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Dale & Patterson,
PATTON, PA.

Are prepared to write all kinds of FIRE, LIFE and ACCIDENT Insurance in the best companies at the Lowest Rates consistent with surety to the Policy Holders.

Royal Insurance Co.

Assets Held in the United States, \$7,180,558

Travelers of Hartford,

The oldest and biggest Accident Company in the United States.

Home Insurance Company,
OF NEW YORK

Cash Capital \$3,000,000.
Assets \$9,328,754.44.

Office in Patton Building.

A MONEY SAVER

Always Popular with the Masses

This is the reason

J. R. CORNELIUS'
Furniture Store

Is the most popular place to buy Furniture. He can and does save the people money in the purchase of goods. A full line of Furniture of all kinds. Bed Room Suits, Parlor Suits, Carpets, Window Shades and a large line of House Furnishing Goods in general.

Undertaking in all its branches.

Magee Avenue, PATTON, PA.

D. C. DALE,

Dealer in

HARDWARE, DOORS AND SASH,

MINE AND MILL SUPPLIES.

STOVES AND RANGES.

PLUMBING, ROOFING AND SPOUTING.

AGENT FOR

CINDERELLA
AND NEW MODEL RANGES.

NONE BETTER—FEW AS GOOD.

FIRE
LIFE

ACCIDENT

INSURANCE.

Insure your property with

J. FRANK CLARE & CO.

First-class, old-line, fire-tested, stock companies represented. Companies that pay all loss or damages by FIRE or LIGHTNING.

Insure your life in the grand old Mutual Life Insurance Co., of New York.

Assets—\$179,000,000. Surplus—\$15,000,000.

Office next door to Bell's Clothing Store, PATTON, PA.

THE HEAT OF THE SUN

AN INDUSTRIAL REVOLUTION PROMISED BY ITS USE.

It will melt a block of ice as big as a freight car—a Washington Man Who Hopes to Revolutionize Methods of Obtaining Power.

(Special Correspondence.)

WASHINGTON, Dec. 21.—It is not to this Capital City, this city of politics and society, of business and intrigue, that one would naturally turn for the signs of a coming industrial revolution. And yet information has reached me of possibilities which are too vast to be easily credited and which have had their origin in this town. A Washington inventor will soon give to the world what he confidently believes to be the greatest industrial revolution effected since the introduction of steam power in the world. He is not alone in this belief. Men of great practical skill or scientific attainments who have had an opportunity to note what he has accomplished with this invention in the laboratory of his own home, have reached the same conclusion. The inventor has plans which, if fully realized, will revolutionize the methods of obtaining power from the sun and to apply it to all industrial purposes. Inasmuch as this power is simply heat, it can be used for the warming of buildings, the making of steam and all manufacturing processes. This idea of taking heat directly from the sun is not a new one. Innumerable inventors have wasted their time and have met with more or less success in application of the simple principle that if we use a reflecting surface and concentrate a large number of the rays of the sun, the heat is so small as to be used for the warming of buildings, the making of steam and all manufacturing processes. This part of the operation is comparatively simple. Scarcely, the faroos whaling captain of the north of England, used to astonish his sailors in the arctic region by carrying out a smooth, solid piece of ice and making a mirror of it and then lighting his pipe from the heat of the focused rays of the sun. This was done, too, greatly to the amazement of the sailors, without any melting of the ice. The rays were reflected without absorption and without wasting of the heat of the sun.

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FOR THOSE WHO RIDE

NEW METHODS OF MANUFACTURE CONTRASTED WITH THE OLD—FASHION'S DECREE AS TO THE STYLE FOR THE OCCASION—AN IMMENSE INDUSTRY EXPLAINED.

(Special Correspondence.)

BOSTON, Dec. 21.—There are some 20,000 carriage-making establishments, big and little, in the country, employing thousands of workmen. Millions of dollars in manufactured work are produced every year. This is the reason carriages are so plentiful for those who can afford to own them.

The different kinds of carriages are multiplying in number, and every season sees some new traps upon the market as well as improved designs in the standard lines. Fashion has now designated the proper kind of vehicle for each special use. The family carriage shall be a brougham. The man shall ride in this when shopping or in pleasant weather shall use a roadster, while the poor plebeian is for horse when out for a drive and desiring to handle the reins. For a gentleman a narrow, open buggy or a coupe is the proper thing.

Carriages Long Ago. In early times the carriage factories were little wayside smithies and one from carpenter shop, where the iron wheels and shafts were made by the smith and the body, wheels, shafts and head were sawed, planed and fitted by the carpenter. Then the painter and upholsterer took it in hand, each at his respective place of business, leaving the carriage in perhaps months of labor. After the carriage was finished, if not an ordered job, it was hauled to market and sought a new owner. The price of a carriage was as high as \$500. That amount of money in the days of our great-grandfathers was almost a fortune.

Workmen in those days considered a day's work to be from sunrise to sunset in summer, and in winter they were expected to work until 9 o'clock four evenings in the week. But they had work every day in the year if they wished it. For this labor apprentices for the carriage maker employed one helper, and he was an apprentice—received board, and three months' schooling the first year, \$20 and two months' schooling the second, and so increasing \$5 per year for four years.

Now, eight or ten hours is the day's limit for workmen, and they receive all the way from \$2 to \$4.50 per day or more, but a large part of the more laborious work is done by machines. The woodwork of the gear and wheels is hickory, and it is sawed from the rough plank and planed, shaped and smoothed by machinery. The frame of the body is of the same wood, and it is mortised, tenoned, punctured with screwholes and made ready to be united and held in place by glue and screws. The panels of the body are sawed out by a band saw from wide, half-inch boards of the greenish colored, knotless white wood, and the body maker fits and fastens these in place, and smooths the joints with sandpaper.

Made by Machinery. In a separate department of the great factory, where all parts are now made simultaneously, the designing draftsman is busy with big sheets of paper working out new ideas, which every year show finer results and approach nearer the ideal of the future in the admirable perfection of the present.

In the wheel shop the machines and workmen turn the hubs and spokes and bore the holes in the rims and hubs, driving them all together in a perfect wheel to be rimmed with iron, and a steel rib is driven in the hub for the axle to rest upon.

In the smith department the ponderous trip hammer and clanging anvils shape the glowing iron, and dusky forms among the white, wooden skeleton carriages, fitting and fastening the iron to the wood, welding the axle, hammering out the connections and the dash frames, fastening the springs and bolting all snugly together. At last it is all neat smooth to be ready for the paint. To a room redolent with the odors of Ceylon and the pitch woods of the Carolinas the carriage goes to receive the pretty colors and glossy varnish.

The painting is one of the most important processes of manufacture, as it depends greatly upon how this is done whether it suits the public taste. The graceful outlines are covered with harmonizing color and decorated with fine lines in an artistic manner, and over all is spread the transparent varnish that simulates and flashes at every movement. The carriage receives a half dozen different coats of paint, besides the final coats of varnish. At last, in a room papered and made dust proof, where the temperature is constantly kept at about 80 degrees, the last coat of varnish is flowed on, and dries in a mirrorlike surface. Then the job is ready for the upholstering and trimming department.

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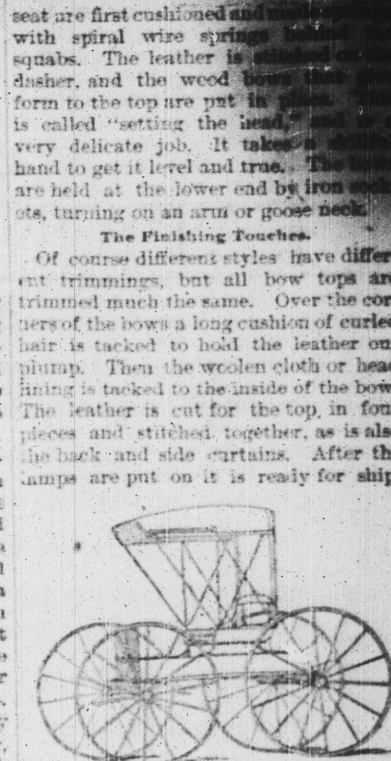
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FOR ONE ONLY.

ment and is taken apart, if to be sent abroad, by removing the wheels, shafts and top, and packed in a small car. If it is to be sent on a platform car it is merely covered with a cloth.

From the wholesale manufacturers they go to the salesrooms of the dealers, and are arranged in tasty groups upon the floors, and prices amounting to 20 or 25 per cent advance on the wholesalers' prices are put on them.

The average prices for the closed broughams are \$300 or \$400. Victorias are \$250 to \$350; stanhope buggies are \$200 to \$300. Older top buggies are all the way from \$125 to \$300. Trap runs from \$125 to \$400. Of course the prices run up to \$2,000 or \$3,000 for fine coaches.

The industry is distributed all over the country, but New York state, the New England states and the west have the largest number of factories. Through the south the manufactures are smaller, and in the far west and on the Pacific coast the industry is less important. The most prominent places of manufacture are New Haven, Amherst, Mass.; Cincinnati, Chicago, Buffalo and New York.

The trade is represented by half a dozen journals, and voluminous catalogs are issued by the manufacturers to advertise their work. The American carriage has become famous and leads the world in beauty and construction.

G. P. SMITH.

COLOR OF BUILDINGS.

How a Taste for Harmony is Steadily Gaining Ground.

(Special Correspondence.)

CLEVELAND, Dec. 21.—Whatever may be the cause, it is a fact that the love of color on the part of Americans is steadily gaining ground. In no way is this change of the national taste more plainly observable than in the painting of the buildings. Forty years ago red and yellow houses were often seen in country districts, but by the beginning of the civil war few of them were left, and especially among the well-to-do white became the dominant paint.

In the suburbs of the cities it was the same, while public and business buildings and pretensions residences were almost all of gray or brown stone or brick of a dull, red color. Often the brick was painted a somber tint, and sometimes white. Bright coloring was practically not thought of in buildings, and when it began to be introduced was frowned upon from all directions as evidence of extremely bad taste. Now the white house is so extremely rare as to excite surprise, and year by year the coloring of all sorts of buildings is becoming gay and more diversified.

The most modest house builder of today devotes much time to the consideration and selection of the paint by which he shall use on his residence, and more than one contractor of my acquaintance who makes the erection of moderate priced houses a specialty employs constantly a man of recognized artistic taste to lay out a color scheme for single houses and groups. One of these men, with whom I had a conversation today, displayed good knowledge of values and contrasts and explained very logically why he had painted two houses built on the same plan quite differently. One was surrounded by trees and shrubbery, and the other was in a street closely built up and in proximity on each side to houses of red brick. The colors chosen in each case were such as would harmonize with the environment.

It is difficult to locate all the reasons for this change. The peoples of warm countries have always shown greater fondness for color in building as well as in clothing and decoration than those of cold lands. English buildings are somber, while the structures of southern Europe abound in bright colors. It is held by a certain meteorological authority that the average temperature of this country has risen one degree in the past 40 years.

The same authority holds that this change, stylish though it be, is producing vast modifications of our usages, tastes and manners. Possibly it has some bearing upon the point in question. The large influx of European blood may also have something to do with it. The gradual lightening of the national character, the increased attention to amusements, the greater general culture, and are contemporary with the change in the coloring of the buildings, and quite probably all are resultant from the same causes.

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In London the conductor of a tramcar is liable to arrest and punishment if he permits more than the regular number of passengers on his car. Recently one conductor was fined \$1.75 because there was one passenger extra.