# Artistic Wall Papers

DECORATIVE NOVELTIES, WALL MOULDINGS, WINDOW SHADES, CURTAIN POLES AND FIXTURES. BLANK ACCOUNT BOOKS. STATIONERY for business and pleasure,

Large variety, popular prices. We invite inspection of stock. This month is a good one for Decorating and fixing your rooms. We can furnish good decorators on short notice and reasonable rates. CHILDREN'S CARRIAGES; h we have a few left which will sell at deep cut

prices to clear them out. Boys' express wagons and velocipedes Large toys in wood and iron.

# M. NORTON,

322 Lackawanna Ave., Scranton. 34 South Main St., Wilkes-Barre.

# We Are Making An Exhibition ....

TYPES THIS WEEK. YOU WILL CERTAINLY FIND WHAT YOU ARE LOOKING FOR IN THIS LINE.

THE GRIFFIN ART CO.

# King

London and New York TAILOR Miller Fine Merchant and La-435 SPRUCE STREET. PHONE STTA

Lace Curtains Cleaned

i ntirely by Hand - Return d Same Size and Snape as Now.

LACKAWANNA. THE LAUNDRY 108 Pena Avenue. A. B. WARMAN

#### PERSONAL

John A. Mears is in New York and Bos-

ton on a business trip. Parrelman Finley Ross is in Wayne county on a hunting crip.

Strondiburg Strolley and will remain here for a week or more. Mrs. W. T. Huckett and Miss Mayer, the have been the guests of Mrs. Sal-

who have been the guests of Mrs. Sal-Attorney M. J. Wabin leaves for Ala-

magardo, N. M., today, where he will remain at least several months, and which ie may make his fature home. Laurie, fillss of Scranton, formerly Yale's great foot ball player, was of-ficial timekeeper at the University of Penusylvania-University of Michigan

game Saturday.

Willis A. Kemmerer has returned home after a trip including New York, Bridgeport. New Haven and Waterbury, Conn., at which places he has been purchasing igniterial for the 1900 Eccanton bievele-T. V. Grambs, the popular soliciting

and have commenced housekeeping at Mr. and Mrs. E. H. Lynde, of Gibson street, gave a palmistry party on Fri-day evening which was an enjoyable affair. Professor Martini, the well known

ilmist, was present and spoke in an incresting manner upon the science. J. W. Fellows, manager of Hal Reid's "A Night Before Caristmas," which opens for a three nights' engagement opens for a three mights engagement at the Academy this evening, called at The Tribune office last evening. His claims for his play are well calculated to

excite curiosity. JURORS COULD NOT AGREE.

#### Coroner Roberts Had to Discharge the Men Sworn in Zelinski Case.

After being out all night, the jury sworn by Coroner J. J. Roberts to inquire into the cause of the death of Joseph Zelinski was unable to agree and the jurors were discharged by the coroner Saturday morning.

He has not decided whether or not he will empannel another jury. It panied by charts, diagrams and pormakes no particular difference, since Thomas Foley, the man who is charged with being the cause of Zelinski's death, has been arrested and is now under bail to appear before the next grand jury.

The jury was composed of Dr. Kennedy, John Hall, George Ely, John Barron, Reese Davis and Charles Snyder. Three were in favor of a verdict to the effect that death was caused by a kick by M. S. Foley, while the other three opposed such a decision.

Beecham's Pills-no equal for consti-

Smoke the "Hotel Jermyn" cigar, 10c.

# Galvanized Steel **Bushel Baskets**

Convenient for many uses.

They will be found invaluable for holding and carrying ashes, garbage, etc., and they fill a long-felt want. For sale in two styles at reasonable prices.

# Lackawanna Hardware Co.

221 Lackawanna Avenue.

#### DREAMS INSPIRED BY THE NEW ROAD

SOME OF THEM POSSIBE: OTHERS VERY PIPEY.

Great Dream Book of Metropolis D.s. closes a Hair-Raising Plan to Connect New York by Way of Scranton. Erie and the Great Lakes with Great Northwest-Before Allowing Readers to Revel in These Flights of Fancy, Some Facts Are Respectfully Presented for Their Delecta-

Some of the dreams inspired by Saturday's ampouncement of the organ sation of the Delaware Valley and Kingston Stallroad company are enough to make Scramor hair stand n end. One of them taken from the New York ? urnal that trinted in full below rakes Scrantor the principal ity on an and line starting at New ork and lesing itself somewhere opin the great Northwest. The dreamer vid-ntly woke up before he could definitely locate the other terminal. Its a good story even though it is frayed slightly at the end.

Locally there has also been some dreaming and while it is not of the soaring, pipey kind that the great metropolitan dream book furnishes it is nevertheless quite roseate, and though only a dream, must be pleasant to Scrantonians to contemplate.

IS NOT IMPOSSIBLE

The local dream is not altogether impossible of realization. In fact it is not at all difficult to give it a strong oloring of probability. Its main feature is the ultimate banishment of soft coal from the east. This is to be the result of lower rates on anthracite, consequent upon the competition that will ensue when the new railroad is a

At present, soft coal is carried, so it is alleged, at one-sixth the tariff imposed on hard coal. The new road can build its line at a remarkably low cost, because of the cheap right of way and there being practically no grading to do, and its cost of operation will be correspondingly small by reason of the fact that the road is extremely level. The cost of construction per mile, according to George G. Williams, president of the Chemical National bank, and a director of the new road, will be \$35,000 per mile, as against five times that much, the cost of same of the coal carrying roads. As to operation, it is figured that it John Courier Morris left for Pittsourg will be possible to haul 3,000 tons with one engine, from Wimmer's Summit to tide water.

Saturday last, S. D., Coykendall, whose foresight contributed the cand bed to the new enterprise, secured pos-Dr. S. L. Foulke arrived in town from ression of all the Delaware and Hudson company's real estate on both sides of Roundout Creek, between Kingston and Eddyville, including the big coal pockets at the terminus of the old cana. The consideration was \$150,000. It is possible that the company will lighter its coal from Kingston to New York. It was at first understood the new line would reach New York from Kingston over the West Shore.

WILL START AT HAWLEY. As stated in The Tribune the new line will be built from Hawley. The All member of Company F are asked to charter calls for a road from Lack- son bay. attend in full uniform William Harris awaren to Kingston, but actually it formeral this Microson. The funeral set- will be from Hawley. The link bevices will take place at 2.59 o'clock at his tween Hawley and Lackawaxen will be built as an extension of the Eric

and Wyoming. The latter road was originally built to Lackawaxen but the section between Hawley and Lackawaxen was leased to the Erie and that lease is still in cierk for the Lackewanna store, and his force and will continue in force for a wife, have returned from their wedding number of years yet. The new comforce and will continue in force for a pany cannot wait for the expiration newly furnished home, 439 North of the lease and not being willing to have itself tied up with the Erie even for so short a distance, decided to build another line between Hawley and Lackawaxen and have a through

> The organization of the new company of course means the death or at least indefinite shelving of the New York and Wyoming, the much talkedof independent operators' road.

independent route from end to end.

The operators' association will meet, at noon today in special session to receive a report of the committee appointed to find an independent outlet to New York. E. L. Fuller was the ommittee. E. L. Fuller devised and carried out the organization of the Delaware Valley and Kingston road. E. L. Fuller will report to the association today that he has found the relief looked for. The ratification of his report will be a matter of form.

THE JOURNAL'S DREAM. Appended is the beautiful dream that appears in yesterday's Journal accom-

The wonderful industrial activity of the country and the unprecedented need coal in consequence of it, together th the demand for raw materials of

are making great changes in the railroad map of the East and Can most Important addition to be made in this region will be the build-ing of a rival line of the Eric railroad to Eric, Pa., brought about by the ac-tion of the Pennsylvania Coal company

in determining to build its own line from tidewater to the coal fields of Eastern Pennsylvania. The eastern erminus will be at Kingston, N. Y. The establishment of additional teamship lines on the lakes from Erle

o Sault Ste, Marie, and the building of a new railroad tapping the Canadian Pacific north of Sault Ste, Marie, Ontarlo, and running to St. James' bay, a tarlo, and running to St. James' bay, a southern water of Hudson bay, completes a new scheme of development not so fascinating but perhaps of greater industrial importance than the opening of the Yukon gold fields.

While the action of the Pennsylvania Coal company is professedly an independent operation, it is too coincidental with the other plans not to be considered as a part of the vast whole. There was incorporated in Albany last Thursday the Delaware Valley and Kingston Railroad company. This is

Kingston Railroad company. This is the name of the road behind which is the Pennsylvania Coal company, one of e richest coal mining concerns in the in renest coal mining concerns in the lighted States. Its fields are in the cranton district. It has for years been ependent on the Erie railroad, dominated by J. Pierpout Morgan, for the ransportation of its output to tideater. The Pennsylvania company has ractically been at the mercy of Mercelled to the company has ractically been at the mercy of Mercelled to the company has practically been at the mercy of Mr. Morgan's vast interests, which include not only a network of railroads, but a large number of coal mines. Its officers have long been looking for some independent outlet, and at last they have found it.

THE NEW LINE. The new line will extend from Kingston, on the Hudson, along the course of the old Delaware and Hudson canal, to Lackawaxen, on the state line be-tween New York and Pennsylvania. From Hawley, Pa., twelve miles south-west of Lackawaxen, the company owns the Erle and, Wyoming Valley

railroad, which runs from Hawley to the Scranton coal fields. A railroad will be built between Hawley and Lack awaxen, which will complete the Delaware Valley and Kingston railroad system. The Pennsylvania Coal company therefore, will be able to put its coal aboard its own cars and bring it direct to Kingston, where extensive terminal facilities will be arraiged.

Among the directors of the new road is Mr. Samuel D. Coykendail, who is at the head of a steambout and barge company operating a line on the Hudson between New York and Kingston. Additional barges and boats will be put in use, so that coal can be delivered in New York city, or taken across the

ew York city, or taken across the ver and hauled to Boston, Bridge-ort, New Haven, Springfield and other

eastern points.

Speaking of this now project, George G. Williams, of the Chemical National bank, of this city, who is a director of the new road and also of the Pennsylthe new road and also of the Pennsylvania Coal company, said yesterday:
"The Pennsylvania Coal company has plenty of money and its object in building this new line is to have an independent outlet to tidewater for its coal output in the Scranton fields. It

does not mean that we shall wage war

on the Eric railroad. It simply means that we are to be independent of the Eric railroad." Erle railroad."

Asted If the building of the Delaware Valley and Kingston railroad had anything to do with the new railroad projected from Eric to the Scrarton district. Mr. Williams said he knew nothing of the latter scheme. He was only interested in the Pennsylvania

Coal company.

It is said, however, on good authority, that the Delaware Valley and Kingston railroad to Scranton and the projected Eric Eastern railroad, recently organized to lay tracks between Eric and the coal region, will form part of a new system which will be a powerful competitor of the Eric rallroad.

TERMINAL FRANCHISE, Less than a week ago this last named company applied to the select council of the city of Erie for terminal franchises, which would permit it to use certain streets on the water front for

tracks and plers.

Mr. Michael Liebel, one of the incorporators of the Erie Fastern, speaking before the council, said.

"We are here in good faith. We want the franchise and we will build the

railroad."
He spoke of the strides made by Buffalo and Cleveland, which had left Erie behind, not with standing Erie had tre-mendous advantages. The council took a most favorable view of the petition,

and there is a likelihood that the fran-chise will be granted.

The Eric raffrond is not remaining inactive in the presence of these move-ments, which will certainly have a seri-ous effect upon its revenues. It is hav-ing a survey made across Wayne couning a survey made across Wayne county, Pa., connecting with its Jefferson branch at Brandt.Susquehanna county, which will materially shorten the distance between New York and Eric and Buffalo. It will put Honesdale, the county seat of Wayne county, on the main line of the Eric.

main line of the Erie.

With new traffic connections with tidewater in the essential metropolitan district Eric is also reaching westward, and events are taking place on the takes which make the present development look like the beginning of a new

In connection with the building of the In connection with the building of the Eric Eastern will be the establishment of the new line of steamers from Eric to Sault Ste. Marie, through the canals of which a greater traffic passes than through the Suez canal. The town covers both the American and Canadian shores, and is destined to be one of the most important distribution. of the most important distributing soints in the growing Canadian north or timber and minerals.

To the north of Sault Ste, Marie is a

To the north of Sault Ste, Marie is a yast region, rich in timber forests, coal, copper and iron, which has hitherto remained untouched for the want of adequate transport facilities.

It is notable that just at the time when the new Eastern system is being protected a railward in his protected as a railward in his part of the state of the st projected a railroad is being planned from Sault Ste, Marie to the southern shores of St. James bay, in the Hud-

RATE TO THE NORTHWEST. the Great Lakes at the "Soo" with the Hudson bay, but it will intersect the anadian Pacific railroad at a point here ready access will be had with great mineral and agricultural reions of British Columbia. Starting from Sault Ste. Marie, the

ne will extend a little west of north o Michipicoten, on the northern shore f Lake Superior. From that point it will take its course a northerly direction, intersecting Canadian Pacific railroad at Grasset, thence northeastward to the val-ley of the Moose river, and up that valley to the St. James hay region. It probable that the terminus of th road at the north will be very near the waters of the bay, if not actually at a port or harbor on the bay itself. The road has already been completed prac-tically between Sault Ste. Marle and Michipicoten, Ont. Construction trains are now running over a part of this

The importance of touching at Michicoten lies in the fact that fron mines e situated in that locality and some ld mines are situated there. The ore an be brought to the great power lant at the "Soo."

The connection of this Western pro ect with the Lastern schemes, already outlined, is made clainer when it is old that Pennsylvania capitalists are

also back of the Canadian railroad to St. James bay. Another industrial value of the Hud-Another industrial value of the Hud-zon Bay railroad, as it will be called, will be the development of the wood pulp forests. Those interested propose to make Sault Ste. Marie the greatest wood pulp manufacturing centre in

The Hudson Bay railroad will praccally be a transcontinental line with its eastern connections
The building of the Pennsylvania
Coal commany road will go far to obviate coal families, such as naw threat-

ened. The present scarcity of coal is due almost solely to the fact that the traffic facilities are inadequate. There is particularly just now in the etropolitan region a shortage of soft al. Those who control the output of hituminous coal are in a position to ask about what they please for it, and the price has gone up within the mast two months from \$2 to \$3.25 a ton. This applies to coal at the piers ready for unloading. A prominent coal deales said yesterday that if the big roads had

Canned Vegetables and

> California Fruits.

Lowest wholesale prices to families.

E. G. Coursen

Wholesale and Retail.

The evidence in the Langstaff-Kelly election contest is now all in but the contest itself will not be delded for probably another year. On Saturday a transcript was filed with the clerk of the courts. It is contained in thirty-two volumes of 5,000 each, or 160,000 pages all told. A calculation based upon the number of words

on a single page shows that there are nearly 51,000,000 words included in the testimony. The commissioners will soon comments the work of preparing their reports and it is estimated that this will consume at least six menths, owing to

#### favor of Mesers. Langstaif and Kelly. ANOTHER MINE BOUGHT.

Scranton Coal Company Will Assume Control of West Ridge Colliery at North Scranton Today.

Negotiations for the transfer of the West Ridge colliery, on North Main avenue to the Scranton Coal company have been practically completed. The preliminaries have all been attended to and the formal transfer will take place today.

John B. Kerr, vice-president of the New York, Ontario and Western Railroad company of which the Scranton Coal company is a branch, conducted the negotiations which were entered upon about six months ago when the Ontario and Western first began its campaign for a bigger share of the Lackawanna Valley coal output,

T. C. Von Storch, E. A. Clark, George Clearwater and Alfred Harvey were the principal individual share holders in the West Ridge company. The Ontario and Western company also had a good sized holding. These principle stockholders transfer their interests to the Scranton Coal company and eventually the other minor stockholders are expected to do the same, thereby giving the Scranton Coal company full and complete control of the works.

The acquisition of this new colliery will give the Ontario and Western company an added tonnage of 150,000 tons annually. Already the company is carrying the output of eight or nine of the best collieries along the upper valley. Through the Scranton Coal company it has acquired the Pine Brook, of Scranton; the Elk Hill Coal and Iron company's Richmond colliery at Priceburg and Richmondale colliery at Richmondale and the Blue ciation, an organization composed of Ridge and Ontario near Peckville. It also centrols the shipments of the tiams are principal owners, and has the Temple Iron company's Northwest | tion.

mpany's colliery on the West Side. With the Ontario and Western branching out after more coal and the entrance of the new Delaware Valley and Kingston road into the fight for a share of the coal earrying business some lively competition may be looked

### MISSIONARY MEETING.

Program of the Women's Home Missionary Society of the Wyoming Conference at Binghamton.

The annual meeting of the Women's Home Missionary society, of the Wyoming confernce, will be held this year in the Centenary M. E. church at Binghamton, N. Y., on Wednesday and Thursday, November 15 and 16. The following is the programme:

WEDNESDAY, 2 P. M. Devotional exercises. Words of Greeting-Dr. Henry Tuch-

ley and Mrs. J. F. Place.
Response—Mrs. T. H. Dale.
Minutes of meeting held at Elm Park.
Scranton—Mrs. C. E. Mogg.
Appointment of committees.
Report of corresponding secretary— Report of corresponding secretary-Mrs. George B. Kulp.

Report of treasurer-Mrs. F. H. Har-

kins.
Song—In memory of Mrs. R. S. Rue,
Mrs. H. H. Crary and Mrs. H. E.
Wheeler.
Addresses—Mrs. C. M. Griffin, Mrs.
N. T. Childs and Mrs. A. W. Cooper,
Our Lag Bound Possessions—Mrs. D.
L. Rhone.

Young People's Work-Mrs. L. C. earcek.
Supplies-Mrs. J. W. Thomas.
Reading Circle-Mrs. G. Llewellyn.
WEDNESDAY, 7.39 P. M. Devotional exercises.
Addresses—Mrs. George B. Kuin and

Mrs. C. E. Mogg. THURSDAY, 9 A. M. Devotional exercises. Report of district secretaries; open onference for auxiliary workers, busi-ers; election of officers and delegates

annual executive meeting. Local Work-Mrs. U. H. Bump. Home Missions-Mrs. J. W. Hart-

well.

Mite Boxes-Miss H. Pascoe.
Some Helpful Thoughts-Miss Sims.
Training School at Washington-Miss A Griffin.

Godowsky and Gamble.

Two concerts at the St. Luke's puaish house, Nov. 23 and Dec. 5. Tickets. \$1.50 to the public: \$1 to students, at all Finest wines and cigars at Lane's,

\$20 Spruce street Smoke the Pocono Sc. cigar.

There's No Coffre Just Like Our Mocha and Java Fland it is the STANDARD and the GRO-CER admits it when he offers you something just as good.

IT'S UNMATCHABLE. When you buy our Mocha and Java you get the best; Sc. ib., I lbs. for \$1

The Great Atlantic and Pacific Tea Co. 411 Lackawanna avenue. 123 South Main venue. Phono 722. Prompt delivery,

# MEN OF THE HOUR

E. L. FULLER IS A DIRECTOR OF THE PROPOSED ROAD.

He Is One of the City's Most Progressive and Energetic Business Men-Election Officers of County Now Do Their Work Much Better Than They Did a Few Years Ago. George A. Cullen has Been Appointed General Western Passenger Agent of Lackawanna Road.

E. L. Fuller, who is one of the directors of the Delaware Valley and Kingston Railroad company which proposes to furnish another outles to tide water for the products of this val-ley is one of this city'r most remarkable men. He has push and energy enough for a half dozen men and that none of it may be wasted he is in business in a half a dozen different lines each of which would suffice to keep an ordinary man very busy. He devotes his time principally to

opened and the judges will note who the coal and salt business and both the disqualified ones voted for and of these staple articles are rolling up deduct these votes from the number wealth very rapidly for him. His coal of votes the official count recorded in mines are located in this valley, one of them being the Mt. Praisant, of West Scranton, and the salt mines are in the northern ort of Now York state. If all of-the directors of the new railroad company possess anything like the push, determination and energy of Mr. Fuller it is safe to pr lict that the new road will be jushed through in a hurry.

> "These election returns are the best ever handled," said Attorney John M. Harris Friday as he scanned over the return sheet which had been handed to him by one of the file clerks. Mr. Tarris was supervising the count of the vote cast in this county Tuesday in place of one of the judges and a return sheet from every district in the county came under his eye for scrutinv.

There has been a steady and very perceptible improvement in the manner in which election boards during recent years have prepared their returns," continued Mr. Harris, "and now there is no very great cause for complaint on the part of those who have charge of the compiling and computation of the vote.

"I don't know of any special reason why election returns should come to the court in better shape than they did five or ten years ago. It is probably an indication that the voters of the county have been educated to the necessity of selecting better men for the positions of judge and inspector of election. Let us hope that is the case, it's an evidence of progress,'

George A. Cullen has received the appointment of general western pasenger agent of the Lackawanna railroad and will enter upon his new du-ties on December 1, with headquarters at 528 Marquette building, Chicago, Mr. Cullen has been for the past few years the chairman of the Western Immigrant Clearing House asso-

the leading passenger men of the great railroads and trans-Atlantic stoam-Riverside at Peckville, the Raymond, ship lines. He has a wide and extenof which Thomas Jones and J. J. Wil- sive acquaintance among railros i men and is generally recognized as being contracts for a share of the output of thoroughly equipped for his new posi-Not only is the new road to connect colliery and the Mt. Pleasant Coal This step on the part of the Lackacanna company proves that it is a veing to make a strong bid for western

business and is in line with the pro-

pressive policy of the company in all

ly gathering into its fold some of the

most prominent railroad toes of the

Frections. The Lackawa and is rapid-

A ricent issue of the Marila Traco Dr. John S. Eulp, son of thoug-B Lulp, of Willies-Barre, who i an army surgeon in the Philprines: "When the auxillary hospital, of Third Reserve, as it is better known. was first installed in its new headquar ters there was much required to trans form the former place into a nosp't it The quarters had been occupied pro viously by voluntee troops, and lattle or no to provement had been mace upon their condition since they were occupied by the Spanish. The buildings were renovated, kitcheas built and the sanitary condition of the place improved, and when Captain Kulp took charge of it he left no stone unturned to make it what it is, a model military hospital. Today the Third Reserve hospital is, if not the best equipped, the cleanest, most orderly and best organized military hospital in Manila. Every visitor expresses surprise at the condition and order of

things, and indeed it speaks volume: for the officer in charge. "Modern stoves and clean kitchens give out the best of hospital rations. The pharmacy is well stocked and all the wards are trim and well kept. The dally rountine moves like a clockwork system, and never a word of complaint s heard. The latest inno ation is the installment of a complete system of electric lights, which were put in by the Electricista company. The officers' quarters, kitchens, wards, bath rooms, and, in fact, every nook and cranny is now well lighted. Besides this, cement sidewalks are being laid around the ward buildings, which are well drained deep gutters. The hospital is turning out sound patients at a great rate and there are fifty empty beds at present as evidence that the sick do not acumulate on their hands. The full capacity is 298, but at present there are only 248 patients in the words."

Ridge Row Plot. This is your opportunity to get a valuable lot in a fine location, as cheap as the low-priced lots in many un-

#### desirable sections of the city. Look up the lots in our Ridge Row Plot. Fronts on Ridge Row, adjoins Nay Aug Park and extends from Harrison avenue to other avenue. Location best in the city. Lots ranging in price from \$500 to \$800. For further partientars call on C. C. FERBLIT. Trustee, \*\* Phone 1922. 203 Connell building.

Shoke the "Hotel Jermyn" cigar, 19:

OPEN MONDAY morning at 8 o'clock, ready for another of those

# Blanket

You've learned to look for only here. Every, bargain calculated to cause consiernation in competitive circles.

Cotton Blankets, star 10-4. Bargain price .... 39C pr Cotion Blanke's, size 11-4. Bargain price ... 69c pr Extra Heavy Cotton

Blankeis, size 11-4. Bar-

gam price.......... 98c pr All Wool Blankets, in colors of grey, red and white. \$2.98 pr

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ckness, accidents love, marriage, di-vorces and losses. Tells your true voca-tion, what business best adapted. If you are ambitious it may be of consequence t you to seek his advice Readings soc and St. 209 Washington av-

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Among the indispensable articles for men's wear is A Beautiful Assort-

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Dame fashion is ever active and has supplied us with her NEWEST DESIGNS.

The silks are of the very

finest quality, and to the patterns there is no end. Prices range from 50 cents to \$2. Look at our window, and if you do not see what you want, you will find it

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Rightfully Crowned Price, \$3.00.

In presenting this wonderful Shoe, we have placed before you a shoe of exceptional value for the price-\$3.00. BEST OF EVERYTHING

Workmanship and material. Made in various styles-fit perfectly-retain their shape. Superior to any shoe made at the

price, \$3.00. For sale only by Schank & Spencer, spruos St 



The quality of the oils used in mixing olors determines the durability of the

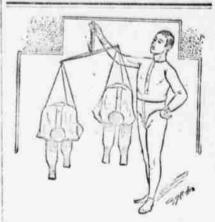
## Oils

such as we offer will make paint of great smoothness and durability. A large surnot peel, erack or wear off until it has done its full duty.

MATTHEWS BROS, 320 Lackawanna

These prices will show that good oils

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The Weight of Your Underwear has much to do with your comfort. Our stock of medium and heavy weight, is

BELL & SKINNER, Building.

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The Winchester make. Fresh supply just in.

FELTON'S Sportsman's Emporium 119 PENN AVENUE



Uncle Sam needs the Philippines as atopping stones to the East. You will find the little sa Ings on each purchase here will be the stepping stones to a considerable amountant the end of a year. Try me on atomic this week: Our assertment is the dagest in the city and our prices can't be bent.

# CONRAD'S

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205 Lackawanna Avenue.

Receiving daily - Turkeys, Powls. Springers, Ducks and Squabs, also Rockaway, Maurice Silver and Blue Point Oysterse. Everything the market affords in truits and vegetables. Your orders will be filled promptly with

# best goods at reasonable prices.

YOU ARE STANDING ON THE BRINK OF HAPPINESS

# \$173 Will Lead You Across

And this is how we'll furnish a house complete: ONE PARLOR OF TELL Including every article nessed in for also Carpets and Curreline \$50

chiding every article no distor room, some Cur-pets and Cocache \$30 ONE REPRESENT OF PET - Each pleas tonds of old and including every artists to date to a best-tone, also Carnets and \$38 \$38 ONE DEDROOM OUTSIT-Red-mind of tren, balance of sak and including every arthree tasedes in a lastroom; also Mark ting, flug and Curtains. \$30

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\$30 ONE RITCHEN OFTET - Includ-ing everything moded to a kitch-cu, as well as steve and \$25 Linctum \$25

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a slight advance.

