

CARBONDALE.

Readers will please note that advertisement orders for job work, and items for publication left at the establishment of Shannon & Co. newsdealers, North Main street, will receive prompt attention; office open from 9 a. m. to 10 p. m.

TO LOCATE IN FLORIDA.

Messrs. Wetherby and Malloy Will Soon Leave the City. The contracting firm of Wetherby & Malloy, of Wayne street, will next week remove to Daytona, Fla., a thriving and rapidly growing town of about 1,500 inhabitants on the coast, where much work will be found as the place is building up very fast.

The families of the contractors will also leave and Dayville will be made their permanent home. Both men are well known in this place. Mr. Wetherby has been a successful builder and contractor, having been many years in the business. He has made many friends during his residence in this place, who will regret that he and his family are to move, but they give them their best wishes for success and happiness. The property of Mr. Wetherby will not be sold, but his daughter, Mrs. G. Wagoner, will reside in the house vacated by him.

Mr. Malloy and family will leave at the same time. Mr. Malloy has been connected with Mr. Wetherby since his residence here, and in the business has become well known as an upright, honest man. The firm will be continued in Daytona under the same name.

THE BAIL WITHDRAWN.

J. A. Stanton Oliged to Secure Another Bondsman.

Alva Daley, who became bondsman for J. A. Stanton, has withdrawn his bail, and it looked for some time as if Stanton would have to go back to jail. His bail had come forward, however, and made things all right again.

Mr. Daley became bondsman on Stanton's promise to reform, but upon receiving information that he had made himself a bad name, he withdrew his bail. Stanton was searching for Miss Cook, his companion in trouble. Mr. Daley decided to withdraw the bail.

Death of Mrs. Surdival. Yesterday morning at her home on Greenfield road occurred the death of Mrs. Ann Surdival, an old and respected resident. During Mrs. Surdival's residence in this city she has made for herself many friends who will be greatly grieved at her death. She was of a retiring nature but her Christian character and uprightness won for her wide respect and admiration. The time for the funeral has not yet been settled as relatives are to be heard from before arrangements are completed.

James Fee Injured. While engaged in his usual work in the Coal Brook mine James Fee was quite badly injured and will be unable to do any kind of work for some time. He was struck in the head with a flying stone which inflicted a bad cut on his lower lip. The pain was terrible and caused the young man to faint. Dr. Fitzmaurice attended him and was obliged to take several stitches in the wound.

New Officers. The following officers have been elected in the Rebekah lodge, Noble grand Mrs. Eliza Dills; vice grand, Mrs. Frederick Dills; secretary, Miss Curlew; assistant secretary, G. H. Hughes; treasurer, Mrs. S. N. Bayley. On Tuesday evening the members of Lucretia lodge will go to Aldenville, where they will attend the installation of new officers.

PERSONAL AND OTHER ITEMS. Charles Chapman, who has been connected with the Western Union Telegraph company for several years, has severed his connection with that company and has accepted the position as operator and ticket agent at the Delaware and Hudson Fairview station.

Dwight McMillen, of Archbold street, is spending a few days with relatives in Scranton. A. B. Thaelen was severely burned yesterday morning at the Erie shaft. A spark from his lamp ignited some powder he was carrying, causing an explosion.

Invitations have been received in this city by friends of T. P. Duffy to be present at the commencement of Dickinson Law school, at Carlisle, on June 8. Mr. Duffy is a brother of Marcus Duffy of this city.

Miss Mary Corrigan, who has been visiting her aunt, Mrs. B. Burke, at Pike street, has returned to her home in Scranton. Miss Marion E. Jones, of Rochester, N. Y., is the guest of Mr. and Mrs. Clayton Curtis, of Canaan street.

The diagram for the entertainment to be given under the auspices of William B. Davis, at the opera house Saturday evening opened yesterday at Reynold's drug store.

The telephone company has been obliged to make some changes in the poles which were put up a short time ago. They were too short and interfered with the trees. Fifty-foot poles are now being put in instead.

Remember we don't reserve any thing--These goods consist of all the leading makes. Come early and make your selections.

J. SCOTT INGLIS, CARPETS AND WALL PAPER 419 Lackawanna Ave.

Typoid Fever.

* Rapid Convalescence

is experienced in this slow and dangerous disease, when the patient's strength is properly maintained until the crisis is passed. Don't force the stomach and other organs already weakened by sickness to wear themselves out in a vain attempt to obtain nourishment from improper foods. Feed the sufferer with milk and

Bovinine

that great food product. It is absorbed immediately into the system with the least possible effort on the part of the various organs. Besides making new flesh and blood, it strengthens all of the vital centres, enabling them to expel existing poisons. It is a germicide, and antitoxin the fever microbes. In addition, its beneficial effect on the ulcerated condition of the bowels, so common in this disorder, is marvellous.

is visiting Rev. E. Kilpatrick, of Bainbridge, N. Y. W. D. Evans, of Seventh avenue, has returned after a few days' stay in Scranton.

Mrs. William Alvord, of Mayfield street, who has been visiting friends in Scranton, has returned home. Dwight McMullen, of Archbold street, is spending a few days with relatives in Scranton.

Orin Boers, of South Canaan, is visiting friends in this city. Rev. T. F. Coffey has returned from a visit to New York city.

JERMYN. As Fred Giles, a huckster of this place, was peddling his wares through Mayfield Wednesday afternoon, he met Fred Brown, of Tompkinsville, who had a game cock that he wanted to sell. A close bargain was made for one dollar. After sealing the bargain by drinks, the huckster and Brown, who wanted a lift to Mayfield, got on the wagon. When they arrived at Mayfield, Fred Brown wanted to match a fight for five dollars and going to the wagon took the bird into the hotel. After showing the fighter off he left to catch his train in the wagon. As he did not return the huckster went to see what was keeping him and found he had left taking the game cock with him. It was seen by some running in the street with the bird over his shoulder. Mr. Giles went to Carbondale where he swore out a warrant for Brown's arrest. A hearing will be given soon.

The committee in charge of the Memorial Day parade had not completed the arrangements in full yet but will be ready to march back in the wagon. Veterans and Sons of Veterans, Patriotic Order Sons of America, Junior Order United American Mechanics and several Catholic societies will be in line in the parade which will take place in the afternoon. In the evening a basket social and entertainment will be given under the auspices of the Sons of Veterans, when the following programme will be given: Opening address, chairman, piano solo, A. W. Walker; vocal solo, Miss Kate McFarland; recitation, Miss Verda Crane; violin solo, Miss Hannah Murphy; recitation, Miss Mabel Porschner; instrumental music, quartette, Temperance Band; club; sale of baskets. Ladies bringing baskets will receive a ticket at the door.

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MORE ABOUT THAT FAMOUS AIRSHIP

Something About the Aerodrome Recently Tested With Success.

PROCESS OF ITS GRADUAL EVOLUTION

Its Principle is That of the Bird in Flight and it Will, When Developed, Fly Like a Bird--The Commercial and Military Uses to Which the Vehicle Can Be Put When It is Finally Perfected.

To the Washington Star we are indebted for the first satisfactory explanation of the new faroos airship recently tested with marked success by its inventor, Secretary Langley, of the Smithsonian Institute. Says the Star: Further than the vague information already published, it may be said that the Langley aerodrome has a greater range of wings than the largest of known birds--the distance from tip to tip being fourteen feet, while that of the great condor of the Andes is but nine feet. The wings, extending uniformly from each side, are cast in motion, but incline at an angle, like those of a bird in the act of soaring. A pair of screw propellers, each having four paddles of a very light material, revolve upon bearings on opposite sides of the rear of the frame.

The main framework, forming the skeleton of the machine and supporting the working mechanism, is of steel tubing turned to the thickness of tissue paper and capable of enduring an enormous pressure per square inch of surface, this strength being due principally to its cylindrical shape. It was thought that aluminum would be fashioned into tubes as light and still as strong as those of steel.

COMPACT STEAM ENGINE.

The mechanism of the compact steam engine, having greater strength per pound than any other engine ever built, has after long experience been arranged so that advantage has been taken of almost every portion of the framework, and the result is a compact engine, per square inch of surface, this strength being due principally to its cylindrical shape. It was thought that aluminum would be fashioned into tubes as light and still as strong as those of steel.

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lost heart and died at less than thirty years of age. Another Frenchman named Pinchaucourt contented to manufacture models of Penaud's inventions, which he sold to physicists. These were the devices which Professor Langley imported and studied at the beginning of his devotion to the subject, often improving them. Penaud had conceived the idea of utilizing the energy stored in twisted rubber bands or strings. The earliest of his inventions bought by the professor was a light wooden frame, or axle, with a crescent-shaped wing at either end. These wings were made of double thicknesses of silk, cut to form triangles and fastened with the corresponding points overlapping, to give a spiral effect.

Many rubber strings inside the frame were previously twisted. As they unwound the wings revolved in opposite directions. Professor Langley altered this device until he succeeded in making it ascend as high as the Smithsonian building. Another of Penaud's inventions was a rubber motor, consisting of a strong rubber motor revolving a triple eccentric. This eccentric moved three sets of levers, each fastened to a different part of the mechanism. It measured fourteen and one-half inches in length and sixteen and one-half inches in width, and weighed about one and one-half ounces. A similar one, had previously flown seventy feet in France against the wind. Experiments had shown that the fact of increasing knowledge of the laws of flight.

Further studies were devoted to the structure of the bird, and the Langley aerodrome in the Smithsonian building. In 1888 this had been awarded the prize of \$500 at the Crystal Palace. The vehicle which was the best steam engine in proportion to its power, ever made. It consisted of three aeroplanes, one above the other, and a tail, the framework of which was made of wood, with fuel and water. It flew, suspended on a wire, but never independently.

The main frame consisted of two parallel rods of bamboo, between which the aerodrome was held together with cross wires. Each rod contained inside a long skin of rubber, which, when twisted and released, set in motion a pair of aeroplanes. The aerodrome was made of thick paper. This was not heavier than any of its predecessors. On one of the aeroplanes it was placed a small amount of lead, which was used to counterbalance the aerodrome. The secretary demonstrated that such an engine would support a weight of over 200 pounds in the air at a horizontal velocity of about forty-five miles per hour and still more at a higher velocity, the surface of the aeroplanes being unappropriately inclined in one direction. It was not until the month of June of the present year that one of these compact steam engines was arranged upon the aerodrome successfully.

It is reasonably certain that aerial flight, by mechanical means, will be practically successful within a few years after Prof. Langley lays bare all the details of his wonderful aerodrome. This is a task which will require the aid of many engineers in this and foreign countries who after some practice will be competent to build a giant aerodrome when given a small amount of assistance. The highest authorities on aerodynamics agree that the first practical adaptation of the vehicle will be as a means of warfare.

ATTACKED FROM ABOVE. Fortifications for which Uncle Sam now proposes to expend millions would be useless wrecks if attacked by such vessels as the Langley aerodrome. High aloft, battleships would likewise be hit at an aerodrome in this manner than twinking of an eye. Batteries on land would have to be devised for shooting at aerodromes as birds are shot on the wing. It would be much more difficult to hit an aerodrome in this manner than a balloon, on account of the former's smaller surface and much greater velocity.

A well-informed aerodynamist who expressed this view to the writer gave it as his further belief that the speed of aerodromes will some day reach as high as 200 miles an hour. It would be very difficult to hit one while in motion, and if struck the chances are that a projectile would be thrown through it without impairing its flight. Aerodromes, he says, will not carry guns of present design heavier than sixty to seventy pounds. A successful aerodrome will doubtless be able to run all day without renewing fuel or water, if a sufficiently light condenser can be perfected. Other military values of aerodromes will be their use as signaling apparatus, and as observatories for investigating the fortifications of an enemy.

Although Secretary Langley has ignored the possibility of buoyant gas to his flying machine, it is the opinion of many that without this the airship will never become a commercial success. Gas envelopes would insure the speed of such a vehicle, however, and make it a prey for the wind. Still it is said that as his ascent is continued the aerodrome will become or later find some air current blowing in the desired direction.

An engineer who has paid great attention to the practical and economic side of the matter, and who has written that it is improbable that any system of airships can ever compete successfully with railways or steamships, has expressed the opinion that the use of such a vehicle, however, and make it a prey for the wind. Still it is said that as his ascent is continued the aerodrome will become or later find some air current blowing in the desired direction.

There is no reason, however, in his opinion, why airships may not insure as great comfort and safety as the modern steamship. To insure safety the aerodrome of the future must be provided with life boats and a full complement of landing gear. It must have a reserve set of engines and propellers, and if a buoyant envelope be used, there must be carried generators for maintaining the engine.

Hundreds of inventors, anticipating the successful invention of the airship, have patented all sorts of devices for floating in the air. None, however, has ever flown. Over 150 patents of airships have been granted by our government. Almost all are for vessels with the balloon attachment. None resemble the Langley aerodrome in principle.

HESITATE NO LONGER.

Modesty in women is natural. It is one of women's chief charms. No one cares for one who really lacks this essential to womanliness.

Women have suffered fearfully because of over-sensitiveness in this direction. They couldn't say to the physician what they ought to say to someone. Mrs. Pinkham has received the confidence of thousands of women open their hearts to her. She understands their suffering, and has the power to relieve and cure.

In nearly all cases the source of women's suffering is in the womb. In many cases the male physician does not understand the case and treats the patient for consumption--indigestion--anything but the right thing. It is under such circumstances that thousands of women have turned to Mrs. Pinkham, of Lynn, Mass., and opened their heart and lives--women to woman--and received her help.

You ask how she can tell if the doctor cannot? Because no man living ever treated so many cases and possesses such vast experience. Displacement, inflammation, torpid action, stagnation, sends to all parts of the body the pains that crush you. Lydia E. Pinkham's "Vegetable Compound" is the sure cure for this trouble. For twenty years it has done its grand work and cured thousands.

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GREATEST SALE OF THE SEASON.

COMMENCING MONDAY, MAY 25, 1896,

3 SPECIAL BARGAINS IN EACH DEPARTMENT

Changed Every Day, for One Week Only. Below We Mention a Few of Those for Sale on Monday.

THE FAIR

400 AND 402 LACKAWANNA AVE.

- 100 pairs Lace Curtains, 7 1/2 ft long, worth \$2.50 on Monday \$1.25
1 case American Light Cambric, worth a yard on Monday \$1.34C
1 case American Indigo Blue Dress Calico, worth 50c yard, on Monday \$2.34C
12 pieces Table Linen, bleached unbleached and Turkey red, worth 50c yard, on Monday \$2.00
20 dozen Ladies' Wrappings, worth \$1.75 on Monday \$1.00
100 doz Ladies' Fancy Handkerchiefs, worth 50c each, on Monday \$1.00
100 doz Ladies' and Girls' Ribbed Vests, worth 50c each, on Monday \$30C
100 dozen Ladies' Mitts and Gloves, worth 50c each, on Monday \$1.00
1 case Corsets, drab and white, worth 50c each, on Monday \$2.00
1 case Gentle Summer Wash Ribbed Shirts and Drawers, worth 50c each, on Monday \$3.00
100 Ladies' Silk Umbrellas, 24 and 26 inch, worth \$1.50 each, on Monday \$1.25
300 doz Ladies' Lined and Ribbed Shirts, all sizes, worth 50c each, on Monday \$49C
100 Ladies' Capes, all wool, navy and tan, worth \$1.75 to \$2.50, on Monday \$75C
40 doz Ladies' Moelle Skirts, five styles, worth 50c, on Monday \$50C
40 doz Ladies' Moelle Night Gowns, worth \$1.00 on Monday \$60C

GREAT SALE OF REMNANTS IN DRY GOODS ON MONDAY.

KERR'S ESTABLISHED 1873 Telephone Call 5154.

We Have Never Offered a Line of

CARPETS AND RUGS

That approached the present one in every desirable quality, the colorings are richer and patterns more artistic, variety greater and values far beyond anything we ever did.

Draperies and Upholstery

Our Decorators are practical men, of long experience, formerly employed in the Largest Houses in New York; they will pencil you a sketch, or give you original drawings in colors while you wait, and be helpful to you in harmonizing Wall Papers, Carpets and Furniture.

S. G. KERR, SON & CO., 408 Lackawanna Avenue.

THE DICKSON MANUFACTURING CO SCRANTON AND WILKES-BARRE, PA. Manufacturers of Locomotives, Stationary Engines, Boilers, HOISTING AND PUMPING MACHINERY. General Office: SCRANTON, PA.

PLAYED OUT. The old Bugaboo about Ready-Made Clothing not

Clothing On Credit

A considerable part of our trade is with men who buy on credit. Even those who have the money in their pockets sometimes prefer to buy on our installment plan. It costs them no more than the cash stores ask, and the little amounts they pay each month are hardly missed.

You may have an idea that our prices are raised in order to make us safe in selling on credit, but the accompanying list ought to convince you to the contrary. Compare This List of Prices with any other you can find in Scranton.

All-Wool Cheviot Suit, 3-4 Button Sacks, \$7.00
All-Wool Cassimere Suit, 3-4 Button Sacks, 8.50
All-Wool Cheviots, Cassimeres and Worsteds, 11.50
Unfinished Worsteds and Vicunas, 14.00
Fine French Back Clay-Worsteds, Sacks and Frock Suits, 15.00

First-Class Sleeping and Dining Cars attached to all through trains. Tourist cars fully fitted with bedding, curtains and specially adapted to winter conditions. Rates always less than via other lines. For further information, time tables, etc., application to

225, 227 and 218 WYOMING AVENUE. E. V. SKINNER, G. E. A., 353 Broadway, New York.

the ECONOMY