

The Scranton Tribune

Daily and Weekly. No Sunday Edition.

Published at Scranton, Pa., by The Tribune Publishing Company, 1221 Walnut Street, Scranton, Pa.

E. P. KINGSBURY, Pres. and Gen'l. Man.
E. M. RIPLEY, Sec'y and Treas.
LIVY B. RICHARD, Editor.
W. W. DAVIS, Business Manager.
W. W. YOUNG, Asst. Manager.

ENTERED AT THE POSTOFFICE AT SCRANTON, PA., AS SECOND-CLASS MAIL MATTER.

"Printer's Ink," the recognized journal for advertising, is published weekly by the Tribune Publishing Company, 1221 Walnut Street, Scranton, Pa.

THE WEEKLY TRIBUNE, issued every Saturday, contains twelve columns of news, with an abundance of news, fiction, and well-edited miscellany. For those who cannot take the daily Tribune, the Weekly is recommended as the best bargain going. Only \$1 a year, in advance.

THE TRIBUNE IS FOR SALE DAILY AT THE D. L. AND W. H. HOBOKEN.



SCRANTON, JANUARY 1, 1896.

REPUBLICAN STATE CONVENTION.

Headquarters Republican state committee, 1221 Walnut street, Philadelphia, Pa., Dec. 12, 1895.

To the Republican Electors of Pennsylvania:

The Republicans of Pennsylvania, by their duly chosen representatives, will meet in state convention, Thursday, April 25, 1896, at 10 o'clock a. m., in the Opera House, city of Harrisburg, for the purpose of nominating two candidates for representatives at large in congress and thirty-two candidates for presidential electors, selecting eight delegates at large to the Republican national convention, and transacting such other business as may be presented.

By order of the state committee,
M. S. Quay, Chairman.
Attest:
Jere B. Rex,
W. R. Andrews,
Secretaries.

Representation in this convention will be the same as in the last state convention.

More fuss is being made in many cities concerning the methods of approaching municipal reform than there is any necessity for. Municipal reform can always be had by electing good and progressive men to office. Such men are the safest reformers.

A Happy New Year.

In these busy modern days the passing of a new millennium in the progress of the years carries with it a suggestion of newness and hope. A twelvemonth of this period of the world's development is more than equal, in the volume and diversification of the events for which it stands, to a decade at the present century's birth, or to a century five or six hundred years ago. There is no newness in the thought, yet this one occasion gives it perhaps a new significance, that we are children of an electric age of an age that glories in fast and furious speed, in giant undertakings, in audacious speculations. Our engineers scale altitudes and conquer chasms that two generations ago would have been deemed impregnable; our mechanicians harness the forces of the earth and of the air to new and marvellous combinations of human ingenuity and skill; and our inventors without hesitation or abatement go eagerly to their task of revolutionizing the universe two and three times a day.

Most of this ceaseless activity is by many people quietly taken for granted. The majority is fallen into the rut of expecting these things and of ceasing to take note of them. It requires, among the most of us, a pretty big achievement to pique our dulled and sated curiosity and to stimulate our languid interest. A Tesla once and an Edison twice or three have, in the world of electricity, challenged our admiration; but in the natural sciences we have ceased to feel surprise at any discovery or any theory; in the arts we are dimly conscious of a host of workers with no projecting single figure; and in the realm of philosophy and religion not even the cry of heresy suffices any longer to invest a preacher or a teacher with more than transient interest. The fact, as Nordau has stated it, is that we are so rapid and so multifarious in our industries and our achievements that the senses are being blurred and numbed by the strain; and it is not degeneracy which gives to the activities of our day their neither side of pain, doubt and hopelessness it is certainly some similar heritage of the "pace that kills."

We are not, however, viewing the outlook with anything like despair. The student of history does not need to be told that nations and civilizations have their cycles, now one of sated weariness, and again one of tranquillity and rest. Already from out the babel of our fin de siècle overanxiousness there is borne the note of a quieter philosophy. The disposition to overdo is likely to give way, perchance sooner than we know, to the saner and happier disposition simply to do. The upbuilding, in our cities and towns, of public libraries and institutes; the missionary work of constantly traveling University Extension lecturers; the entry of the church in social activities of its young—

all some of the symptoms that at the coming of a period of rest shall be more than enough to give the immediate routine of the new year a new significance. It is a new day, a new business and money be the in the new year, or shall the chief purpose of the new year be the upbuilding of the new year?

Recall Bayard, foreign affairs did exactly right in repelling the McCall resolution calling upon to president for information as to whether any steps had been taken to ascertain the truth of the newspaper reports of Ambassador Bayard's rec-

specthes concerning the weakness and the dishonesty of his countrymen in the United States. The case of Mr. Bayard dare not be dropped short of such action by this government as will teach him and all other ambassadors that their mission in foreign climes is to stand up loyally and boldly for the whole people they represent, and not simply for some one faction or party.

In view of the present grave differences between this nation and Great Britain, it seems almost incredible that the president should wish to continue at the English court an ambassador who, within a few weeks, had gone out of his way to explain to the people of England that his countrymen were stubborn and headstrong, that they needed a strong man to govern them, and that the great majority of them, being believers in Protection, were in effect dishonest, while American legislation was entrusted by them to chaffers, not to statesmen. With what grace could Mr. Bayard, after this deliverance, enter with confidence the presence of Lord Salisbury and lay before that wily old diplomat business of importance concerning the United States? Could not the English premier turn Mr. Bayard's approach into an immediate jest by reminding him of the badness of the nation he was serving and by commiserating him upon the kind of government with which that nation was afflicted?

It seems to us that there never was a clearer case of self-achieved disqualification for an important trust than is presented in the case of Ambassador Bayard, following his recent speeches. While it is true that at the time he spoke, there seemed to be no appearance of trouble between his government and the government of her majesty, it is equally true that the situation today is radically different. There now exists between the two nations the most serious trouble, a trouble everywhere conceded to involve within it the germ of possible war. In such a situation, Mr. Bayard stands by his own act utterly discredited. He does not command the confidence of his own countrymen, and in the lucid light of his present dilemma he certainly cannot hope for sympathy from England. As an ambassador he is without one of the requisites that make ambassadors valuable; and if the president does not possess sufficient discernment to perceive the necessity of replacing him, congress itself should take the national dignity into its own keeping so far as it can do this under the constitution.

It is well to remark on the very first day of 1896 that The Tribune, this eventful year, will maintain and, in fact, surpass its old habit of printing the best newspaper in Northeastern Pennsylvania; and it will be especially interesting in its presentation of the news of the presidential campaign. Begin the new year right by subscribing for the best daily paper.

The Railway Problem.

In the course of a recent speech in Detroit Mayor Pingree said:

There is no question in the minds of men familiar with general conditions but that transportation levies too great a tax upon producers. The economies of the country point out that in the last few years labor and the products of labor have fallen in value 16 to 17 per cent., while transportation has not fallen 2 per cent. This in itself is enough to attract the serious attention of legislatures to the question of artificial prices granted by those bodies and charged by corporations. But further proof of the gravity of the question may be found in the following facts which show the enormous profits growing out of railway transportation. In Australia you can ride a distance of 100 miles across country for \$5.50 first class, while workmen can ride six miles for 2 cents, twelve miles for 4 cents, thirty miles for 8 cents and railroad men receive from 15 to 20 per cent. more wages for eight hours of labor than they are paid in this country for ten hours. In Victoria, where the rates prevail, the net income from the roads is sufficient to pay all the federal taxes.

In Hungary, where the roads are state owned, you can ride six miles for 1 cent, and since the roads were bought by the government the men's wages have doubled. Belgium tells the same story—fares and freight rates cut down one-half and wages doubled. Yet the roads pay a yearly revenue to the government of \$10,000,000. In Germany you can ride four miles for 1 cent on the government owned lines. Yet wages are over 125 per cent. higher than they were when the corporations owned them, and have increased 41 per cent. Last year the roads paid the German government a net profit of \$2,000,000. If our government owned the railroads it could go to San Francisco from Boston for \$10. Here is the proof: The United States pays the railroads not quite \$25 to transport a loaded postal car from Boston to San Francisco. A passenger car will carry fifty passengers, which, at \$10 each, would be \$500, or a clear profit of \$225 per car, this too, after paying 52 per cent. on the cost of the road.

These figures are sufficiently startling to warrant examination. In every country mentioned except Australia it is to be noted that Mayor Pingree compares the lowest rates of fares for third-class travel in localities having double and treble our population to the square mile with the first-class rates charged in the United States for a service more luxurious many times over than is the best service afforded on the railway lines of continental Europe. This makes a stiff contrast, no doubt, but it is not quite a fair one. Equally unfair is his comparison of postal with passenger rates. Whenever parties of fifty men want to start, two and three times a day, from Boston to San Francisco, as do the postal cars, it is probable that they can negotiate for rates that will be very little higher than the rates paid by Uncle Sam. Until then, the fact must be taken into account that travel between the coasts is light and irregular, and that it costs nearly as much to haul an empty train across the continent as to haul a full one. In regard to Australia we must confess that we are in the dark; but if it has been found possible to give the equivalent of our American passenger service in Australia at a rate of less than one-third of a cent per mile and return a profit on the capital invested, we should imagine that the fact would have become more generally known than it is.

The trouble with Mayor Pingree's argument, however, is that it approaches the railway problem from the wrong side. People are not complaining in this country at excessive passenger rates. Their complaint is directed rather against often exorbitant and indefensible freight charges. When it takes four or five tons of anthracite coal at the mouth of the mine to pay for the transportation of one ton to tide-water, as has been the case more than once in the history of the fuel industry, there is room to question the equity of current freight charges. The remedy for this and similar extortions is not to be found in the doubtful and

almost impracticable expedient of government ownership, but is rather to be sought in a more thorough and effective regulation of the existing railway system by state and federal supervision.

The Scranton Truth almanac for 1896 is one of the best of the year books that have been received to date. The almanac has been carefully compiled; is neatly printed and contains a large amount of useful information for all. The liberal advertising patronage accorded the work also shows that the worth of the publication is appreciated by business men generally. The Truth is generally in the front rank of enterprise for 1896 is no exception to the rule.

Beginning today William H. McElroy, formerly of the New York Tribune, will assume editorial charge of the Rochester Post-Express, which will become a straightforward Republican paper. This change will have the effect of bringing to the aid of New York Republicanism one of the cleanest and newest and best-conducted newspapers in the United States. We wish it every success under its new editor.

The Pottsville Chronicle has issued a neat almanac and hand-book for 1896 which contains the usual features of excellence that mark publications from first-class establishments. The Tribune acknowledges the receipt of one of the Chronicle's timely souvenirs, and wishes our contemporary a year of prosperity.

The Republican party, by organizing the senate, gains a little patronage at the price of a grave and serious responsibility. From a political standpoint, and this is wholly a political matter—we think it will yet appear that the game wasn't worth the candle.

Senator Lodge's Americanism is evidently of the robust type which would sooner go a step over the line in defending his country's dignity than to falter on the side of the Muses. Let the sneers at him if they will; their sneers are compliments.

The Carbonate Leader doesn't take defeat gracefully; but considering the magnitude of that defeat and the personal meaning wrapped up in it, perhaps we shouldn't either, if we were in the Leader's shoes.

WASHINGTON GOSSIP.

Tribune Bureau.
615 Fourteenth street, N. W., Washington, Dec. 31.

From the looks of this town in Kentucky the jig is up with Senator Joe Blackburn. Only a split among the Republicans can save him, and that is likely to happen. Blackburn's term in the senate does not expire until March 3, 1897, which will make twelve years he has served in the upper branch of congress. He was a member of the house for ten years previous to his election to the senate. He also served in the Kentucky legislature. In fact, he has been pulling at the public test ever since he left the Confederate army at the close of the "late unpleasantness."

It is a hard blow to Blackburn to be forced to leave public life. He is good for nothing else, except as a criminal lawyer. He has the most abusive tongue of any man in the senate. That is his strong point. An argument by Blackburn without being allowed to abuse his antagonist is rather a tame affair. He is a bully by nature, and in debate is a ruffian and backslider. During a discussion in the senate a few years ago he looked horns with Senator Chandler of New Hampshire, and in debate is a ruffian and backslider. During a discussion in the senate a few years ago he looked horns with Senator Chandler of New Hampshire, and in debate is a ruffian and backslider. During a discussion in the senate a few years ago he looked horns with Senator Chandler of New Hampshire, and in debate is a ruffian and backslider.

Less than two months ago Blackburn met his match in another Kentuckian, Lieutenant Lucien Young, of the navy. They had a misunderstanding at a dinner in an up-town restaurant. The lie passed, Blackburn pulled a gun on Young. The latter snatched it out of the senator's hand, threw it on the floor, grabbed Blackburn by the throat and made him apologize, which he did very promptly and humbly.

The day for Blackguards in the United States senate is gone, and when Joe Blackburn stops doing so, there will be regrets and no tears. The South, which has been furnishing this class of statesmen, is sending better material to the senate.

If the emergency tariff bill, which the house passed last week, passes the senate it will be with the assistance of (Gorman, Murphy, Brice and Smith, known as the "Big Four," who opposed the passage of the Wilson bill on the ground that it would not raise sufficient revenue to meet the expenditures of the government. It is remembered that these four senators so loaded the Wilson measure up with amendments that its author could scarcely recognize it. They predicted then that there would be a deficit in the treasury if the bill became a law, and their prediction has been verified. The house bill, if it passes the senate at all, will doubtless resemble a crazy quilt. If there is too much patchwork about it when it reaches the president he will not sign it. He has his mind set on relieving the treasury by the issuance of bonds, and bonds it will be.

The prospects of the senate passing a bond measure are not bright at this writing, unless the sound money senators concede a free silver clause. If they do that the bill will run against a snag when it reaches the white house. President Cleveland will not sign any bill that provides for the free coinage of silver. He despises the white metal so that he would rather see the government go bankrupt than to recognize silver.

There seems to be no doubt now about the issuance of bonds by the treasury. The president and Secretary Carlisle have made up their minds that that is the only means left for relieving the strain on the surplus, and the sale of \$100,000,000 or \$200,000,000 of bonds may need occasion no surprise.

Congressman "Jack" Robinson is in Pittsburgh on business and incidentally looking after his senatorial boom in that section of the state. "Jack" is in the light to stay.

A new press club is to be organized by the Washington correspondents. It will start with a membership of 100, and that number is expected to be more than doubled in a short time. The old club, which made an assignment for the benefit of its creditors last May, had a membership of nearly 400.

Information has reached here that the Don Pasco committee, representing the New York bondholders of the Philadelphia and Reading railroad is about to ask Judge Ballar, of the United States circuit court at Philadelphia, to remove J. Lowber Welsh from the receivership of that railroad. Among other things they wish to see that Mr. Welsh is overburdened with responsibilities and business career, in addition to being a receiver of the Reading railroad, he is president of the Union Traction Trust of Philadelphia, trustee of the Drexel estate, a member of the Sugar Trust, being the owner of a large sugar refinery in Philadelphia, has large sugar interests in Cuba, and is interested in public and private business concerns.

The main point to be urged for Mr. Welsh's removal will be during the recent strike of the motemen and conductors in Philadelphia he so manipulated affairs that the Fourth and Eighth lines, which is an active competitor of the Reading road for local traffic, and which is in Union Traction Trust, was the last to go out. The Reading was thus financially injured. Hence the effort to remove Mr.

Welsh from the receivership of that railroad.

Congressman William A. Stone, who left the city last week to recuperate from the severe strain he has undergone since the convening of congress, is reported to be very seriously ill at Atlantic City. It is said that he is threatened with pneumonia. His friends are alarmed at his condition and fear fatal results.

Congressmen Scranton and Leisenring have gone home to spend New Year's. Mr. Scranton is said to be very much alarmed over the local political situation and his principal object in going home is to help his friend, Captain Mohr, in his campaign for the majority nomination. Mr. Leisenring will look after his interests for district delegates to the national convention.

After Jan. 1, 1896, the address of ex-Clerk of the House James Kerr will be Clearfield, Pa. His family left for their old home today.

TOLD BY THE STARS.

Daily Horoscope Drawn by Alajahu, The Tribune Astrologer.
Astrolabe cast: 12:01 a. m., for Jan. 1, 1896.

Happy New Year!
A child that's born upon this day
Will smile, no doubt, to be so near
That war with the island over the way.
Will not occur this year.

The man who has the happiest new year is probably the one who most effectively closes the shutters upon the past twelve months.

Individual Horoscopes.
[Alajahu has undertaken the task of giving advice to a few readers who have enclosed samples of hair and date of birth.]

Michael, Dunmore.—According to the signs you should be an exceedingly healthy specimen of suburban humanity. If you lived in Scranton, Michael, we would be proud of you and perhaps would elect you to the office of constable. There is little advice that can be given you, though there are several suggestions that might be of benefit to your relatives. We would advise you, however, to avoid joining any movement on foot to annex portions of Dunmore to Scranton, and by all means keep away from bodies of water—you might be tempted to drink some.

Belle, of Wilkes-Barre.—It was unnecessary to give your present abiding place, Belle. When you remarked: "I haven't saw nothing like it," the location of your residence was revealed. If you were born at the recent date mentioned in your letter there is no reason why you should not have a reasonable share of the good things of life. By nature you are inclined to be melancholy. For this reason you should avoid reading Editor Sam Boy's poetry and eating mince pie and lobster after 11:30 a. m.

Alajahu's Advice.

Make all of your good resolutions today. They can be broken at leisure. Do not attempt to peer too far into the future unless you are satisfied with the past.

Do not begin the year with the idea that the world is entirely bad. You might be awfully lonesome upon finding yourself the sole redeeming element.

His Busy Day.

Trade Manufacturer—"See here! I sent you an advertisement saying my planes were 'inferior to none.'"

Editor—"Yes, sir."

Trade Manufacturer—"You printed it 'inferior to none.'"

Editor—"Oh, well, never mind; that is easily fixed."

Trade Manufacturer—"It's easily fixed?"

Editor—"Certainly. Change the name of your planes and send me another advertisement. Here's a card showing our rates. Good-bay, sir."—New York Weekly.

Christmas Presents.

HILL & CONNELL,
131 AND 133 N. WASHINGTON AVE.

BASKETS
BASKETS
BASKETS

HILL & CONNELL'S
131 AND 133 N. WASHINGTON AVE.

CHRISTMAS

Is now over. If you have been well remembered and want to return compliments, buy a . . .

New Year's Present

We still have a good selection of goods in . . .

CHINA,
GLASSWARE, CROCKERY,
SILVERWARE.

CLEMONS, FERBER, O'MALLEY CO.,
[LIMITED.]
422 LACKAWANNA AVENUE.

Diaries for 1896.
BLANK BOOKS.
LARGE AND COMPLETE STOCK

Spot Cash. Rock-Bottom Prices.
FINE COMMERCIAL, SCHOOL AND SOCIETY STATIONERY.

BEIDLEMAN
427 Spruce St. Opp. The Commonwealth.

GOLDSMITH'S BAZAAR.

The Clerk of the Weather

Tells us that we will have extreme cold weather very soon. So lots of heavy garments will be needed. We will make it very interesting to all shrewd buyers now in our Cloak and Fur Departments. The selection is nearly as good now as in the beginning of the season, especially in fine fashionable garments.

\$ 8.00 Ladies' and Misses' Reefer Jackets reduced to	\$ 4.98
10.00 Ladies' Reefer Jackets reduced to	6.98
17.00 Ladies' Silk Lined Jackets reduced to	9.98
12.00 Ladies' Fur Capes, Full sweep, reduced to	6.98
16.00 Ladies' Canada Seal Capes reduced to	9.98
20.00 Ladies' Electric Seal Capes reduced to	12.98
30.00 Ladies' Astrakhan Capes reduced to	17.98
50.00 Ladies' Wool Seal Capes reduced to	29.98

New Year Gifts

Gold Pens and Pencils,
Family and Teachers' Bibles,
Episcopal Hymnals and Prayer Books,
Episcopal Hymnals with Music,
Catholic Prayer Books,
Fine Presentation Books.

DIARIES. DIARIES. DIARIES.

REYNOLDS BROS.
Stationers and Engravers,
317 LACKAWANNA AVE.

ON THE LINE OF THE
CANADIAN PACIFIC RY

are located the finest fishing and hunting grounds in the world. Descriptive books on application. Tickets to all points in Maine, Canada and Maritime Provinces, Minneapolis, St. Paul, Canadian and United States Northwest, Vancouver, Seattle, Tacoma, Portland, Ore., San Francisco.

First-Class Sleeping and Dining Cars attached to all through trains. Tourists are fully fitted with bedding, curtains and up to date adapted to wants of families may be had with second-class tickets. It is always less than via other lines. For full information, time tables, etc., on application to

E. V. SKINNER, G. E. A.
353 BROADWAY, NEW YORK.

Only A Few Left

But we will sell that few at cost. They are . . .

PARLOR HEATING STOVES

and we want to close them out before inventory.

If you need a Heater don't miss this chance.

FOOTE & SHEAR CO.
119 WASHINGTON AVENUE.

THAT WONDERFUL
WEBER
PIANOS

are found only in the WEBER

Call and see these Pianos, and some fine second-hand Pianos we have taken in exchange for them.

GUERNSEY BROTHERS, Wyo., Arc.

OPEN EVENINGS.

We are now PREPARED FOR THE RUSH

We are satisfied that our efforts this season will please better than ever. Nearly every article is worthy of mention. We lead in all lines.

WATCHES, CLOCKS, DIAMONDS AND FINE JEWELRY, STERLING SILVER WARES AND NOVELTIES, CUT GLASS, ART PORCELAINS, BANQUET LAMPS, ETC.

Our Prices Are Always the Lowest.

MERCEREAU & CONNELL

Hold Still!

And get your picture took with one of them er pocket Kodaks from

FLOREY'S.

They will take the picture of a candidate for a city office, cars and all. So your ears will get in all right, too.

STILL HAVE A LIVELY TIME
SELLING FROM THE MOST COMPLETE STOCK OF
NECKWEAR
IN THE CITY.
Some Choices Colors in
IMPERIALS
At 50c.
CONRAD.

OYSTERS

We are Headquarters for Oysters and are handling the Celebrated Duck Rivers, Lynn Havens, Keyports, Mill Ponds; also Shrewsbury, Rockaways, Maurice River, Coves, Western Shores and Blue Points.

W. W. Fritz

410 Lackawanna Ave.

OPEN EVENINGS.

We are now PREPARED FOR THE RUSH

We are satisfied that our efforts this season will please better than ever. Nearly every article is worthy of mention. We lead in all lines.

WATCHES, CLOCKS, DIAMONDS AND FINE JEWELRY, STERLING SILVER WARES AND NOVELTIES, CUT GLASS, ART PORCELAINS, BANQUET LAMPS, ETC.

Our Prices Are Always the Lowest.

MERCEREAU & CONNELL

Hold Still!

And get your picture took with one of them er pocket Kodaks from

FLOREY'S.

They will take the picture of a candidate for a city office, cars and all. So your ears will get in all right, too.

STILL HAVE A LIVELY TIME
SELLING FROM THE MOST COMPLETE STOCK OF
NECKWEAR
IN THE CITY.
Some Choices Colors in
IMPERIALS
At 50c.
CONRAD.

OYSTERS

We are Headquarters for Oysters and are handling the Celebrated Duck Rivers, Lynn Havens, Keyports, Mill Ponds; also Shrewsbury, Rockaways, Maurice River, Coves, Western Shores and Blue Points.

W. W. Fritz

410 Lackawanna Ave.

OPEN EVENINGS.

We are now PREPARED FOR THE RUSH

We are satisfied that our efforts this season will please better than ever. Nearly every article is worthy of mention. We lead in all lines.

WATCHES, CLOCKS, DIAMONDS AND FINE JEWELRY, STERLING SILVER WARES AND NOVELTIES, CUT GLASS, ART PORCELAINS, BANQUET LAMPS, ETC.

Our Prices Are Always the Lowest.

MERCEREAU & CONNELL

Hold Still!

And get your picture took with one of them er pocket Kodaks from

FLOREY'S.

They will take the picture of a candidate for a city office, cars and all. So your ears will get in all right, too.

STILL HAVE A LIVELY TIME
SELLING FROM THE MOST COMPLETE STOCK OF
NECKWEAR
IN THE CITY.
Some Choices Colors in
IMPERIALS
At 50c.
CONRAD.

OYSTERS

We are Headquarters for Oysters and are handling the Celebrated Duck Rivers, Lynn Havens, Keyports, Mill Ponds; also Shrewsbury, Rockaways, Maurice River, Coves, Western Shores and Blue Points.

W. W. Fritz

410 Lackawanna Ave.

OPEN EVENINGS.

We are now PREPARED FOR THE RUSH

We are satisfied that our efforts this season will please better than ever. Nearly every article is worthy of mention. We lead in all lines.

WATCHES, CLOCKS, DIAMONDS AND FINE JEWELRY, STERLING SILVER WARES AND NOVELTIES, CUT GLASS, ART PORCELAINS, BANQUET LAMPS, ETC.

Our Prices Are Always the Lowest.

</