

RAPID TIME OF TROLLEYExperiments at Nantasket Beach
Were a Surprise.**SIXTY MILES AN HOUR MADE**Railroad Equipment Will Probably Be
Revolutionized If These Experiments
Succeed. The Electric Locomotive
and Wire Are Placed.

New York, July 7.—The Herald today gives an interesting account of recent experiments made with electric locomotives made by eastern capitalists in the following:

While the United States has been almost gridironed during the past eight years with hundreds of trolley roads to supply the rapidly growing demands of city and suburban transit, the first railroad project with ordinary passenger and freight trains, has just been put into operation. The departure is an epoch-making one in the history of electrical development, and the trial tests have thus far met with a degree of success that promises the early advent of the electric locomotive for all kinds of traffic.

The first piece of railroad thus equipped is a branch of the Old Colony road, on Nantasket Beach, in Massachusetts, and the credit for the enterprise, as well as the record of having operated the first electric railroad of standard gauge and capacity, belongs to the New York, New Haven and Hartford company.

The line thus fitted out is, of course, in one sense, an experiment, and is only about seven miles in length, over four of which are made up of numerous sharp curves. There is but one grade, however, of about thirty-four feet to the mile, the rest of the road being practically level. It is an excursion route principally, with frequent stops, and extends from Old Colony House to Pemberton, at the end of Nantasket Beach.

Built for Nick Street.

The line has all the distinctive features of an ordinary trolley line, with its overhead wires and poles, except that the casual observer can see that everything is very substantially built and every provision made for safety at high speed. The track itself was first rebuilt, with seventy-eight pound T rails and thoroughly ballasted, the former steam driven trains having run on a fifty-eight pound rail at ordinary excursion train speeds. The overhead work is especially substantial in appearance, and every precaution has been taken to make a crucial test of the question whether or not an overhead trolley system is adapted to general railway traffic, and the answer thus far seems to be decidedly in the affirmative. A specially designed overhead wire has been used, having a cross section resembling a square eight, the lower lobe of which being somewhat larger and broader than the upper. This wire is three-quarters of an inch deep and one-half an inch thick at the bottom, and weighs about a pound to the running foot, which would make the wire cost about \$2,000 per mile for a double-track line, a trifling amount as compared with the cost of roadway structure and materials of construction.

The peculiar cross section of the trolley wire is not given for the purpose of stiffening it or preventing slack, this being effected by proper stretching, but to provide a suitable means of fastening the overhanging supports to the wires securely, and in such a way that they interfere with or be thrown off the wire by striking the grips while passing them at high speed.

Poles Close Together.

The trolley poles are placed between the two tracks, with cross arms projecting in opposite directions to support the wire over the center line of each track. The poles, southern pine, are four feet apart, ground, a foot square at the top and considerably larger at the bottom. They are placed much nearer together than on ordinary trolley roads, being only sixty feet apart on curves, of which the road has twenty in all, and ninety feet apart where the track is straight.

In this system the locomotives are the baggage cars of the train, which are fitted with electric motors of unusual power on their trucks. The electric locomotive, if the term may be permitted, is a comparatively light vehicle alongside of a steam locomotive, having no boiler, with its immense load of water and iron to give it the necessary weight to secure great traction power. Accordingly, in this system, the baggage cars were built with exceptionally heavy frames and trucks to provide, in a measure, for this lack of weight, and

WEAK, NERVOUS MEN.

Why not treat with a physician to whom you can tell your trouble? The CURE you seek is not far away. Send money miles away home to some one you never saw, when you have the greatest specialist now with whom you can talk it over and be cured.

Dr. Reeves, 40 Spruce street, Scranton, by his new and unique method, cures all diseases. Arrests decay and makes you a well and hearty man again. If you are nervous, failing in the mornings, Offensive Breath, Constipation, pains back of neck and head, or any of the above, call Dr. Reeves. His office is at 40 Spruce Street, Scranton. Call him. It will cost you nothing and you may benefit largely by it. Everything strictly secret and confidential.

TWENTY HOURS—DAILY 9 to 1.

REAGAN, 10 to 1.

DR. REEVES, No. 412 Spruce Street,
SCRANTON, PA.**GREAT CLEARING SALE OF**

Carpets,
Oil Cloths,
Linoleums,
Mattings,
Lace Curtains,
Chamille Curtains,
Tapestry Curtains,
Window Shades and
Wall Papers.

Fancy Goods at One-Half Price

A special clearing sale
is now on for full goods.

GOSET INGLIS

the load of baggage itself contributes somewhat to the actual drawing power of the engine. Two such cars are used as locomotives, and are provided with two electric motors on each truck of 100 horse power each. These cars, thus equipped, can exert 8,000 pounds pull each on their draw bars, which is sufficient to pull an ordinary excursion train at fifty miles an hour. It is reported that on the official tests sixty miles an hour was exceeded.

A singular but noteworthy feature in the mechanism of the train is the fact that, steam being entirely absent, the Westinghouse air brakes are supplied with pressure by independent electric motors.

The Power House.

All the power is derived from a station located near one end of the line, which supplies the overhead trolley wire with electricity at 700 volts, something about that ordinarily used on passenger and freight trains.

In the power station two generators, or dynamos, of about fifteen horse power each, supply the lines with current. The entire system is extremely simple in arrangement and efficient in operation, and, being the first of its kind in the world, will be watched with intense interest by the engineer and layman as well, as failure here would set back electric railroading for years, while success would as certainly stamp it the forerunner of a revolution in railway traffic.

TRAGEDIES OF NIAGARA.

Romantic End of a Beautiful Spanish Girl—The Strange Murder of Mrs. Weddell and Suicide of Her Husband—The Corrupcion of the Globe-Democrat.

Niagara Falls, N. Y., July 5.—One of the most romantic as well as the saddest tragedies at the great cataract was the suicide of a handsome Spanish woman who leaped over the Horseshoe Falls in the autumn of 1842. It was in the old stagecoach days when the lumbering four-in-hand played such a prominent part in a trip to Niagara. One evening in the early part of October the stage coach from Buffalo drove up to the door of the old Catawba house, and one of the first persons to alight was a handsomely dressed woman, whose age could not have been more than 25. The elegance of her apparel and appearance denoted a lady of wealth and refinement. She had no cause to be afraid of the clerk on which was printed the name "Miss Evelyn Barrios, Philadelphia," was registered and assigned to one of the handsomest rooms in the old hotel.

Miss Barrios was about the hotel for several days, and in confidence told the lady that she was there to meet her affianced, a wealthy gentleman from the Quaker City, and that on his arrival they were to be married. She visited along the bank of the river, looked carefully about and said that she had perceived a boat. Calling his wife to look at the swirling waters of the whirlpool far below, he pushed her over the bank. She fell about eighty feet into a crevice made by jutting rocks, and in position that her body could not be seen except by lying down and looking over the bank at the point from which the unfortunate woman had been pushed to her death.

Day and his sister took the evening train to Rochester. The gatekeeper at the station in that city saw the three depart in the morning, and the two return at night. He knew Day and asked in a joking way if his wife "had fallen over the falls." Day replied that she had gone to Canada to visit friends. This information was imparted in a casual way to the writer, who, in turn, told Day, and who, at that time, was a reporter for a morning paper. The newspaperman started to find Mrs. Day and was surprised to find a Mrs. Day No. 2. This fact aroused his suspicion, and the police were notified. Detectives arrested Day on the charge of bigamy, suspecting that Mrs. Day No. 1 had met with foul play.

The call was taken from the visit to the Falls, and John C. Hayden, chief of the Rochester detectives, arrested Mrs. Quigley. She told an entirely different story to the whereabouts of her sister-in-law than had been told by Day. Finally Mrs. Quigley was taken to the Falls and asked to show the officers over the same route she had taken on Sunday. When the point was reached where the murder had been committed she broke down and made a complete confession. The body of the murdered woman was recovered and a medical examination showed that many bones had been broken in the awful fall and that death had been instantaneous.

Mrs. Quigley turned her face to the sky and said, "I am innocent." Canadian authorities and the officers returned to Rochester with the remains of the unloved wife. Day was told of the confession of his sister and finally admitted his guilt. He was not told of the recovery of the body, but was asked by the officers if he would go and point out the spot that it might be recovered and decently buried. He consented and Canadian officers were notified of the fact. When the officers reached British soil with Day he was arrested by the Canadian officers, taken to Woodstock, tried, convicted, and within six weeks after the commission of the crime was hanged in the jail-yard. His sister was given a sentence of ten years in a Canadian prison as being an accomplice, and is now confined there.

HONESDALE.

The next very night the great stage coach drove up to the hotel and a distinguished and dignified-looking gentleman alighted and registered as Dr. Geo. B. De Fecce. He hastily glanced over the register for several days prior, and then asked the clerk if Miss Barrios was a guest of the house. In reply the clerk handed him the letter addressed to him by the fair suicide. The stranger read it, and a strange pallor came over his face as he tenderly and carefully folded it and put it into his pocket. For more than an hour he stood at the window, then turning asked the clerk to send a man with him to the spot where the tragedy took place. After visiting it he returned to the hotel, and the next day employed a doctor to search for the body, offering a large reward for its recovery. It was found late in the afternoon below the rapids, and two days later the doctor left the falls with the body, without giving an explanation or disclosing his or the suicide's identity, other than their names.

McVey & Walker, of Braddock, Pa., have entered into the erection of a plant for the manufacture of enameled bath tubs, linings and furnishings. The new works are expected to start about July 15, giving work to 100 men.

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The only basis which can be found for the story that the Lackawanna proposes an aggressive coal policy unless Readings the error of her ways in the matter of production and prices is the fact that the first named company has given to its agents carte blanche as to meetings price found in the market. This is not a new departure, however. None of the interests are making the pretense of securing the circular of anywhere near those figures. As a rule, it can be said that there have been no further concessions.

Philadelphia Press: The foolishness of strikes is shown in the report of the secretary of the Board of Labor Statistics on the "Great Strike of 1890." The actual loss in wages to the strikers was \$1,600,000, making the average loss of the individual strikers \$77.20. Again, 57.4 per cent. of the total number engaged in the strike went back to work without gaining any advantage, either in wages or in changed conditions of employment. Of this number 8,600 submitted to reductions in wages as the condition of re-employment. Only 12.6 per cent. of the strikers received better wages after the strike. As 25,207 were involved in the strike it can easily be seen that it would be cheaper for men instead of going into a strike to throw away a month's wages, as they not only lose more than that but disturb the business of a community in a way that sometimes inflicts a permanent injury on the industry of the place. A strike is dear at any price.

Scrofula, Salt Rheum

And All Other Blood Diseases—How They May Be Cured.

The Carbon Iron and Steel company's plant at Parryville, Pa., has resumed operations, after a shut-down of over a year.

The Logan Iron & Steel company has granted a voluntary increase of 25 cents per ton to all men in its rolling mills at Burnham, Pa.

The Allupqua Tinplate company has been reorganized, and the whole works at Allupqua, Pa., started up. The plant has a capacity of 250 boxes a day.

A prominent official of the Pennsylvania Railroad company said Saturday that the general commercial business is better than it has been for long time.

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It has cured the most virulent cases

of Scrofula and Salt Rheum, even when

all other prescriptions and medicines

have failed to do any good.

Blood poisoning, from whatever ori-

gin, yields to its powerful cleansing,

purifying, vitalizing effect upon the blood.

If you desire further particulars, write to us as below.

Remember that

Hood's Sarsaparilla

Is the One True Blood Purifier prominently

in the public eye today. Prepared only by

C. I. Hood & Co., Lowell, Mass., U. S. A.

Sold by all druggists. \$1; six for \$6.

Hood's Pills are the best after-dinner

pills. They assist digestion.

Chester's English Diamond Brand.

PENNYROYAL PILLS

Are the best for the cure of

female complaints. Take

one or two pills three times a day, in

water. It is a safe and effective

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