## CARBONDALE.

fReaders will please note that advertise ments, orders for job work, and items for publication left at the establishment of Shannon & Co., newsdealers, North Mais street, will receive prompt attention; of acc open from 8 a, m. to 10 p. m.!

#### TO LOCATE IN FLORIDA.

Mesurs. Wetherby and Mallory Will Soon Leave the City.

The contracting firm of Wetherby Mallery, of Wayne street, will next week remove to Daytona, Fla., a thriving and rapidly growing town of about 1,500 inhabitants on the coast, where much work will be found as the place

is building up very fast.

The families of the contractors will also leave and Daytona will be made their permanent home. Both men are well known in this place, Mr. Wetherby has been a successful builder and contractors having been many years by has been a successful builder and contracter, having been many years in the business. He has made many friends during his residence in this place, who will regret that he and his family are to move, but they give them their best wishes for success and happiness. The property of Mr. Wetherby will not be seld, but his daugnter, Mrs. O. Wonnacott, will reside in the house vacated by him.

Mr. Moliory and family will leave at

Mr. Mailory and family will leave at the same time. Mr. Mallory has been connected with Mr. Wetherby since his residence here, and in the business has became well known as an upright, honorable man. The firm will be continued in Daytona under the same name,

#### THE BAIL WITHDRAWN.

J. A. Stanton Oldiged to Scenre Another Bondsman.

Alva Daley, who became bondsman for J. A. Stanton, has withdrawn his ball, and it looked for some time as it Stanton would have to go back to jail. His landlady came forward, however, and made things all right again.

Mr. Daley became bondsman on
Stanton's premise to reform, but upon

receiving information that he has again been searching for Miss Cook, his com-panion in troube, Mr. Daley decided to withdraw the ball.

#### Denth of Mrs. Surdival.

Yesterday morning at her home on Greenfield road occurred the death of Mrs. Ann Surdival, an old and respected resident. During Mrs. Surdival's residence in this city she has made for herself many friends who will be for herself many friends who will be greatly upined at her death. She was of a retiring nature but her Christian Rev. T. F. Coffey has returned from character and uprightness won for her a wide circle of acquaintances. The time for the funeral has not yet been settled as relative, are to be heard from before arrangements are com-pleted.

James Fee Injured. While engaged in his usual work in the Coal Brook mine James Fee was quite badly injured and will be un-able to do any kind of work for some He was struck in the head with a flying sprag which inflicted a bad cut on his lower lip. The pain was terrible and caused the young man to faint. Dr Fitzsimmons attended him and was obliged to take several stitches in the wound.

#### New Officers.

The following officers have been elected in the Rebekah lodge: Noble grand, Mrs. Elisha Dilts; vice grand, Mrs. Frederick Dix, secretary, Miss Curnew; assistant secretary, G. H. Hughes; treasurer, Mrs. S. N. Bayley. On Tuesday evening the members of Lucretia lodge will go to Aldenville, where they will attend the installation of new of-

#### PERSONAL AND OTHER ITEMS.

nected with the Western Union Tele- afternoon. graph company for several years, has severed his connection with that company and has accepted the position as operator and ticket agent at the Dela-

Invitations have been received in this city by friends of T. P. Duffy to be present at the commencement of Dickingon Law school, at Carlisle, on June Mr. Duffy is a brother of Marcus Duny, of this city, Attorney J. F. Reynolds will leave today for Oneonta, N. Y., where he will

Vigit over Sunday. Mrs. A. O. Lown, of Chestnut avenue, has left for a visit with her parents, Mr. and Mrs. C. G. Davenport, of East Windsor, N. Y.
Miss Lida Nicol is visiting friends in

Miss Mary Corrigan, who has been visiting her aunt, Mrs. B. Burke, on Pike street, has returned to her home

in Scranton.

Miss Marion E. Jones, of Rochester, N. Y., is the guest of Mr. and Mrs. Clayton Curtis, of Canaan street. The diagram for the entertainment to be given under the auspices of Will-iam H. Davis post at the opera house

Saturday evening opened yesterday at Reynod's drug store,
The telephone company has been obliged to make some changes in the poles which were put up a short time ago. They were too short and interfered with the trees. Fifty-foot poles

## re now being put in instead. Mrs. Frank Kilpatrick, of Darte ave-

# Hoods

easily and thoroughly.
Best after dinner pills.
Cocents. All druggists. Prepared by C. I. Hood & Co., Lowell, Mass. The only Pill to take with Hood's Sarsaparilla.

### GREAT SALE OF BODY BRUSSELS CARPETS.

We have no fortune to give away, but we guarantee you goods at less than any other house in the trade. Your choice from our stock, which is

\$100 Per Yard.

Remember we don't reserve any thing—These goods consist of all the leading makes. Come early and make your selections.

J. SCOTT INGLIS. CARPETS AND WALL PAPER 419 Laokawanna Ave.

#### Typhoid Fever.

#### \* Rapid Convalescence

is experienced in this slow and dangerous disease, when the patient's strength is properly maintained until the crisis is passed. Don't force the stomach and other organs already weakened by sickness to wear themselvess out in a vain attempt to obtain nourishment from improper foods. Feed the sufferer with milk and

## Bovinine

that great food product. It is absorbed immediately into the system with the least possible effort on the part of the various organs. Besides making new flesh and blood, it strengthens all of the vital centres, enabling them to expel existing poisons. It is a germicide, and antidotes the fever microbes. In addition, its beneficial effect on the ulcerated condition of the bowels, so common in this disorder, is marvellous.

nue, is visiting Rev. E. Kilpatrick, of Bainbridge, N. Y. W. D. Evans, of Seventh avenue, bas returned after a few days' stay in

Scranton.

Mrs. William Alvord, of Mayfield yard, who has been visiting friends in Scranton, has returned home. Dwight McMullen, of Archbald street, is spending a few days with relatives in Scranton.

a visit to New York city.

#### JERMYN.

As Fred Giles, a huckster of this place, was peddling his wares through the streets of Mayfield Wednesday afternoon, he met Fred Brown, of Tompernoon, he met Fred Brown, of disville, who had a game cock that he wanted to sell. A close bargain was finally effected by Glien who got the bird for one dollar. After sealing the bargain by drinks, the huckster and Brown, who wanted a lift to Mayfield yard, got on the wagon. When they arrived at Mayfield yard Brown wanted to match a fight for five deliveraged. to match a fight for five dollars and going to the wagon took the bird into the hotel. After showing the fighter off he left to put him back in the wagon. As he did not return the huckster went o see what was keeping him and found he had left taking the game cock with him. He was seen by some running up the street with the bird over his shoulder. Mr. Giles went to Carbondale where he swore out a warrant for Brown's arrest. A hearing will be given soon.

The committee in charge of the Me-morial Day parade have not completed the arrangements in full yet but will be finished today. The Grand Army yeterans and Sons of Veterans, Patriotic Order Sons of America, Junior Order United American Mechanics and several Catholic societies will be in line in afternoon. In the evening a basket social and entertainment will be given under the auspices of the Sons of Vet-erans, when the following programme pany and has accepted the position as operator and ticket agent at the Delaware and Hudson Farview station.

George A. Lauback, of the firm of William L. Lauback & Sons, of Easton, spent Wednesday in the city.

Dwight McMullen, of Archbaid street, is spending a few days with relatives in Scranton.

A. B. Thuellen was severely burned yesterday morning at the Erie shaft.

A spark from his lamp ignited some powder he was carrying, causing an explosion.

club; sale of baskets. Ladies bringing baskets will receive a ticket at the door.
There seems to be some misunder-standing about Alumni park on Decoration Day. The Jermyn base ball club claim to have secured the privilege of using the grounds for that day and have advertised to that effect, while the Carbondale state league team is billed to play there both morning and after-

Two executions were on Wednesday issued against G. L. Avery, the proprietor of the Avery house. One is by C. L. Bell for \$824.50, and the other by Edward Kubbs for \$216. The sale will

Messrs. Blanchard and Howell, who were awarded the contract of boring the artesian well for Jermyn borough. will commence work immediately. The work will be pushed to an early com-

### WYOMING.

The following exercises will be observed on Memorial Day at Wyoming. The parade will form at post headquarters on the corner of Shoemaker avenue and Elighth street at 2 p. m. sharp, headed by Luzerne borough band. J. V. headed by Luzerne borough band. J. V. Mullen chief marchal, assisted by aids from the different orders in line: Robert R. Freur camp. No. 250, Sons of Veterans, captain, T. H. Rinker; Lieutenant Charles H. Ellay post, 507, Grand Army of the Republic, M. U. Rozzlic, commander; Troy council, No. 76, Junior Order United American Mechanics, Oscar Williams, captain; May E. Monument lodge, Independent Order of Odd Fellows; Wyoming Hose company, No. 1, W. W. Stocker, chief aid; Company C. National Guard of Pennsylvania, and drum corps, Erastus Gage, captain. patien, sour atomneh, indigestion are promptly and drum corps, Erastus Gage, captain, cured by Hood's Pills. They do their work | Line of march will be down Eighth street, to Monument avenue, down the avenue to Tenth street, thence to Wy-oming avenue, up Wyoming avenue, to Cemetery, arriving at about 2.30. The following programme will be rendered: Music, by band or choir; inroductory by commander, roll call of dead veterans by the adjutant, music, prayer by Rev. Wilson Trieble, music, Grand Ar-my of the Republic service, addresses by Paul Sherwood and Rev. Wilson Trieble, music by the Ross street choir, recitation by Miss Cora Lloyd, salute the dead, benediction, decoration of

veterans' graves.

Blanche and Maggie Gross are visitng their uncle, Mr. Searfoss, of Dallas, The funeral of Sarah Breese will be held at the house on the corner of held at the house on the corner of Wyoming avenue and Sixth street at it

Wyoming avenue and Sixth street at 10 o'clock this (Friday) morning. Rev. Scott Stites will officiate. Interment in the Forty Fort cemetery.

Mr. and Mrs. J. I. Shoemaker will leave Monday morning to attend the Grand Army of the Republic encampment at Chambersburg. They will return via Gettysburg and witness the unveiling of monuments on Friday.

When Baby was cick, we gave her Costoria. When she was a Child, she cried for Castoria. When she became Miss, she ching to Castoria. When she had Children, she gave them Castoris

#### MORE ABOUT THAT FAMOUS AIRSHIP

Something About the Aerodrome Recently Tested With Success.

PROCESS OF ITS GRADUAL EVOLUTION

Its Principle is That of the Bird in Flight and It Will, When Developed, Fly Like a Bird -- The Commercial and Military Uses to Which the Vehicle Can Be Put When It is Finally Perfected.

To the Washigton Star we are indebted for the first satisfactory expla-nation of the now famous airship re-cently tested with marked success by its cently tested with marked success by its inventor. Secretary Langley, of the Smithsonian Institute. Says the Star: Further than the vague information already published, it may be said that the Langley aerodrome has a greater expanse of wings than the largest of known birds—the distance from the totip being fourteen feet, while that of the great cendor of the Andes is but nine feet. The wings, extending uniformly from each side, are not put in motion, but incline at an angle, like those of a bird in the act of soaring. A pair of seriew propellers, each having four paddles of a very light reaterial, revolve upon bearings on opposite sides of the rear of the frame.

ear of the frame. The main framework, forming the skeleton body of the machine and sup-porting the working mechanism, is of ated tubing turned to the thinness of tissue paper and capable of enduring an enormous pressure per square inch of surface, this strength being due principally to its cylindrical shape. It was thought that aluminum would be utilized, but that metal cannot be fashioned into tubes as light and still as strong as those of steel.

COMPACT STEAM ENGINE. The mechanism of the compact steam engine, having greater strength per pound than doubtless any other engine pound than doubtless any other engine ever built, has after long experience been arranged so that advantage has been taken of almost every portion of the framework which shows the cylinders, rods and tubes. In an inspection of the machine there is nothing suggesting the presence of a steam engine. The vehicle over all is said to weigh about twenty pounds. The additional weight of a condensing engine was omitted because unnecessary to demonstrate the principal of aerial flight.

omitted because unnecessary to demonstrate the principal of aerial flight.

Had there been attached a suitable condenser, the aerodrome, instead of venturing only a half mile, would theoretically have traveled around the world, had the fuel been sufficient. Although the theoretical loss of a condenser. world, had the fuel been sufficient. Although the theoretical loss of a condenser is nothing, the actual loss is estimated at less than five per cent. The additional fuel might have been a the additional fuel might have been carried had the secretary made his engine run at the rate of thirty-six rather than eighteen miles per hour. The theory is that an aerodrome will double its power of support when it doubles its speed. It is upon this problem of the condenser that Maxim has lately

condenser that Maxim has lately worked with great success. That the Langley aerodrome mounted the air in a spiral path was not due to an unevenness of balance, as has been supposed. It is very probable that all aerodromes of the future will ascend in a corkscrew path until reach-ing the air strata in which the desired current is to be found. This trick of ascending in a spiral has been learned from many birds, principally the spar-row hawl. The common theory that large birds elevate themselves by repeatedly flapping their wings down-ward, thereby producing a reacting pressure of the air equal to their weight, has been exploded by late in-vestigations. It is the more advanced theory of Professor Langley and others that large birds cannot support themselves in this way. They travel afmost entirely by soaring.

PURELY SCIENTIFIC INTEREST. It is thought that in the larger acrodromes of the future gas engines will replace those of steam. Electricity might be employed should success be obtained in decreasing the weight and increasing the retaining powers of storage batteries. It is not thought, that Decrease that Professor that Decrease the Professor the Professor that Decrease the Professor that Decrease the Professor that Decrease th storage batteries. It is not thought, however, that Professor Langley will interest himself in the commercial side of the question. His function has been the difficult scientific demonstration of the principle. There are many more the principle. There are many more scientific problems concerning aerial of the details of his wonderful aero-drome. There are many engineers in this and foreign countries who after this and foreign countries who after portant ones relate to means of launching and landing aerodromes without danger. Birds have tricks of their own for accomplishing these ends. Many run some distance along the ground, or dive of high structures in starting, while in landing they utilize their wings as parachutes and their

legs and toes as springs. The story of Langiey's success is an instance of the reward which falls to him who fearlessly and courageously tries. Eorn at Roxbury, Boston, in 1834, a few years after the locomotive a practical success, he devoted the first fifty or more years of his life to astronomy. On becoming secretary of the Smithsonian Institution in 1887 he began the construction of paraphernella with which within less than nine years he has "learned of every bird its

During these years he has been the busiest man in the national capital. In his working hours he has minded not the ticking of the clock. When seen to shut himself behind the doors of his laboratory no one could ever guess at the hour when he was to emerge again to the outer world. He has told it to a few friends that in early youth he watched the flights of birds and con-ceived the strong determination to fathom their mysteries.

THE FIRST APPARATUS.

His first studies were made with a whirling table, constructed before he left the Allegheny observatory. On establishing himself in this city he con-On structed an instrument of this kind on a more elaborte scale. It consisted in a vertical rod terminating in bearings at ceiling and floor. From above the cen-ter of this extended at right-angles a horizontal arm, giving the instrument somewhat the appearance of a derrick. By turning a crank the contrivance was made to revolve in its bearings, To the end of the arm he attached aeroplanes, like kites of various forms By attaching balances and recording devices to these planes he learned how much power was required to drive them through the air at a given speed and how much weight a plane thus driven could lift. After testing aeroplanes of many weights, shapes and sizes he learned which kind would give the least resistance to the air and which would lift the greater weight per square inch

of surface. This problem solved, the next was to ascertain the proper motive power for propelling the aeroplanes. The choice was between wings, screws or both. A few toy birds had been known to make actual flights of a few seconds. Pro-fessor Langley knew from the first that if a small acrodrome would fly a larger if a small aerodrome would fly a larger one would do so even more readily. Minute flying machines of various form and size were rurchased or constructed by the secretary. Those which made actual flights and which may be called the direct ancestors of the aerodrome which flew the other day the writer has been allowed to examine and skeets.

which flew the other day the writer has been allowed to examine and sketch.

The first tests were made with "mechanical birdr." imported from France. As early as 1870 M. Penaud. a rising young Frenchman, invented a "flying screw," and during the ten years following several winged devices which supported themselves in the air for a few seconds. Penaud worked diligently upon the problem until 1889, when he

### lost heart and died at less than thirty

years of age.
Another Frenchman named Pinchar

Another Frenchman named Pinchancourt continued to manufacture models
of Penaud's inventions, which he sold to
physicists. These were the devices
which Professor Langley imported and
studied at the beginning of his devotion to the subject, often improving
them. Fenaud had conceived the idea
of utilizing the energy stored in twisted
rubber bands or strings. The earliest
of his inventions bought by the professor was a light wooden frame, or axis,
with a crescent-shaped wing at either
end. These wings were made of double
thicknesses of slik, cut to form triangles
and fastened with the corresponding
points overlapping, to give a spiral efand fastened with the corresponding points overlapping, to give a spiral ef-

Many rubber strings inside the frame Many rubber strings inside the frame were previously twisted. As they unwound the wings revolved in opposite directions. Prof. Langley altered this device until he succeeded in making it ascend as high as the Smithsonian building. Another of Penaud's inventious was a red twenty inches long, supporting a rubber motor. Near the center and at right angies was a bow-shaped rod, covered with silk and measuring fifteen inches from the toto. In the rear was a serve propeller of two paddless. Estreech this and the bowpaddies. Estreen this and the bow-aeroplane was a sell made of an oval frame, covered with silk, having a fin rising at right angles, in a vertical plane. With this additional flights were made and further lessons learned.

A MECHANICAL BIRD. In 1889 Pinchancourt had improved upon the inventions of Penaud by con-structing a mechanical bird, with a strong rubber motor revolving a triple eccentric. This eccentric moved three sets of levers, each fastened to a different part of the wings. Professor Lang-ley purchased one of these. It meas-ured fourteen and one-half inches in length and sixteen and one-half inches from tip to tip of wings, weighing about one and one-half ounces. A similar one, had previously flown seventy feet in France against the wind. Experi-ments with this added to the fast in-creasing knowledge of the laws of

Further studies were devoted to the Stringfeliow airhsip, which hangs above the historic John Bull train in the National museum. In 1868 this had been awarded the prize of \$500 at the Crystal paince, London. It then had the light-est steam engine, in proportion to its power, ever made. It consists of three acroplance, one above the other, and a tail, the whole weighing but twelve pounds, with fuel and water. It flew, suspended on a wire, but never inde-

pendently. pendently.

Combining the lessons demonstrated by these machines, as well as by the whirling-table. Secretary Langley, about the year 1892, built for himself an original model, differing from any other which had previouly navigated the air.

This is a direct appression of the last which had previouly navigated the air. This is a direct ancestor of the last aerodrome, and its relationship may be counted within a few generations. It measured if inches in greatest length, it had two aeroplanes of thin silk, one above the other, and a long and slender tail, tipped with a sail of paper, made of three triangles, joined.

The main frame consisted of two parallel rods of bamboo, between the aeroplanes, held together with cross wires. Each rod contained inside a long skein of rubber atriegs, which, when twisted and released, set in motion a pair of double-paddle propeliers of thick paper. This go el flew further

of thick paper. This ro'el flew for her than any of its predictions. On the eventful day it proposed itself, in free air, over the pisturesque towers of the Smithsonian. Its rubber motor is said to have created more motive power per sunce than any other motor

ever before invented.

The difficult problem now to be conved. was the construction of a sufficiently light and compact steam engine, to re-place the rubber strings.

About this time an American inven-tor named Copeland had begun to suc-ceed in building steam engines exceling all others in compactness. One finally built weighed less than ten pounds to one horse bower. With this the secretary demonstrated that much an engine would support a weight of over 200 bounds in the air at a horizontal velocity of about forty-five miles per hour and still more at a higher velocity, the surface of the aeroplanes being appropriately increased in area or number. It was not

some practice will be competent to build a giant acrodrome when given a small model to fashion after. The highest au-thorities on aerodynamics agree that the first practical adaption of the vehicle will be as a means of warfare.

ATTACKED ROM ABOVE. Fortifications for which Uncle Sam now proposes to expend millions would be useless wrecks if attacked by such vessels fashloned to drop explosives aloft. Battleships would likewise be to hit an aerodrome in this manner than twinkling of an eye. Batter es on land would have to be devised for shooting vertically, as birds are shot on the wing. It would be much more difficult to hit on aerodrome in this manner than a balloon, on account of the former's much smaller surface and much greater

A well-informed aerodynamist who expressed this view to the writer gave it as his further belief that the speed of aerodromes will some day reach as high as 200 miles an hour. It would be very difficult to hit one while in motion, and if struck the chances are that a projectile would pass through it without impairing its flight. Aerodromes, he says will not carry guns of present design heavier than sixty to seventy pounds. A successful aerodrome will doubtless be able to run all day without renewing fuel or water, if a sufficiently light condenser can be perfected. Other mill-tary values of aerodromes will be their uses as signaling apparatus, and as observatories for investigating the fortifications of an enemy.

Although Secretary Langley has ignored the adaptation of buoyant gas to his flying machine, it is the opinion of many that without this the airship will never become a commercial suc-cess. Gas envelopes would impair the speed of such a vehicle, however, and make it a prey for the wind. Still it is said that as his ascent is continued the aeronaut will sconer or later find some air current blowing in the desired di-

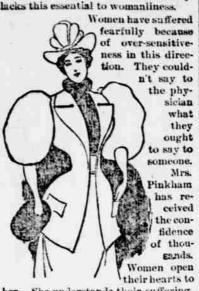
An engineer who has paid great attention to the practical and economic view of aerial navigation tells the writer that it is improbable that any system of airships can ever compete successfully with rallways or steam-ships, as far as short distances are concerned. Their use will be for shooting over long distances quickly. Long-distance airship lines, he says, will at first compete only for passenger business, freight being carried more cheaply by rail or water.

There is no reason, however, in his

opinion, why airships may not insure as great comfort and safety as the modern steamship. To insure safety the aerodrome of the future must be provided with life boats and a full complement of parachutes, have a reserve set of engines and pro-pellers, and if a buoyant enevlope be used, there must be carried generators for manufacturing gas enroute. Hundreds of inventors, anticipating

#### HESITATE NO LONGER.

Modesty in women is natural. It is one of women's chief charms. No one cares for one who really



her. She understands their suffering, and has the power to relieve and cure. In nearly all cases the source of women's suffering is in the womb. In many cases the male physician does not understand the case and treats the patient for consumption-indigestion -anything but the right thing.

It is under such circumstances that thousands of women have turned to Mrs. Pinkham, and Lynn, Mass., and opened their heart and lives-woman to woman and received her help. You ask how she can tell if the doctor

cannot? Because no man living ever treated so many cases and possesses such vast expe lence.

Displacement, inflammation, torpid action, stagnation, sends to all parts of the body the pains that crush you. Lydia E. Pinkham's "Vegetable Compound" is the sure cure for this trouble. For twenty years it has done its grand work and cured thousands.

## Is this what ails you?



Heart, due to Distension of Stomach Cankered Mouth - Gas in the Bowels Loss of Flesh Fickle Appetite Depressed, Irritable Condition of the Mind Dizziness Hendnche-Constipation or Diarrhea? Then you have

DYSPEPSIA n one of its many farms. The one positi-

(Acker's Dyspepsia Cablets i by mall, prepaid, on receipt of 25 cents. Charles Rasser, Hotel Invertal, New York, a vis. I a fiberal beauting from dya-cessia, out Access Taubets, laken niter Achier Medicine Co., 16-18 Chambers St., N. Y. homemone

## THE ROOMS I AND 2, COM'LTH B'L'D'G.

SCRANTON, PA

## MINING AND BLASTING

WDER

DALE WORKS. LAFLIN & RAND POWDER CO'S

ORANGE GUN POWDER Electric Batteries, Electric Exploders, for ex-ploding blasts, Safety Fuse, and Repauno Chemical Co.'s EXPLOSIVES.

## ROBINSON'S SONS

Lager Beer Brewery

Manufacturers of the Celebrated

CAPACITY:

100,000 Barrels per Annum

### ON THE LINE OF THE CANADIAN PACIFIC

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

First-Class Sleeping and Dining Cars attached to all throught trains. Tourist cars fully fitted with bedding, curtains and specially attached to wants of families may be had with second-class fickets. Rates always less than via other lines. For further information, time tables, etc., on application to

E. V. SKINNER, G. E. A., 353 Broadway, New York.

# GREATEST SALE OF THE SEASON

COMMENCING MONDAY, MAY 25, 1896,

## BARGAINS IN EACH DEPARTMENT

Changed Every Day, for One Week Only. Below We Mention a Few of Those for Sale on Monday.

# THE : FAIR

400 AND 402 LACKAWANNA AVE

150 pairs Lace Curtains, 314 wis long worth 14 vis long worth 12 min Si.25 case American Light Cambric, worth as a yard on Mon- 134c 2 pieces Table Linen, bleached unbleached and Turkey red, worth 35c, yard, 20C to deson Ladies' Wrap-pers, all kinds. worth \$1.75. \$1.00

1000 doz Ladies' Farey Hardkerchiess worth to, each, on Mon- IC 500 dozen Ladice' Siik Mitts aud Gloves, worth 25c, pair, 10C on Monday..... 10C case Gents' Summer Wool Ribbed Shirts and Drawits, worth ibc. each, on 39C

500 Ladler' Silk Umbrellas, 24 and 25 inch assorted handles with \$1.75 to \$1.95 \$1.25 200 dez Ladies' Laun-dried Shirt waists, all sizes, worth 180 on Monday..... 490 100 Ladies' Cares, all wood, navy and tans, worth \$1.70 to 750, 52.50, on Monday 750 60 dez Ladies' Muel'n Skirts, fine embreid-ery, worth 89c., 50C on Monday ..... 50C 40 dez Ladies' Moelia Night Gowns, Worth \$1.00, on Mon 69C

GREAT SALE OF REMNANTS IN DRY GOODS ON MONDAY.

## ERRIS ESTABLISHED 1873. Telephone Call 5154.

We Have Never Offered a Line of

## GARPETS AND RUGS

That approached the present one in every desirable quality, the colorings are richer and patterns more artistic, variety greater and values far beyond anything we ever did.

## Draperies and Upholstery

Our Decorators are practical men, of long experience, formerly employed in the Largest Houses in New York; they will pencil you a sketch, or give you original drawings in colors while you wait, and be helpful to you in harmonize ing Wall Papers, Carpets and Furniture.

## S. G. KERR, SON & CO.,

408 Lackawanna Avenue.

General Office: SCRANTON, PA.

## THE DICKSON MANUFACTURING CO SCRANTON AND WILKES-BARRE, PA., Manufacturers of Locomotives, Stationary Engines, Boilers, Hoisting and Pumping Machinery.

## 

The old Bugaboo about Ready-Made Clothing not



fitting well is played out. It no longer applies to the rightly made kind. It certainly doesn't apply to the Clothing we sell. We can fit you and your boy out just as stylishly as the merchant tailor, and the cost will be about half. It is worth your while to look into the merits of this Clothing Store. You can't make a mistake here. give you perfect satisfaction. in Scranton.

A considerable part of our trade is with men who buy on credit. Even those who have the money in their pockets sometimes prefer to buy on our instalment plan. It costs them no more than the cash stores ask, and the little amounts they pay us each month are hardly missed.

You may have an idea that our prices are raised in order to make us safe in selling on credit, but the accompanying list ought to convince you to the contrary.

### Compare This List of Prices

In any event, we agree to with any other you can find

\*\*\*\*\*\*\*\*

All-Weel (heviot Suit, 3-4 Button Sacks, \$7.00 All- Wool Cassimere Suit, 3-4 Button Sacks, 8.50 All-Wool Cheviots, Cassimeres and Worsteds, 11.50 14.00 Unfinished Worsteds and Vicunas. 15.00 Fine French Back Clay-Worsteds, Sacks and Frock Suits. 



225, 227 and 218 WYOMING AVENUE

Clathiers and

Home Furnishers