THE COST OF CANALS.

Successful Plans for Paying for the Work of Construction.

EXAMPLE OF RUSSIA AND FRANCE.

Moderate Tolls Repay the Government in a Reasonable Time.

LAKE ERIE AND OHIO RIVER PROJECT

[WRITTEN FOR THE DISPATCH.]

A flood of light has been thrown upon the subject of governmental control in the construction, management, and the levying of tolls on waterways, in the papers submitted to the recent Paris International Congress on inland navigation. Among these papers that of M. N. De Sytenko, President of the Imperial Russian Committee appointed in 1891 by the Polytechnic Society to study questions relating to the welfare of the waterways of Russia, is worthy of careful study. The committee includes in its membership the Ministers of the Lines of Communication, Finances, Interior, State Domains, as well as representatives of the navigation companies and various commercial organizations. The paper of M. De Sytenko is mostly taken up with a discussion of the basis, or policy, to be recommended to the government in the levying of tolls upon the canals, etc., undertaken by the State.

As a rule, heretofore, tolls on these canals have not been more than one-half per cent of the value of the merchandise, irrespective of distance traversed, which, while a very low rate, has led to some curious anomalies for want of a proper classification. In reading the report one cannot help being impressed with the idea that the Russian Government has not only been liberal in the past, but is desirous of removing all the restrictions possible to freedom of intercourse throughout the Empire. Unfortunately, the Imperial Government is hampered considerably by restrictions imposed by certain ports and communes which impose taxes on commerce. But it is likely these annoyances will shortly be removed, judging from the vigor of the movement now being directed against them.

To Meet the Cost of the Works.

While the Russian Government recognizes the desirability of ultimately declaring all her waterways absolutely free, as some are even now, it seems to be quite generally conceded that a toll system is desirable to meet the cost of the works. It is felt that the Government will enter upon more of these works when an equitable system for its reimbursement is to be accepted as the general policy, and in consequence of this conviction not many foolish or experimental projects are likely to be proposed. In Russia, as is partly the case in Germany and France as well, the Government owns and controls the railroads, and thus we have the interesting and important fact demonstrated that ownership of railroads does not blind their owners to the conclusion that for certain species of freights it is better to forego a revenue upon them, and to seek a reimbursement through the higher development of products made possible by the cheap transportation of crude materials.

It would add greatly to the length of this communication to quote the interesting conclusions of the Russian committee relating to the adjustment of tolls on canals and improved rivers, but the closing sentence, intended to reiterate the general argument, is in these words: "Navigation must never have to pay but the remuneration for services rendered to it, and the sums paid by it must only be spent for its benefit." This for works undertaken and paid for by the national Government.

Speaking of canals and river improvements paying for themselves the report says:

"Examples are also not wanting with us of the beneficial influence caused by specially employing the product of the tolls to the amortization of the expenses incurred for the improvement of waterways. Thus on the Emperor Alexander II. Canal a toll of one-half per cent of the value of merchandise transported sufficed from 1859 to 1886, that is to say in 26 years, to recover the cost of the creation of this canal estimated at 20,000,000 francs. The example of the Dniester is still more striking. Navigation on this river was very difficult and the transport of cereals forwarded to Odessa took place by water, partly by rail, the cost being 97.7 francs per ton.

Some Successful Experiments.

"In 1884 the State decided to grant an advance of 1,600,000 francs for improvement works on this river, which was to be reimbursed by means of the collection of a toll of 1 per cent of the value of merchandise transported. Although the improvement works are not completed, the traffic has increased in the space of four years from 80,000 to 160,000 tons, the rate of carriage of cereals falling at the same time to 24 francs per ton. The improvement works, which, we repeat, are not yet finished, have therefore procured an annual saving of nearly four millions on the cost of transport to the region, that is to say, more than 2½ times the sum devoted to the work. One can understand that under these circumstances the collection of the toll is an easy matter, and that it is supported without impatience by those interested."

In the Paris Congress M. Sympher discussing tolls and dues on the navigable ways of Germany, a country in which all tolls have been nearly abolished, has nevertheless this to say in his final conclusions of the whole subject.

"When the finances of the State, although in a condition to support the expense once made of building, are unable to furnish an annual subsidy, the tolls shall be fixed in a manner to cover the cost of maintenance, and finally when the State cannot undertake the construction of an artificial navigable way unless able to collect tolls sufficiently high to cover not only the cost of maintenance, but also the interest on the capital of first establishment, the collection of these tolls should be considered as admissible and under certain circumstances as advisable."

As to the fact whether railroads and canals cannot thrive together in the same district, we take this extract from a paper of M. L. Couvreur, member of the Paris Chamber of Commerce, at the Paris Congress:

Conditions That Insure Prosperity.

"We have only to cite the Northern Railroad Company, of France, whose system of lines is established in that part of the country which is the best furnished with navigable ways, and whose business is so prosperous that, alone, it has been able to do without the guaranteed interest provided by the Government. What makes the prosperity of a railroad enterprise is the industrial activity resulting from circumstances favorable to cheap production. For the larger kind of industry, these circumstances are realized when fuel and raw material are found on the same point. This juxtaposition exists in certain countries; we have not got it in France. Generally the raw material must go to the coal or the coal journey toward other elements of production. Navigation here intervenes, its function here being to lessen the disadvantage. The railroad next takes hold of the goods—which have been manufactured in the best possible condition—and spreads them over the surface of the territory or carries them abroad."

Pittsburg is more specifically in the situation of France—with reference to its supplies and its products—than is any community in the United States.

In the general flurry created by the invention of the railroad France at one time came nearly sacrificing all her canals to make roadways for the iron horse. Some of the canals were indeed so converted to the use of railroads, but such a folly was not long persisted in, and France is to-day the chief exponent of the wisdom of maintaining and even enlarging her waterways, and is spending more money for this purpose than any of the European countries. In all Europe there is not such a field so pregnant with the possibilities of a gigantic commerce as that which would follow the construction of the Lake Erie and Ohio River Ship Canal, nor is there to-day, excluding England, a single city in Europe doing a business in every direction equaling in magnitude that now being done by the American city of Pittsburg in the single direction of the Great Lakes.

An Immense Traffic.

Three years ago the exact quantity of iron ore transhipped from Lake Erie ports to the furnaces near to and on the line of the projected canal, including Pittsburg, was 4,627,090 tons. This amount is now fully, if indeed not more than 6,000,000 tons annually. It pays to railroads about $5,500,000 annually. So our coal business with the lakes, which in 1889 was about 1,200,000 tons, is more than 2,000,000 tons now, and regarding the coal trade on the lakes, and particularly to Duluth, on Lake Superior, which is doubling itself every three years, the Pittsburg coal should surely be able within a few years following the completion of a large canal, which would enable barges loaded at the mines to go direct to any lake ports, grow to more than the dimensions of our river trade, which is now 4,000,000 tons annually.

Are we not ready to say to the national Government, build us this canal and we will pay for it? If, indeed, the interests of the great Northwest in cheap fuel, and an extension of its grain, ore and lumber markets, united with the interest of the commerce of the Ohio river and the greatest iron producing region of the United States, are to be considered a local and not a national affair, then let us promise the Government to pay, not only the first cost, but interest and maintenance charges as well. All we want is a thorough investigation of these claims and assertions.

We think it is possible to show within a reasonable time after the completion of the canal that it can be guaranteed to do a business somewhat as follows, upon which tariffs might be levied as stated:

	Tariff.	Revenue
Third Class.		
6,000,000 tons iron ore	15 cents.	$ 600,000
2,000,000 tons coal	10 cents.	200,000
1,000,000 tons limestone, brick, cement, etc.	10 cents.	100,000
Second Class.		
2,000,000 tons grain, flour lumber, rails, pig metal, etc.	25 cents.	$ 500,000
First Class.		
1,000,000 tons manuf'd products, glass, etc.	35 cents.	$ 350,000
Total revenue		$1,750,000
Estimated cost of canal, $27,000,000.		
Interest at 3 per cent.		$ 810,000
Sinking fund (50 years)		540,000
Annual maintenance		200,000
		$1,550,000

A Reduction of One-Half.

Rail rates on ore to Pittsburg from lake ports average about $1 per ton. Lake rates are about one-third per mile the rail rate. On the canal the ore rate would somewhat exceed the mileage lake rate, but still need not be more than one-half the rail rate—or 50 cents. Add then 5 cents for conveying ore by modern appliances from vessels to ore piles within a quarter of a mile and the tolls would make, say 65 cents instead of $1, or a saving on 6,000,000 tons of ore per annum amounting to $2,100,000. If the railroads desire to compete with the canal, of course their rates on low priced commodities would be no greater than canal rates. It would make no difference then whether the goods were shipped by rail or water. Canals can regulate freight rates while at the same time doing only a small business themselves. The foregoing estimate of the ship canal's probable business may be deemed very extravagant by some. If a commission appointed by the Government to make inquiry into the facts should not find it approximately true of the business to be certainly relied upon within three years after the canal was opened, then no harm will be done. Western Pennsylvania is not likely to stand still during three years, and at all events it certainly can be shown that even with tolls there will be business enough to make it practically free. T. P. R.

FOR NERVOUS PROSTRATION
Use Horsford's Acid Phosphate.
Dr. W. Graeves, Northfield, Minn., says: "I have used it in cases of nervous prostration, and also in combination with other remedies in indigestion: it has proved as satisfactory as could be expected."

Toys, Toys, Toys.
No such a bewildering and amusing line of Xmas goods ever shown in Pittsburg as are now on exhibition at Grove's, Fifth avenue. It's worth your while to see them, even if you do not want to purchase.

Holiday Delicacies.
We have now in store a fine selection of table delicacies and novelties suitable for the holiday season. If you want goods that it will be a pleasure to eat you will do well to buy of us. We deliver goods everywhere. Freight paid on orders from out of town. Send for price list. MILLER BROS., Fine Groceries and Table Delicacies, 182 Federal street, Allegheny. Telephone 2346.

Dolls, Dolls, Dolls.
No such a line ever shown in this city. Must be seen to be appreciated. This article is no side issue with us. Where others sell one we sell hundreds. Why? Styles the latest, quality only the best, prices little over half what is asked by others. See for yourself at James W. Grove's, Fifth avenue.

Read, Gentlemen, Read.
We have the largest line of gents' gloves, all the best London and Paris makes. Gloves always repaired free. 24 Sixth street, directly opposite Bijou Theater.

SECURE desirable boarders by a cent-a-word ad in THE DISPATCH.

DR. PRICE'S DELICIOUS Flavoring Extracts
NATURAL FRUIT FLAVORS.
Vanilla Lemon Orange Almond Rose etc.
Of perfect purity. Of great strength. Economy in their use. Flavor as delicately and deliciously as the fresh fruit.
For sale by Geo. K. Stevenson & Co., and all first-class grocers.

Games, Games, Games.
All the latest and best in the market, such as Road to Washington, Bobb, Posting, Magnetic Fish Pond, Columbian Exhibition, Parcheesi, Halma, Parlor Bagatelle, Pool, Drummer Boy, Messenger Boy, Detective, Wild West, Jolly Marble Game and dozens of other good games can be seen at J. W. Grove's, Fifth avenue. Prices from 25 cents up.

We Are the People
You should see before buying your Christmas presents. Twenty-five dollars cash and small monthly payments for a $150 pneumatic tired bicycle. Pittsburg Cycle Company, 428 Wood street.

Christmas Cards, Etc., at Fifty Cents on the S.
Being crowded for room we have decided to close our Christmas cards and booklets, novelties, sachets, etc., at one-half what they were bought to sell at. Open every evening.
JOS. EICHBAUM & CO., 48 Fifth avenue.

It Speaks for Itself,
The line of Xmas goods shown by James W. Grove, Fifth avenue. Look it over before you buy.

DIED.

BLENDINGER—On Saturday, December 10, 1892, at 6:45 A. M., PETER, son of Frederick and Mary Clara Blendinger, aged 3 years, 3 months 3 days.

Funeral MONDAY, December 12, 1892, at 2 P. M. from parents' residence, 194 Iten street, Spring Hill, Allegheny. Services at 2:30 P. M., at St. John's Lutheran Church, corner Madison avenue and Liberty street. Friends of the family are respectfully invited to attend. 2

CLARK—On Sunday, December 11, at 6:30 P. M., at his residence, 174 Adam street, Allegheny, Pa., M. J. CLARK, Sr., in his 75th year. Funeral notice later.

CALHOUN—Of diphtheria, ANNA LOUISA, second daughter of George and Kate Calhoun, in her 10th year.

Funeral services at the family residence, No. 4921 Hatfield street, on MONDAY, December 12, at 3 P. M. Friends of the family are invited.

COMIN—December 11, 1892, at West Penn Hospital, Mrs. EULA ANDERSON, wife of Rev. C. W. Comin.

Funeral services at the residence of her aunt, Mrs. N. Cummins, 225 Shady avenue, East End, MONDAY, at 1:30 P. M. Interment at Xenia, O.

KEATING—On Friday, December 9, 1892, at 7:10 P. M., at her residence, Rebecca street, East End, near Penn avenue, MARY SNYDER, widow of Hugh Keating, in her 88th year.

Funeral on TUESDAY MORNING, December 13, at 9:30 o'clock. Solemn requiem mass at Sacred Heart Church, Center avenue, East End, at 10 o'clock. Interment private.

LAWRENCE—At the Home for Aged Women at Wilkinsburg, on Friday, December 9, 1892, at 1 P. M., Mrs. CATHERINE LAWRENCE, in her 75th year.

Funeral services will be held at St. Stephen's Episcopal Church, corner of Franklin and Pitts streets, Wilkinsburg, on MONDAY, December 12, 1892, at 9:30 A. M. Interment at McKeesport Cemetery.

MACHESNEY—At Baden, Pa., on Sabbath, December 11, 1892, of scarlet fever, NORMAN SHARPE, infant son of Lawrence D. and Alice Reno Machesney.

Funeral will take place from the residence of his grandparents, Lewis A. Reno, at Baden, Pa., on TUESDAY, December 13, 1892, at 2 o'clock P. M.

MILLAR—At the Home for Aged Men, Wilkinsburg, Pa., on Sabbath, December 11, 1892, at 7 A. M., Mr. ALEXANDER MILLAR, in his 70th year.

Funeral services will be held at the Home on TUESDAY, December 13, 1892, at 2 P. M.

MUCKLE—At the parents' residence, corner Fourteenth and Middle streets, Sharpsburg, on Saturday, December 10, at 6 A. M., BERTHA, youngest child of Wm. J. and Hannah J. Muckle, aged 15 months.

Funeral services at 9 A. M., MONDAY. Interment private at Bakerstown.

McCAULLEY—On Saturday, December 10, 1892, at 12 P. M., J. S. McCAULLEY, aged 45 years.

Funeral from his parents' residence, Turtle Creek, MONDAY, December 12, 1892, at 1 P. M. Friends of the family respectfully invited to attend.

[Ogden, Utah, papers please copy.]

NIEMEYER—Saturday, December 10, 1892, at 12:45, RALPH B., youngest twin son of C. F. and Mary W. Niemeyer, aged 1 year and 5 months.

Funeral services at No. 47 Poplar street, Allegheny, on MONDAY at 2 P. M. Friends of the family are respectfully invited to attend.

NOBLE—On Sunday, December 11, 1892, at 3:30 P. M., in Wichita, Kan., after a lingering illness, Mrs. MARY LISCOMB NOBLE, daughter of Dr. P. D. Liscomb, of Beaver Falls, Pa., and wife of Lester B. Noble. Remains will be brought East for interment.

Notice of time of funeral later.

RITCHIE—On Saturday, December 10, 1892, at his residence in Washington, Pa., ANDREW SCOTT RITCHIE, in his 64th year.

Funeral services at family residence MONDAY, December 12, at 2:30 P. M. Interment private.

SEUBERT—On December 9, A. J. SEUBERT, aged 42 years.

Funeral MONDAY MORNING at 9 o'clock, at Latrobe.

SILVINS—On Sunday, December 11, 1892, at 12:20 A. M., ANNIE, wife of W. D. Silvins, aged 33 years.

Funeral services at her late residence, No. 528 Second avenue, this MONDAY, December 12, at 2 o'clock. Interment private.

WALKER—On Saturday, December, 10, 1892, at his residence in St. Louis, Mo., ISAAC WALKER, formerly of Allegheny City, in the 64th year of his age.

ANTHONY MEYER
(Successor to Meyer, Arnold & Co., Limited.)
UNDERTAKER AND EMBALMER.
Office and residence, 1134 Penn avenue.
Telephone connection. my11-57-MWFSu

VIOLETS.
All Fine Flowers in season.
A. M. & J. B. MURDOCH,
Tel. 429. 510 Smithfield street.
nov19-MWF

HOLLY AND HOLLY DESIGNS—LAUREL and Michigan pine wreathing, mountain moss, Xmas trees, all sizes; roses, carnations, hyacinths, violets. Floral decorations made at my stands, 217-220 Market, Allegheny. Telephone. E. C. LUDWIG. de3-D

CHRISTMAS GREENS.
Holly, Mistletoe, Moss, Wreathing, Canary Birds, Cages, etc.
Order your Christmas Flowers as soon as possible.
JOHN R. & A. MURDOCH,
Telephone 239. 508 Smithfield street.
de4-MS

DR. D. L. ABER, Dentist,
Specialist in crowning, bridging and filling of the natural teeth. Prices reasonable and satisfaction guaranteed. Office, 210 Smithfield st., Pittsburg. ap29-MWS

REPRESENTED IN PITTSBURG IN 1801.
INS. CO. OF NORTH AMERICA.
Assets, $9,278,220 00.
Losses adjusted and paid by
WILLIAM L. JONES, 84 Fourth av.
Ja18-52-D

O. D. LEVIS, SOLICITOR OF
PATENTS
131 Fifth ave., next Leader, Pittsburg

305 Smithfield St. SHIDLE 305 Smithfield St.
In new quarters—but going to continue our wonderful low prices on Wall Papers. You needn't pay high for a beautifully papered room. See us and prove it. We are right opposite the postoffice, and have the largest retail house in the city.
GETER C. SHIDLE, LIM.,
305 SMITHFIELD ST.
de9-55-MWF

NEW ADVERTISEMENTS.

VERNER'S SHOES.

No part of the outfit is of more importance in the ensemble of one's apparel than the shoes. Presentable shoes redeem many faults in the rest of the outfit, while unsightly shoes mar the most elegant costumes. Just now why not buy shoes? They're certainly acceptable Xmas presents. If you don't want black shoes for your children, try Verner's White, Pink, Blue, Nut Brown, all new and beautiful for children. Don't forget Verner when you think of shoes. We try to always suit the most fastidious.
C. A. VERNER,
Cor. Fifth Ave. and Market.
de12-MWF

Arthur, Schondelmyer & Co.
We Show an Enormous Stock and Many Extra Values in
SENSIBLE CHRISTMAS PRESENTS.
HANDKERCHIEFS—For everybody. Special values; 6 in a fancy box, $1 25 and $1 50. Plain, embroidered, initial, linen and silk handkerchiefs from 25c to finest.
STAMPED LINEN GOODS.
Everybody wants them. Tray covers, Sideboard covers, Splashers and Tidies can be had for the least money here.
CLOAK DEPARTMENT—A nice present are the Muffs at $1; Children's Coats, $1 25 and up; Ladies' Jackets, $8 and $10, are real surprises.
LEATHER GIFTS—Collar and Cuff Boxes, etc., etc. Every price. Pocketbooks, 75c, worth $1 50. See these.
TABLE LINENS—In sets, napkins to match, represent the very best American and imported goods at prices such quality never sold before for. Our display is gorgeous.
DRESS GOODS—Always acceptable. The best offer this year are the Silk Warp Henriettas at $1 25 and the All-Wool Henriettas at 75c.
We could go on enumerating about our Holiday Shawls, Gloves, Hosiery and Underwear, Silk Umbrellas, Mufflers, Fancy Towels, Lace Curtains, Table Covers, etc., but space will not allow. You must come and see this, the grandest display we ever had.
ARTHUR, SCHONDELMYER & CO.,
68-70 OHIO STREET,
ALLEGHENY, PA.
de9-MWFS

NEW SEAL
FOR THIS WEEK'S SALE.
We have made a special effort to produce a lot of the finest Seal Garments ever shown in Pittsburg for this week's sale.
——Every garment is a beauty.——
——The fur full and long.——
——The linings entirely new.——
—The shoulders broad and wide.—
—The collars high and flaring.—
Ladies intending to purchase seal garments should not fail to visit our establishment this week.
J. G. BENNETT & CO.,
Corner Wood St. and Fifth Ave.
de11

WALL PAPER.
Our 5c paper is the best.
Our 7c paper is the finest.
Our 10c paper is good enough for the best of parlors.
Send for samples of these papers, sent free to any address.
G. G. O'BRIEN'S
PAINT AND WALL PAPER STORE.
315 Fifth Avenue,
Four Squares From Court House.
no30-28-D

CHRIS HAUCH,
Dealer in diamonds and fine watches. Good variety at low prices.
Old gold and silver taken in exchange for goods.
No. 541 Smithfield St.
no28-44-MWS

Morris
ARTIST AND PHOTOGRAPHER,
16 SIXTH STREET.
Cabinets, $2 to $4 per dozen; petites, $1 per dozen. Telephone 1751. ap9-64-MWFSu

NEW ADVERTISEMENTS.

B. & B.
YOUR WIFE
Would appreciate a new set of
LACE CURTAINS
For the parlor, or the dining room, or maybe some of the bedrooms need them most. Look around the house and see, then come and if you wish it we'll give you our best judgment on the subject, and we'll save you some money.
Nottingham Curtains, 50c to $8.
Irish Pointe Curtains, $3.50 to $30.00.
Swiss Tambour Curtains, $4.50 to $15.00.
Brussels Curtains, $7.50 to $30.
Cluny, Renaissance, Marie Antoinette, Louis XIV., Egyptian and Phrygian Curtains.
SPECIAL HOLIDAY NUMBER NOTTINGHAM CURTAINS,
2 Pairs for $5.00.
A BIG LINE
LACE BED SETTS.
Nottingham, $1,25, $1.50, $2.00, $2.50, $3 to $7,50 a sett.
Irish Pointe, $7.50, $8.50, $10, $12 to $25 a sett.
Antique Lace, $5, $6, $7.50, $8,50, $10 to $30 a sett.
Cluny—fine ones—$25 and $45.
Muslin Bed Setts.
Brussels Bed Setts.
Marie Antoinette Bed Setts.
Frilled Bed Setts.
PORTIERES, DOOR CURTAINS—
$3.50, $4, $4.50, $4.75, $6 to $25 a pair.
We'll show you more kinds, more patterns, more colors and better goods for your money. It will pay you to see.
BOGGS & BUHL
ALLEGHENY.
de13

MANICURE
—AND—
BRUSH
—AND—
COMB
SETS.
For Children we have Manicure Sets in Leather Boxes with Satin and Plush Lining at $2 and $2.50 per set. Larger sizes for Ladies $3.25 to $18.
A beautiful line of Manicure Sets in Celluloid on Trays at $3 to $4 per set.
Silver Manicure Sets on Silver Trays at $15, $16 and $20 per set.
A beautiful line of Comb and Brush Sets in Celluloid, ranging from $2 to $10.
HORNE & WARD
41 Fifth Avenue.
de9

FOUNDED 1836.

The cost of sealskin is a different matter from the price. You know the price to start with, but you only find out the cost when you come to wear the garment. If its wearing qualities are not good, or its style is unsatisfactory, the cost is too much, whatever the price may be. Our prices are LOW, and, what's better, there is no after cost. Every garment is high grade, although its prices cannot be matched in Pittsburg. You will understand this when you see our garments. Prices from $150 to $250.
PAULSON BROS.,
441 WOOD ST.
de12

NEW YORK DENTISTS,
Corner Sixth and Liberty sts.
Teeth extracted 25c
Gas or vitalized air 50c
Silver fillings 75c
Gold fillings $1 00 up
Best set teeth $8 00
Every one warranted.
Painless extracting a specialty. de3-MWS

NEW ADVERTISEMENTS.

CHRISTMAS GIFTS!
Are you going to make some? If so, you had better begin to look around. Don't wait until the last minute when everybody and everything around you is in a hurry. Come now while the stocks are full and we have time to show you.
Boys' Clothing

Makes a splendid Christmas Gift and will be appreciated by hundreds of people far above costly nick-nacks.
We always make an unusual display at this season of the year and name prices that are a great help to those who have many presents to buy.
We are showing an immense stock of
CHOICE, NOBBY
AND ARTISTIC
LITTLE SUITS
AND OVERCOATS
and can show you about ten styles to any other dealer's one.
From $1.50 Up
We can serve you with a Suit or Overcoat for a boy from 4 to 14 years of age, a warm, serviceable garment which will be a godsend to many a poor family.
Handsome Dress Suits in fine foreign Cheviots, Cassimeres and Velvets, gotten up in a style that makes them most desirable for a Christmas Gift.
See These Fine Presents:
With every sale of BOYS' OR CHILDREN'S CLOTHING we give free your choice of any of the following elegant presents:
A FINE BANJO,
A STAR ZITHER,
A LARGE TOOL CHEST,
AN IMPROVED MAGIC LANTERN.
Of Fancy Goods

We are showing an immense assortment in Manicure Sets, Work Boxes, Shaving Sets, Toilet Cases, Ink Stands, Jewel Cases, Pocketbooks, Whisk Holders, Traveling Sets and hundreds of other articles each and all of which you'll find in price fully 25 per cent less than the same goods are sold for at the fancy stores.
Suggestions for Useful Gifts:
MUFFLERS—
Always sure to prove an acceptable present. We can show a fine line of Persian, Parisian and London goods. Also plain colors in cream or silks. A large line of the popular polka dot Mufflers. Prices 49c to $7.50.
GLOVES—
Fur Gloves in Beaver, Nutria or Sealskin. These range in price from $3 to $10. Kid Gloves, lined or unlined, plain or fur top. An enormous line to select from at from 49c to $5.
NECKWEAR—
Magnificent is the only word that will do justice to our unsurpassed display of Holiday Neckwear. Everything is here. New shapes of Puffs, Tecks and Four-in-Hands, Dress Bows, etc., 24c to $1.69.
SEAL CAPS—
We have these in all grades and shapes at from $5 to $12. A large line of Plush Caps and Turbans, also fancy caps for children. Prices on these 49c to $1.98.
UMBRELLAS—
An amazing assortment to choose from with a variety of handles that is simply immense. Handles of Pearl, Ivory, Silver, Gold, Accacia wood and Boxwood. Fancy hardwood sticks handsomely trimmed in silver or gold. All Umbrellas guaranteed one year. Engraving done free. 99c to $30.
Our Whole Store is One Vast Holiday Bazar.
Come in and feast your eyes whether you want to buy or not. This will cost you nothing. Should you see some article you would like to take later on you can have it laid aside for you by paying a small deposit on the same. Many find this a great convenience.
Come and see the elegant tableaux in our windows, illustrating the life of Columbus. Nothing finer ever brought to the city.
GUSKY'S
300 TO 400 MARKET STREET.