

ROYAL BAKING POWDER Absolutely Pure. A cream of tartar baking powder. Highest of all in leavening strength.

CARBONDALE.

Readers will please note that advertisements, orders for job work, and items for publication left at the establishment of the Scranton Tribune, North Main street, will receive prompt attention.

Fire Alarm System.

Chief Moffitt of the fire department and President Campbell of the Mitchell company appeared before the city committee on Wednesday evening to consider suggestions in regard to the needs of the department.

D. & H. Officials Inspect the Road.

President R. M. Olyphant, Second Vice-President H. C. Young, Cashier C. H. Booth, all of New York city, and C. R. Manville, superintendent of the Pennsylvania division, passed through the city yesterday morning.

Gospel Tent Meetings.

The well-known evangelists, Mr. and Mrs. Moore, began work in this city yesterday. A large tent was put up on Lathrop avenue, near Belmont street.

PERSONAL AND OTHER ITEMS.

Wednesday being the seventy-first birthday of Mrs. R. J. Patterson, a family gathering was held at Waymart, where she is spending a few weeks.

Frank P. Coates the popular book-keeper for Armour & Co., on Dundaff street, will leave on Saturday for Patterson, N. J., and will be succeeded by B. R. Kee, of Elmira.

Mr. and Mrs. C. O. Mellen, Mr. and Mrs. C. W. Mellen and son, Mrs. A. W. Burdick and son Harold and Harry Bartlett have returned from their ocean Grove visit.

Mr. and Mrs. Jacob Eitel and Mrs. Evan Hommelmeier, of Kentucky, are visiting the family of Jacob Eitel, at South Canaan.

Hon. E. E. Hendrick and Gordon Pendleton are expected home today.

Mrs. Levi Tobey and son Harold, who have been visiting in Wilkes-Barre, returned home last evening.

Miss Mattie Harads has returned from her Montrose visit, and is expected home Wednesday.

Andrew Krautz and daughter Mary, of South Church street, who have been spending the past week in New Jersey, have returned home.

Miss Grace Atkinson and Lou Isler will spend the next two weeks in rusticating at Clifford.

Miss Junia Salsbury, of New York, well known as the author of "Timothy Dale" and "The Purple Hyacinths," is the guest of Mrs. W. L. Yarrington.

Harry Williams, of the Delaware and Hudson office, is camping at Crystal Lake.

Jane Kilpatrick is visiting friends in Clifford.

Russell Shepherd spent yesterday with friends at Crystal Lake.

Mrs. J. O'Hearn and daughters, Carmel and Nora, accompanied by their aunt, Miss Josie Watson, of Paterson, N. J., left yesterday for a visit with relatives in Paterson.

Herbert Skeels and two children, of Oswego, N. Y., are visiting his brothers in this city.

Miss Carrie Schlessler, of Homestead, is the guest of Mrs. William Piel.

George Pendleton and Gordon Pendleton, Jr., will shortly go for a visit at the former's home in Connecticut.

John Cogan, of the Cogan house, Conneaut, Ohio, is the guest of C. H. DeVore, the South Main street furniture dealer.

Dr. and Mrs. Edward Holmes, of Downsville, N. Y., are spending a week with friends in this city.

FOREST CITY.

J. H. Cunningham of the Forest House has had a hand ball alley erected in the rear of his hotel.

All Republicans should attend the meeting of the club in Davies' hall this evening.

Misses May Maxey of Bozeman, Mont., Stella Allen and George Maxey of this city, and Barr R. Hollands of Hornellsville, Conn., arrived at the hotel yesterday evening.

William Gunn of Peekville, David Allan of Olyphant and Peter Allan of Jermyn were visitors in town yesterday.

Rev. P. H. Tower will occupy the pulpit of the Methodist church on Sunday. J. P. Bloomer and T. C. Timmons of Carbondale were in town yesterday.

The smiling countenance of "Billy" Wildberger was seen in town yesterday after a few days of camp life at Lake Pointelle.

E. V. Potter and A. C. Hine of Gilett were business visitors in town yesterday.

James Parks of Scranton was a caller in the city yesterday.

Professor J. C. Morgan, the leader of a number of successful choirs in competitive selections, desires a full attendance of the male singers of Vandling and this place at Davies' hall next Tuesday evening at which time an effort will be made to form a glee party to enter prize contests.

Harry Yewens, the popular Hillside surveyor, Arthur Kehren, S. J. Jenkinson and others, visited Crystal Lake Wednesday evening.

Miss Sophie Driscoll will return to her home in Scranton today, after a fortnight's visit with her sister, Mrs. J. Alexander. Miss Eva Knapp and Mrs. Alexander will also leave today for a short visit at the latter's home.

NEW MILFORD.

Mrs. Charles Culver is visiting relatives at Montrose, Pa.

The New Milford graded school will open on Monday, Aug. 31.

E. E. Brooks, of Binghamton, is visiting friends in town.

Frank McLarney, of Binghamton, is visiting in town.

Charles D. Dean and sister, Jennie, of Ithaca, are visiting friends in town.

H. S. Easterbrook and family, of Hartford, were in town the first of the week.

The Patriotic Order Sons of America of Brooklyn, Pa., will hold a hop on Friday evening of next week.

The "Globe" band will hold a band fair Sept. 10 and 11.

A McKinley and Hobart club was organized on Monday evening.

An old lady by the name of Sarah Cady, of Montrose, had her foot badly injured at Heart Lake Monday while stepping from a moving passenger train. Dr. Aimey and Snyder attended her.

The Foster Base Ball club was badly beaten at this place Thursday by the home talent.

At Montrose court Monday Judge Seale told two Italians who wished naturalization papers that they would be obliged to learn more American ideas before he could admit such proceedings.

Neither of them knew who was king of the United States, or had seen the constitution. His decision met with universal approval.

TUNKHANNOCK.

Fred Hollister, of Wilkes-Barre, has been visiting in town.

Corey Kresky, of Scranton, is here on his vacation. He was in the dry goods business in that place until recently, when he sold out to another party.

Mrs. Kollie Platt and Joe McKown are visiting friends in Montrose.

Yesterday the Wilkes-Barre Railroad Young Men's Christian association ball team was beaten by the Tritons at this place.

Mrs. Flora Parks, of Wilkes-Barre, who has been visiting Mrs. E. E. Spaulding for the past two weeks, returned home Wednesday.

Work on the sewer is about at a standstill. The gang is at work on Third street, and when this is completed no more work will be begun until after the voting on Aug. 25, when it will be decided by the people whether the indebtedness of the borough shall be increased and the work go on, or whether that which has already been begun shall be lost. Bonds to the amount of \$2,500 have been issued and the same amount is required to complete the work. This must be done by a vote of the people.

PRICEBURG.

Yesterday afternoon a southbound New York, Ontario & Western passenger train while running at the usual rate of speed a few hundred yards below the Dickson brewery, struck and killed a cow belonging to a Stralander in Olyphant.

Rev. J. L. Shanley is sojourning at Atlantic City.

James W. O'Brien of Olyphant was a visitor in town yesterday.

LABOR AND GOOD MONEY.

Wage-Earners and Farmers Benefited by a Sound Dollar.

The census report of 1890 gives the number of laborers in factories of this country for each year as follows:

Number of employees 4,722,222

Wages earned \$2,283,216,229

Number of establishments 49,372,425

Number of establishments 22,523

The wages earned are over \$2,000,000,000.

The wages of manufacturing employees earned in Connecticut are reported at \$29,969,966 per year.

We have here only the laborers in manufacturing establishments. No farm hands or day laborers are reported. These would outnumber the factory hands.

There must be at least 5,000,000 laboring people in this country; probably over 10,000,000, and their total earnings must amount to over 5,000,000,000 a year, or ten times more money than the total amount of revenue of the United States government.

The mining industry of this country can earn \$2,300,000 per week. The manufacturing employees of Connecticut earn nearly \$1,000,000 per week. Capitalists pay them this money, about \$8,000,000 a year. The "goldbugs" are the manufacturing laborers of Connecticut about \$1,000,000 every Saturday. Now it is hoped that the laboring classes will not support a currency based on silver, a cheap currency, with which they could not purchase so much food or clothing, or house rent as they could with a currency based on gold. The silverites are making war upon the interests of labor.

Why are the western people so earnestly contending for a silver or cheap currency? Their farms are mortgaged for all they are worth and the silver mining states want to sell their silver at higher prices. Western farmers would be delighted if they could pay their debts with 50-cent dollars. They are the debtor class and want to know out half of all they owe to the "goldbugs." Laboring people are the creditor class and want their money due to them to be good money, as good as any money in the world. Are they not entitled to their wages in good dollars? Hartford Times.

BIKES THAT WILL RUN THEMSELVES

The Pedaling of the Future to Be Done by Electricity.

OBSTACLES YET TO BE OVERCOME

The Weight of the Motor the Great Difficulty--Objections to Gas or Oil Motors and Electricity--Attempts to Solve the Problem--The Question of Grades.

From the New York Sun.

Of all the innovations of modern times not one has achieved such extraordinary and universal success in the same space of time as the bicycle. Even electricity, whose developments have been phenomenal, cannot show such a record.

It is not strange that in view of this unparalleled success there should be many who look for still further triumphs through the improvements that the future is almost sure to bring.

Of these improvements the self-propelling wheel is generally regarded as the most important and far-reaching in its effects. Whether this is true or not depends very largely upon the motives that induce the majority of people to ride.

Those who use the wheel for the beneficial effects of the exercise will certainly not look with much favor on a device that will render muscular effort unnecessary.

Those who use bicycles as a matter of course, principally as a means of saving fare, would undoubtedly hail with delight a self-propelling wheel, providing it could be operated with sufficient economy.

With the latter class of riders the cost of the motive power would be the prime consideration, with the former it would be of secondary importance.

A wheel too heavy to carry without inconvenience or insurmountable obstacles would not be acceptable to those who ride for pleasure.

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increased weight, so that nearly as much effort would have to be made by the rider as if on an ordinary wheel unassisted by the power of a motor.

For each one per cent. of gradient the force required to propel the motor bicycle would increase at the rate of about one and eight-tenths pounds, and for the ordinary wheel at the rate of one and sixty-five-hundredths pounds.

To run up a six per cent. grade with the motor bicycle would require a force of about thirteen pounds, of which the rider would exert eleven and the motor two.

To mount the same inclination with an ordinary bicycle, would require a force of about seven and one-half pounds; therefore the help of the motor would only amount to one-half of a pound, or about four per cent.

It is evident from the foregoing that a motor that would only furnish enough power to run on a level road would be of little use, because in running up grades nearly all the power would be used to carry its own weight.

The fact that with it would be possible to run on a level without exertion would be of small moment, because under such conditions the largest effort required is so light that it is not fatiguing.

In order that a self-propelling wheel may be of any practical value it must have enough power to run up any grades that are liable to be encountered in most cities, both town and country roads.

In many places, as in steep and hilly districts, the grades are as high as 15 per cent., but a wheel that could surmount, say, 10 per cent. would meet the requirements in the majority of cases.

The power required for such a 10 per cent. grade would be equal to that used to run up a level; therefore to mount 10 per cent. would require eleven times as much power as to run on a level road, or, roughly speaking, about three-quarters of a horse power.

Many inventors that they can make machines of this capacity that will not weigh more than twelve or fifteen pounds; but while such lightness may be attained in a machine of an experimental character, it is grade that it would not be strong enough to be considered practical.

Unless the working parts are made of a size and strength proportional to the work they are expected to do they will not withstand any length of time; and it is very doubtful if any reasonably good designer of machinery could be found who would be willing to say that a three-quarter horse power gas or oil engine could be made which would withstand the strain of constant work after day without unreasonable wear and tear, and would weigh much less than fifty pounds.

But if the weight of motor is increased to this extent, additional power would be required to carry the extra load, therefore the actual capacity of the motor would be nearer one-horse power than three-quarters--say seven-eighths of a horse power.

The weight, including tank and the enlargement of the various parts of the wheel to provide the necessary reinforcement, would hardly be less than 100 pounds. A bicycle would make the total weight of the bicycle at least eighty-five pounds.

This would be more than the average rider would care to handle, and therefore would render such a device impracticable.

OTHER TROUBLES.

Thus it will be seen that one of the greatest difficulties that the inventors have to contend with is the weight, and this is what they have been struggling with up to the present time.

It would not be safe, perhaps, to say that this difficulty is insurmountable, for almost anything in the line of mechanical achievement seems to be possible in this age of invention; but the obstacles in the way are certainly of the most formidable kind.

Assuming, however, that the weight of motive power can be reduced to a point where it would be practical, it would still be necessary to remove several of the other objections to either gas or oil motors acceptable.

One of the greatest of these objections is the disagreeable smell. Everybody knows that a very small amount of gas will do a great deal in the way of making its presence felt, even to persons who are not particularly sensitive to the odor.

Such being the case, it is very evident that an almost infinitesimal leak would be disagreeable in the highest degree. It may be said that the smell from the tank can be removed by ventilation, but this is assumed to be true, and it is assumed that the burner-gas which would be exhausted from the motor after doing its work, and this would be nearly as bad as that arising from the gas holder.

With kerosene oil or gasoline engines the more thorough ventilation is required, because a very small amount of either spilled over the tank in the act of filling it would leave a smell that could only be removed by strong soap and hot water.

Perhaps inventors may get around this difficulty by making the gas or oil odorless.

Another objection to the use of either gas or oil is the danger of fire or explosion, and this might be the cause of very serious accidents, especially in the case of women riders. Although mishaps from this cause might be very few, the thought that one was riding on top of a small volcano would serve to detract greatly from the pleasure of the sport.

Perhaps the greatest objection to both the majority of people would be the cost of the motor, which would all probably be fully equal to that of the wheel itself.

The cost of operation would also be higher than the average rider would desire. The bare cost of oil or gas would probably be but a few cents a day, but to this would have to be added the cost of oil, grease, and washers, which would no doubt amount to a considerable sum.

It may seem strange to many that a bicycle that can be propelled up a ten per cent. grade by the unaided effort of a man should require nearly a one-horse power motor to operate it successfully; but this difference in power is due to the fact that it has been assumed that the speed when running up hills would be in the neighborhood of twelve miles per hour.

It is probable that very few riders could run up a steep grade at that speed, but five or six miles. This difference in speed would at once reduce the power required to propel the wheel to one-half horse; but as the weight carried would be about sixty pounds less, there would be a still further reduction, so that the actual power exerted by a rider in going up a ten per cent. grade would be somewhere between one-quarter and one-third of a horse power.

A man of average strength can do one-half of a horse power for a few minutes, but the strongest men cannot keep it up for any length of time. While many riders may be found who can run up a steep grade two or three hundred feet long, few, if any, could ascend the same inclination for a distance of one or two miles without rest.

A motor could be so constructed that it would run at a high rate of speed on a level road and reduce its velocity to five or six miles on steep grades, and in this way the size could be reduced to less than one-half horse power. But to accomplish this result it



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Every time it will cure Backache. It has cured more cases of Leucorrhoea by removing the cause, than any remedy the world has ever known; it is almost infallible in such cases.

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It would be necessary to make use of complicated gearing, which would increase the cost as well as the weight and render the mechanism more liable to get out of order.

It is a very difficult thing to make mechanism that will complete successfully with animal power in the propulsion of light vehicles.

The reason for this is that the animal, whether man or horse, can develop its full power either by going very slow and pulling very hard or by going very fast and pulling very light.

With almost every kind of motor the only way in which this action can be imitated is by the use of some form of gearing that will reduce the speed of the vehicle while that of the motor remains unchanged.

But these gearing devices, as just stated, are complicated, and therefore objectionable. The electric motor is the only one that can develop its full power at different speeds, and in this respect it is even superior to a man or a horse, because within certain limits it can develop more power the faster it runs at that rate.

It is this fact that has made it such a success in the propulsion of trolley cars.

The electric motor would be the ideal power for the propulsion of bicycles, if only it could be supplied with the electric current to operate it.

But the only way in which this can be accomplished is by the use of storage batteries, and the weight of these, even of the lightest type now made, is such that they would render the apparatus very cumbersome.

Their weight would be considerably reduced by making use of the power developed when running down hill, but even this expedient would not make the apparatus sufficiently light to be considered an objectionable feature in that respect.

In every other respect, the electric motor would be all that could be desired. It is very compact, very light, clean, noiseless, and perfectly safe.

The two ideas furnished herewith will give some idea of the way in which inventors are trying to solve this problem. Figure 1 represents a bicycle of the gas or oil motor type.

From the general appearance, as well as the size of the tires, it is evident that its weight is considerably above that of the ordinary bicycle. The gas tank and an electric battery, used to ignite the gas in the motor cylinder, are located on the upper frame directly in front of the saddle.

The motor is at the rear end, and its appearance would indicate that it is entirely too frail to withstand the strain of constant use.

Figure 2 shows a type of the electric motor bicycle. The box directly under the axle of the front wheel, which is the driver, holds the storage batteries. The motor is located within the box shown in front of the steering handle, and the power is transmitted to the wheel by means of a chain. This, like the previous one, does not create an impression of lightness.

The wheel shown in figure 1, as will be noticed, is so arranged that the pedals may be used, but figure 2 is not, the motor being directly in front of the seat. What these machines will do cannot be said, but judging from appearance, figure 1 would have to be helped very materially over grades by the rider, and if used very often would soon wear out.

Figure 2 would probably run for a short distance, but from the size of the storage battery box it is quite evident that this distance would be entirely too short for practical purposes.

From all the foregoing the conclusions may be drawn that the problem of devising a practical self-propelling bicycle is very difficult, and that, while it may be possible, it is not probable that it will be solved very soon.

Not a Cure Certain Remedy. "Doctor, didn't I understand you to say that brandy is a good remedy for dyspepsia?" asked a Dallas society lady of her family physician. "Yes, Mrs. Yergar, it is an excellent remedy."

KERR'S ESTABLISHED 1873. Telephone Coll. 5154. SUMMER CLEARING SALE OF CARPETS. BEST VALUE EVER GIVEN IN SCRANTON.

We offer this week a splendid assortment of goods at prices which defy competition. Patterns all choice, but are those we will not carry into next season. Now is your opportunity to secure Good Carpets at Low Prices.

Tapestry Brussels, 50c, 55c and 60c a yard. Were 65c, 75c and 85c a yard. Velvet, 65c and 90c, Formerly 85c and \$1.10. All Wool Ingrains reduced to 50c from 65c and 70c. Heavy Wool Figured Cotton Carpets, double cotton chain warp, 25c and 30c; former price 35c and 40c. Myrna Rugs, 30x60 inches, handsome designs and colorings, at \$1.75; former price \$3.00.

We have just received a complete line of Genuine Gwalior Rugs, beautiful combination of color, latest styles, rich Oriental effects, and in order to introduce them will sell during the sale at \$1.50. Those Rugs are good value for \$2.50.

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