton there is poor -- so poor indeed 5

properly to be in the national portrait

owne ddes not equal the delicacy and

consult the experts.



dred and twenty does to us. Wheth the solution will lie in the adoption of the sliding railway type, or in an im D Church mense increase in wheel diame\* depth of flange, or other device uncertain, but the ret blem out doubt be sorved at no very 6.

Our friends are endeavoring to gray ple with the difficulty, and the main suffines of a proposal to run a high speed train have been published. The track is to be built much heavier that the roads now in use. In exposed dnees it would be Inid in a trough-like mand to keep the wheels on the track. as engine and ears are gigantic, the erman having twelve driving wheels ist incased (all wheels are now inused), and the axles are to be so con-Procted as to give a low center of gravor by having the car bottom near the uls. The great weight, width of rails I shape of cars would, it is claimed ve stability. All the wheels ande te triin would be eight feet in diame r. this large size saving friction o whine; and should the wheels revolve

faster than the present style it would ow of the speed intended being atned. As large wheels on the present its would not be stable, nor would re be car room, the rails would have

and as seventcen feet wide, twelve thigh and one hundred feet long, be of cupable of holding four hundred

ving o'de doors, windows and skylent hurricane.

may yet be accomplished. In view, however, of the fact that Jules Verne's romance-invented torpedo boat has netually become the sober fact of a few years later we should not like to say the above project is impossible, many as are the practical difficulties in its

This is the name given to an adver-"" column in some of our American journals, says the New York Ledger. justice to "Cannie Scotland" we ag suit of love through the press seem to be in search of the legitimate article. atrimony appears to be their object, and a characteristic desire for dowry is anost unromantically apparent in many

Advertising being costly, and the Scotch an economical people, the canthip Corner" appeal in groups to the

A 10 10 10 1-1since died, leaving a lot of money. \*8346886427288646888\* In Braga children are bandaged in all FO FO BO BO BO BO DO DO DO DO DE DE DE DE DE DE \*29322288385328488\* sorts of postures and subjected to great \*\*\*\*\*\* torture to enable them to live at case Cresson g 23804044665320853 when they grow up. Such, among many, is a man with a fourteen stone body, "Leave daily except Sunday. who daily blesses his parents for providing him with legs which would have

+Lesve Sunday only Hlack let ers indicate telegraph stations. Denny's, Moore's and Cristie's Crossings will caused Barnum's "skeleton dude" to e fing stations for all trains No. 1 connects at Cresson with Johnstown Ex cry with envy. But were I to describe No. 1 connects at Oresson with Johnstown EX press at 8.27 for points between Oresson and lohnstown, and with Pacific Express at 8.15 for points west of Johnstown. Also with Mall Train at 9.38 for points easy of Cro son. No 5 connects with Mall Train at 4.26 for points West of Ore son, and Mall Express for points wat at Oresson. the horrors so prepared the paper on which I write would curl up and revolt.

ARTISTS' MODEL ; IN PARIS Their Arms and Throats Smuggled Into Portraits of Kich Won en of Fashion. From points west of Cresson No. 4 connect with Mail train at 9.35, and from points east of creasion with Johnstown Express at 8.27, and Pa-cille ' spress at 8.45. No. 6 connects with Mail Train at 4.26 from points east of Creasion, and Mail Express at 4.67 from points west of Creasion. Sunday trains connect with Pacifi ' Express and Mail Train west and mail Express east. Passengers to or from points on Poinsylvania S. Northwestern Railroad can take train at Coal even of Lynna. with Mail train at 938, and from points east A report of a contemplated strike of the models in Paris has brought out an interesting interview between one of the ladies in the profession and a repre-

sentative of a paper in the French capi-tal, says the New York Sun. "Well," said the reporter to this part or Irvena. Stations marked "i" are flag stations. Pas-sengers wishing to get off will notify the con-ductor. Passengers wishing to get on will flag young woman, whom he describes as a handsome blonde, with a fresh and rosy unless sc notifet. W. P. KATHBUN, complexion, "you are all on strike, eh? unless schotifel. W. P. RATHBUN, General Manager and uperintendent. F. J. BUKGOON, Train Master. You are syndicating?" With a smile and a shrug she replied: "Nonsense! that thing could never

"And why?"

there is also the cornet.



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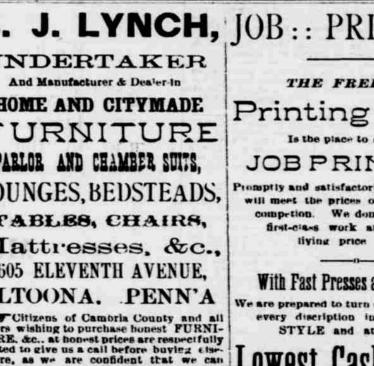
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placed against him. He is full of su prises and is very liable to turn the guns of an opposing lawyer against that unfortunate individual. A story is told illustrative of this and

s worth repeating. Simonson went before a country justice to try one side of a red-hot line fence fight, says the Detroit Free Press. Pitted against him was a big, raw-boned, broad-chested, double-fisted sprig of the law, whoewas better adapted to building fences than construing any law regarding them. He mistook noise and oratorical gymnastics for wisdom and learning. In the physical exertion of addressing the judge he came out of his coat, then dispensed with his vest, later tore off his collar, threw his necktie behind him. opened his shirt that his throat might have full play, rolled up his sleeves. pounded the table all over the room, perpired like a cupola tender in a molding oom, roared himself hoarse and at last ank back in an apparent state of total

collapse. Simonson arose with all the dignity that a little man can assume, threw off his coat, vest, collar, cuffs, neektic and suspenders, rolled up his pants and shirt

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