

FREELAND TRIBUNE.

Established 1896.
PUBLISHED EVERY
MONDAY AND THURSDAY
BY THE
TRIBUNE PRINTING COMPANY, Limited.

OFFICE: MAIN STREET ABOVE CENTER.
LONG DISTANCE TELEPHONE.

SUBSCRIPTION RATES:
One Year.....\$1.50
Six Months......75
Four Months......50
Two Months......25

The date which the subscription is paid to is on the address label of each paper, the change of which to a subsequent date becomes a receipt for remittance. Keep the figures in advance of the present date. Report promptly to this office whenever paper is not received. Arrangements must be made when subscription discontinued.

Make all money orders, checks, etc., payable to the Tribune Printing Company, Limited.

FREELAND, PA., JUNE 11, 1909.

Celebrate the Fourth.

Freeland ought to have an old-fashioned Fourth of July celebration. This is the one day in the year upon which every good American can feel justified in growing enthusiastic. There was never more need to show genuine patriotism and an appreciation of the true meaning of our Declaration of Independence than at present. A rousing demonstration on the Fourth in every town and hamlet in the land would go far in restraining those who would curtail the liberties of the people than any amount of partisan discussion. Let those who seek to force un-American systems and laws upon us know that the mass of the people are still watchful of their interests and privileges. This can be done in no better way than by paying tribute to our country on the anniversary of its birth as a nation.

Public Is Disappointed.

The new borough building, or Municipal building, as it is likely to hereafter be known, is slowly rising, and the residents and taxpayers are getting an idea of what they will have for the money they will contribute to its cost. Owing to the secrecy which shrouded the movements of the men who contracted for its erection, few people know exactly what the structure will be like when completed. It is not a haphazard statement, however, to say that so far the building is a disappointment to the public at large. From the foundation up it bears indelible marks which will serve while the building stands as pointed fingers to the incompetence, or worse, of the legislators who sanctioned the contract that has been made. Freeland voters and taxpayers deserved better at the hands of its chosen representatives.

Boers Deserved Better Fate.

It may be true that the British have conquered the Boers, but how? With an army of nearly 300,000 men they have managed to drive back an army of 35,000 men, after long delay and successive British defeats. No such blow to the prestige of British arms has been delivered within a century. The case was even more remarkable than was that of the American revolution, because now the British have had immense resources at home, in the shape of swift ocean steamers and unlimited credit, and during all the South African campaign there has been no European foe to distract the attention of the British government. The Americans, too, had the aid of France. The Boers have fought alone and unaided, save by a few foreign volunteers, and they deserved a better fate.

There is to be a great memorial celebration held at Valley Forge on June 16. This is a celebration that should draw an immense gathering, especially from all portions of Pennsylvania. It should give also an irresistible impulse to the movement to make of the whole of the great camping ground of Washington and his army in that winter of 1777, a national park.

It is claimed that the cost of living has never, since the civil war, been so high as at present.—Danville (Ill.) Press.

True, and money was plenty, everybody had enough and to spare. Wages were high and everything boomed.

A man's country is not a certain area of land, of mountains, rivers and woods, but is a principle, and patriotism is fidelity to that principle.

The party that will vote to create a vassal state in Porto Rico cannot be trusted to legislate for the toiling millions of the United States.

The born liar is never as effective as the one who learns it by painstaking practice.

No jeweler has ever been able to improve on the setting of the sun.

Some people, like bricks, are always hard pressed for cash.

Tears of joy and sadness are both drawn from the same tank.

SINGLE MOTOR BICYCLES.

They Will Soon Come Into More General Use.

CYCLE AND AUTOMOBILE

Three Styles Have Been Made—A Combination of Automobile and Bicycle—The New Machine Weighs About Sixty Pounds.

The demand for a bicycle with a motive power has at last been met. It has the power and speed advantages of the big vehicle without its expense and trouble. It is economical and convenient; it can take advantage of the side paths where the roads are bad, the same as can an ordinary wheel; it can be kept at home handy for use at any time of day or night; it requires no stable and no coachman; its repairing expense is small; it offers a chance for exercise at pedalling as well as travel and fresh air. The disadvantages it has are those of not being as luxurious or stylish as a big four-wheeler and not being able to stand alone when a halt at a crossing is necessary.

The first single motor cycle to be made in New York was discovered a few days ago by a reporter of the Sun. It has been ridden 1,100 miles and was seen in motion. The bicycle is not one specially designed for the purpose. It is an ordinary road wheel weighing twenty-five pounds. The motor and engine weigh together, with the feed tank and auxiliary attachments, thirty-five pounds, making a total weight of sixty pounds. The motor is twelve inches in height, and



(The Motor Bicycle.)

develops one horse power. The engine and motor are set over the rear wheel, directly back of the saddle, by means of an extra pair of tubular stays that are clamped to the rear axle and run diagonally upward. The gasoline tank is a box that hangs on the inside of the frame from the top tube, directly back of the head.

Back of the tank is a compressed air reservoir, and behind this a primary coil which furnishes the ignition spark for exploding the gasoline. Neither of these appurtenances takes up enough room to interfere with the leg action. The gasoline tank holds three quarts, with which it is said seventy-five miles can be traveled and ten per cent. grades climbed. The wheel is fitted with ordinary sprockets and a chain, and the original impetus of the engine imparted from the pedals. The driving power of the engine is communicated to the rear wheel by means of a friction roller made of composition and grooved like a pulley wheel, the groove being broad enough to accommodate any tire. The transmission between the engine and the roller is by means of a short bicycle chain. The control of the flow of gasoline and of the spark is in front, close to the handle bars. The entire attachment can be made and unmade with no other tool than a wrench.

As yet the makers of this motor do not supply riders. They simply furnish the motors to the trade at a price that would enable a retailer to fit out a rider for \$100 or \$125, exclusive of the bicycle. The wheel is fitted with a coaster brake, so that when it is chosen to let the motor do all the work the feet can remain on the pedals, where, in case of emergency, they are ready to apply the brake, while the hand switches off the current.

There are two other motor cycles in use, one being made in San Diego, Cal., and the other at Columbus, O. In the latter case a bicycle dealer has made one with a gasoline engine of the two-cycle type. (The use of this expression seems to have been already adopted by motorists, four cycles being equivalent to the development of one horse power.) The bicycle is built with a wheel base four inches longer than the average, or about 48 inches from hub to hub of the wheels.

No one can guess whether these pioneer machines will spring into popularity and become the true progenitors of the permanent type, or whether they will disappear entirely in favor of something radically different. The certainty is that progress either way will be rapid, because of the experience with both bicycles and automobiles. The chief trouble in all cases seems to be how to locate the motor, the present day bicycle having so nearly reached the limit of compactness and distribution of weight that it is somewhat in the way anywhere it is placed.

One phase that motor cycling has at its inception is that it will pretty effectually bar out women. They must be willing to mount the diamond frame and have nerve enough to run the engine. The only hope of the gentler sex is in tandems, and even on these they will be required to be cool-headed, quick of eye and strong armed, for they will have to do the steering, while their escorts tend the engine. It will be something more than play to steer a tandem going at even twenty miles an hour, to say nothing of a thirty-mile clip.

CLARK TOOK IT ALL.

Hired a Washington Hotel Annex at \$10,000 a Month.

The city of Washington is not exactly provincial, but the way a modern up-to-date mining king spends his money has been viewed with quite as much astonishment there as a tally-ho in the village of Wayback. For example: When Senator Clark, of Montana, came to the capital he naturally began looking around for a house. Of course, he had a house in Butte, and a \$2,000,000 palace in New York, but he had to have a place to stay there. So he bought the "Stewart Castle." This is the tremendous old run-down, ramshackle edifice owned by Senator William M. Stewart, of Nevada. It has been on the market for years, but nobody wanted it. It has been out of repair so long that it needs to be entirely rebuilt. Weeds grow in the yard, the stairs wander drunkenly, and the cement with which the brick work is covered has peeled off in blotches until the place looks as if it had some skin disease. The price paid by the millionaire is said to be \$140,000.

Having secured Senator Stewart's house, the gentleman from Montana began looking about for a place where he could put up. He went to the Arlington Hotel and asked if they could let him have about sixteen rooms en suite. The manager said they had no more than that in the entire "annex." "Well, how much do you want for the annex?" inquired Clark. "Ten thousand dollars a month," replied the manager. "All right; I'll take it." And in a few days Clark moved in. He entertained his particular friends here, and important witnesses who came on from Montana to testify in his trial stopped at the "annex."

The happiest man in the Senate now is the venerable Stewart, of Nevada. He is glad Clark came.—Chicago Tribune.

EIGHT AND A FIG.

The Bag of Prisoners Made by One U. S. Infantry Man.

Reports from the Philippines contain much interesting matter of a personal nature. An incident described in a report just received at the War Department shows the gallantry of a soldier of the regulars, Private John Haney, of the Twenty-second Infantry, who is detached and serving with Lowe's scouts. He was posted by Lieut. Castner to guard a mountain pass about twenty miles back of Vigan. The night was half gone when Haney saw a fire burning brightly some little distance down the mountain side. Taking his carbine, he followed a wood trail which led toward the light, and emerging into an opening saw dimly the outlines of a native hut, and close about the fire the forms of eight Filipinos dressed in the faded uniforms of the insurgent army.

Their guns were thrown aside in a careless manner and they were all deeply interested in the cooking of a young pig that turned on the spit above the fire. Creeping carefully forward Haney came to a position which would give him a great advantage should the rebels stand for a fight, and then, leveling his piece, he called on them to surrender.

They were thrown into the greatest confusion by the unexpected appearance of the American, and, thinking they were entirely surrounded, gave themselves up without showing the least resistance. Haney brought into camp the eight men, one a sergeant, the same number of guns, and a little pig beautifully roasted.—Chicago Tribune.

A GRASS CUTTER.

Something Far Better than the Lawn Mower.

The limitations of the average lawn mower for cutting around trees, shrubbery and grass plot edges are well known, and in the keeping of large "places," where these irregular patches have to be trimmed by hand, the extra labor is a serious matter. Particularly is this the case since the introduction of the modern idea of breaking up long stretches of sward by numerous clumps of irregularly



(Unique Grass Cutter.)

placed shrubbery. Recognizing these facts, a Missourian has devised a grass cutter especially adapted for such purposes. It consists of a single large driving wheel, which operates two horizontally placed grass cutters. The operation of the latter is exactly like that of the hair clippers used by barbers in cutting the hair close to the back of the neck. These clippers are operated by means of a chain and sprocket arrangement, which is operated by a small shaft geared to the driving wheel, as will be understood from an inspection of the illustration. The character of the cutters permits of the very close cropping of the grass in awkward and inaccessible positions.

A SHELTLAND PONY FARM.

Where They Are Reared as Pets for Children.

HOW THEY ARE TRAINED.

Small Equine Aristocrats—They Must Be Kind and Gentle—Kindness Practised Under All Circumstances—The Patriarch of the Farm.

A Shetland pony farm, where ponies are raised and trained for their life work, is a place full of interest to one who admires the gentle little creatures—and who does not?

From the time a pony is born until it reaches the age when it may assume the dignity of harness it receives the best of care. There is a farm in Wayne county, Ind., where about two hundred of the little animals are produced every year. There are warm barns with long rows of straw-littered stalls; overhead are mows of sweet-smelling hay, and a trough of pure running water sparkles and gurgles at one end of the barn.

Every stall contains a pony, and they are all as quiet and well-behaved as a thoroughly disciplined school of children. If a stranger enter the barn it is instantly known by every pony there, and there is a turning of heads and switching of tails indicative of restrained curiosity.

There is a broad and long space of clear flooring between the two rows of stalls. To walk along this floor and inspect the ponies from the rear recalls the remark of a famous man about Chinamen: "They all look alike until seen separately."

When the attendant, whose sole business is to wait upon these small equine aristocrats, leads out one after another and explains its distinguishing features, the difference is then quite perceptible.

Here is one that has been especially trained for some little girl who is nervous and timid. Its dainty step and intelligent eye indicate fine style and a tractable, docile disposition. Its glossy coat shines like satin and its little hoofs are like black ivory.

Another is shown, sturdy, robust and strong. Fully as beautiful and intelligent, it is not so sensitive as the first, it has natural qualifications suitable for the disposition and use of a boy who is not at all nervous or timid, and who may wish to ride or drive long distances in a day, and who may thoughtlessly speak loudly or rudely or drop the whip too heavily across the pony's back, and still not really wish to have a runaway. There are grades between these two extremes in which a pony may be found suitable for any sort of boy or girl.

Ponies of almost any color desired may be found, but the favorite colors are bays and blacks. There is no demand for sorrels with large cream-colored spots, such as were quite common some years ago. The solid colors are regarded as more beautiful and are the only ones now sought by fastidious buyers.

In training the ponies kindness is practised under all circumstances. When the little pony colt, which a man can take up in his arms and carry about, is strong enough to run and play with its mother, a little halter is put on it and it is taught to lead and start and stop at the word. When it grows stronger, but not yet full grown, little sets of buff harness, with silver buckles, is fitted on it, and it is driven about with lines. A gentle pressure of the bit on the tender mouth is sufficient to guide it.

Later on it is hitched to a little yellow cart and trotted about the smooth gravel drives that wind among stately trees in every direction. It is taken close to puffing locomotives and alongside queer looking vehicles, and into the neighborhood of shops where there is the sound of clanging iron and pounding hammers and ringing bells. Its actions under all these conditions are carefully noted and recorded, and its special qualifications for particular purpose fully ascertained.

It has been learned that this farm that a pony's natural characteristics are not easily changed, although vicious propensities may in a measure be subdued, and a timid, shrinking spirit encouraged by kindness to assume more confidence and aggressiveness.

It is never attempted to teach the ponies any special tricks, the sole purpose being to make them useful, tractable and safe under all circumstances. When the pony is sold and started away from the only home and friends it has ever known, the purchaser is recommended to be kind and considerate to it at all times.

When the ponies are permitted to remain out all winter an astonishing growth of hair appears. This thick coat of hair is heavy and long, and then the pony is far from beautiful. But when the warmth of spring comes the little creatures throw off their winter clothing and appear smooth and shaly in their new spring attire. The patriarch of this farm is appropriately called "Tom Thumb." He was imported from Shetland Islands ten years ago, and is now fourteen. He is coal black, and is as dainty and vivacious as can be imagined. Dozens of ponies are imported from Shetland every year for breeding purposes. This is made necessary because the succeeding generations of ponies are larger than their progenitors, which result is attributed to the salubrious climate of this country as compared with the native home of the ponies.—Chicago Tribune.

ALL SORTS.

The Indian population of the United States is 225,464, a decrease in fifty years of only 62,765.

The expense of running an Atlantic steamer for three years exceeds the cost of its construction.

The "smallest flower known to the botanist is said to be that of the yeast plant. It is microscopic in size.

Capital punishment is not inflicted in five states—Colorado, Maine, Michigan, Rhode Island and Wisconsin.

Within six months Venezuela, as the result of North American enterprise, will begin the manufacture of cotton.

Gold worth almost \$56,000,000 has been taken out of the mines in the Cripple Creek district in the last eight years.

There are three Bonapartes left—Prince Roland, a widower, with one daughter, and the Princes Victor and Louis.

Berlin boasts of seven coachmen who are retired army officers, three who are ex-pastors and sixteen who are nobles.

The only two great European capitals that never have been occupied by a foreign foe are London and St. Petersburg.

An Ohio judge has decided that one cannot be prosecuted for forging a document unless a revenue stamp is affixed to it.

The worn out uniforms of the British army, when sold, bring back into the war office treasury close upon \$150,000 a year.

Hawaii's foreign trade last year amounted to \$29,000,000, an increase of \$5,200,000 over that of the year before. The gain in population was 9,916.

The Rev. Charles L. Dodgson (Lewis Carroll) had over 89,000 letters pigeon-holed and indexed. That means 2,600 letters a year for forty-nine years.

EAGLE SYMBOLS.

Russia's national standard bears a black eagle, that of Poland, a white one. Napoleon I. took a golden eagle for his standard, modeled of pure gold and bearing a thunderbolt, after the pattern of the eagle of Rome.

Ancient Etruscans first took the eagle as a symbol of royal power and bore its image upon their standards. The Romans adopted the same custom in 87 B. C. A silver eagle with expanded wings, poised on the top of a spear, with a thunderbolt held in its claws, was adopted as the military standard to be borne at the head of their legions. This image was made of silver until the time of Hadrian, after which it was made of gold.

The standard adopted by the Byzantine emperors was a two-headed eagle, as a symbol of their control of both the east and the west. From these early standards come all the eagles on the standards of modern Europe. The double-headed eagle of Russia was adopted on the marriage of Ivan I. with a Grecian princess of the eastern empire; that of Austria was first used when the emperor of Germany took the title of Roman emperor.

Our emblem used in the United States is the large bald-headed eagle. It was in favor here, no doubt, because of its connection with the Romans, those champions of liberty. The design of an eagle was suggested for a national flag, but was abandoned for the simpler design of the stars and stripes. It has often been used on regimental flags. The eagle was first used on American coin in 1788, on cents and half-cents issued from the Massachusetts mint. It was adopted in the plan of a national coinage as a design upon all gold coins and on the silver dollar, half dollar and quarter dollar.

THE MASTER OF STEAM.

The engineer is of that class of men that are intensely active. While he seems to lead a passive life up there in the cab, he is in reality one of the most active of men. His energy goes out with every throb of his engine, and he is restored by the thrill and the excitement of the run. No huntsman riding to hounds secures more enjoyment from the chase than he does in his favorite engine.

When a train is in motion all the machinery of the engineer is in motion also, save alone his limbs. His eye is on the lookout for danger ahead, and on the danger signal, the steam gauge, on the inside of the cab; his ear is on the working of the various parts of his locomotive, and his mind is occupied with a myriad of things, all of which bear directly on the action of the engine and the safety of the passengers entrusted to his care. He is as it were, the guardian of a great vault, whose treasure is human lives, and he guards this treasure with unremitting care.

Inside and outside of the cab the engineer is two different men. When he is on duty he is practically the czar of his little domain. No one dares touch a lever but himself; no one dares handle a piece of machinery but himself. When he comes to a station he is out of and down from the cab in a minute with his oil can in his hand. The car whackers may take care of the coaches if they will, but he must be on the ground to feel and to oil the bearings. He is about the engine very much what a good housewife is among her pans and china.

SUGGESTIONS.

Meanness is simple dulness. A gem of thought is often impaired by a bad setting.

The lead pencil is sometimes hard pushed to make remarks. Some people put on airs while others merely whistle them.

The gathering together of the dancing flakes results in a snow-ball.

The greatest mystery of some boarding houses is how the boarders stand it.

Some people's prospects are so fine that it is almost impossible to find them.

The man who always says exactly what he means is more numerous than popular.

The moth is not a society favorite, even if it does frequently appear in a dress suit.

When a woman has troubles she confides in a physician. When a man has troubles he consults a lawyer.

You can't judge a wife's love by the kisses she gives her husband when he comes home; she may only be suspicious.

There are times when the average boy would like to assume the role of father to the man for a few brief moments.

WITH JUNE COMES SUMMER NEEDS!

We have them in every style and variety. Our store lacks nothing that might add to your comfort during warm weather. From head to foot we can fit you with anything desired in the line of

- Gents' Furnishings,
 - Summer Underwear,
 - Stiff Hats and Soft Hats,
 - Fedoras, Alpines, Straw Hats,
 - All Kinds of Caps,
 - Plain and Fancy Shirts,
 - Beautiful Lines of Neckwear,
 - Men's, Boys' and Women's Shoes, and
 - Many Other Summer Goods
- At the Very Lowest Prices.

STRAW HATS FOR EVERYBODY.

Our prices and our goods are right. We are building for the future. If for any reason any article you buy here should not be satisfactory bring it back and your money will be cheerfully refunded.

McMenamin's
Gents' Furnishing, Hat and Shoe Store,
86 South Centre Street.

T. CAMPBELL,
dealer in
Dry Goods, Groceries,
Boots and Shoes.

PURE WINES & LIQUORS
FOR FAMILY AND MEDICINAL PURPOSES.

Center and Main streets, Freeland.
To Repair Broken Articles use
Major's Cement
Remember MAJOR'S RUBBER CEMENT, MAJOR'S LEATHER CEMENT.

Condry O. Boyle,
dealer in
Liquor, Wine, Beer, Porter, Etc.

The finest brands of Domestic and Imported Whiskey on sale in one of the handsomest saloons in town. Fresh Rochester and Shennadoah Beer and Youngling's Porter on tap.
98 Centre street.

PATENTS TRADE-MARKS DESIGNS AND COPYRIGHTS OBTAINED
ADVISE AS TO PATENTABILITY
Notice in "Inventive Age"
Book "How to Obtain Patents"
Charges moderate. No fee till patent is secured.
Letters strictly confidential. Address,
E. G. SUGERS, Patent Lawyer, Washington, D. C.

60 YEARS' EXPERIENCE
PATENTS
TRADE MARKS DESIGNS AND COPYRIGHTS & C.
Anyone sending a sketch and description may quickly ascertain our opinion free whether an invention is probably patentable. Communications strictly confidential. Handbook on Patents sent free. Office agency for securing patents. Patents taken through Munn & Co. receive special notice, without charge, in the
Scientific American.
A handsomely illustrated weekly. Largest circulation of any scientific journal. Terms, \$5 a year; four months, \$1. Sold by all newsdealers.
MUNN & Co. 231 Broadway, New York
Branch Office, 55 F St., Washington, D. C.

The Philadelphia Record
after a career of over twenty years of uninterrupted growth is justified in claiming that the standard first established by its founders is the one true test of

A Perfect Newspaper.
To publish ALL THE NEWS promptly and succinctly and in the most readable form, without omission or partisan bias; to discuss its significance with frankness, to keep AN EYE OPEN FOR PUBLIC ABUSES, to give breadth, fairness and distinctness to all departments of human activity in its DAILY EDITIONS of from 10 to 14 PAGES, and to provide the whole for its patrons at the nominal price of ONE CENT—that was from the outset, and will continue to be the aim of "THE RECORD."

The Pioneer
one-cent morning newspaper in the United States. "The Record" still LEADS WHERE OTHERS FOLLOW.
Witness its unrivaled average daily circulation, exceeding 185,000 copies, and an average exceeding 145,000 copies for its Sunday editions, while imitations of its plan of publication in every important city of the country testify to the truth of the assertion that in the quantity and quality of its contents, and in the price at which it is sold "The Record" has established the standard by which excellence in journalism must be measured.

The Daily Edition
of "The Record" will be sent by mail to any address for \$3.00 per year or 25 cents per month.
The Sunday Edition
at 2c per copy or \$1.00 per year, together with the Daily, will give its readers the best and freshest information of all that is going on in the world every day in the year, including holidays, will be sent for \$4.00 a year or 35 cents per month.

Address
THE RECORD PUBLISHING CO.,
Record Building,
Philadelphia, Pa.