

JUROR SHOWED HIS PLEASURE

JOHN WOELKERS APPLAUDED ATTORNEY O'BRIEN.

Liked One of the Latter's Salutes and Clapped His Hands Though He Was One of the Jurors Sworn to Try the Man Mr. O'Brien Was Engaged in Defending—Thomas Burke, of Dunmore, Being Tried on a Serious Charge—Verdicts Rendered Yesterday.



Expert Bakers

need no reminder when baking powder is required—they instinctively turn to Cleveland's. Long experience has taught them that Cleveland's Baking Powder is essential to the production of the finest cake and bread-foods.

The beginner has to learn; but experience is fast teaching her that Cleveland's Baking Powder is the greatest of helps. It will aid more than any other one thing in making her an expert baker.

SHARACK ON TRIAL.

Michael Sharack, a prominent hotel man at Mayfield, was tried for selling liquor without a license in the "Third ward" of Archbald, Constable Michael Moran, of Carbondale, was the prosecutor. Frank Moulter and Agents Keene and Kupchinsky, of the Municipal league, testified that they bought intoxicants from Sharack in the name of Mattie Sharack last spring, but was not taken out. Sharack's defense was that the place was run by his cousin, Mattie Sharack, who somewhat resembles him, and that he (the accused) had no interest in it and never sold anything in it. The jury went out on the case just after adjourning.

Andrew Zaleski, who runs a store on Lincoln street, in Priebeburg, and his two sons, Frank and Andrew Zaleski, were tried for committing an assault and battery on L. Pribershefski. The trouble grew out of the prosecutor showing a stone at the defendant's leg, which he struck at him. Pribershefski was badly used before the trouble subsided. The elder Zaleski was acquitted, and his two sons found guilty.

A verdict of not guilty was taken in the case of E. Simonson, of Roaring Brook, charged with selling liquor without a license and on Sunday. County Detective W. J. Phillips was the prosecutor. The evidence was not sufficient to make out a case.

Patrick Maxwell was indicted for committing an assault and battery on Laura Norton, but they have settled their differences, and a nol pross. was entered upon payment of the costs. A verdict of not guilty was taken in the case of C. E. Grove, charged with detaining boarding house keeper, Hannah Hunt, prosecutrix.

THE COSTS DIVIDED.

Harry Stefano, who was tried Wednesday on a charge of assault and battery, was yesterday returned not guilty and the costs divided between him and the prosecutor, Thomas Durkin.

A nol pross. on payment of costs, was entered in the case of J. W. Kirby, charged by Clark A. Ridgway with a charge of larceny and receiving, was sentenced to pay a fine of \$1. costs, receive stolen goods and spend three months in the county jail.

Michael Ruffell, who was tried Wednesday for attempting to burglarize the store of Lewis & Kelly, was yesterday returned not guilty, and the costs placed on the prosecutor. Superintendant of Police was unwilling to grant Judge Ferris, before whom the case was tried, struck off that part of the verdict placing the costs on the superintendant.

P. F. McKenna was acquitted of a charge of larceny and receiving, preferred by Joseph Dalley, and the costs were divided.

When court adjourned, Thomas Burke, of Dunmore, was on trial before Judge Carpenter, charged with being the father of the child of Lena Hartman, of Little England. He was indicted for committing a girl's ruin, under promise of marriage, but before the case opened yesterday, Assistant District Attorney Gramer announced that they would not press for a conviction on the charge of seduction.

The girl's story was that she was working as a domestic in Dunmore in November, 1899, and met Burke at a fireman's fair then being held in Dunmore. He took her home that night and two nights subsequently their illicit relations began and continued until May of the following year. Her child was born in February last. It is a girl, and she had her in court yesterday. The defense is an attack on the girl's reputation and a denial of the parentage. Burke was tried on the April term, but the jury disagreed. The trial will be resumed this morning.

NOLAN NOT GUILTY.

In court room No. 4, yesterday morning, the trial of Thomas Nolan, charged with aggravated assault and battery, was resumed. Nolan's story was that Clark was the aggressor, and that he struck and kicked Clark down only in self-defense. The verdict was not guilty, and the costs were placed on the county.

Benjamin Griffiths, of North Scranton, was tried on a charge of committing an assault and battery on his sister, Mrs. Annie White. The testimony indicated that there had been some feeling between the parties for some time and that on August 24, last, Mr. and Mrs. White and Griffiths met at the home of their sister, Mrs. John Andrews, of North Scranton. There was a fight, during which the Whites and Griffiths were badly used up. Each said the other began the assault. The jury returned a verdict of not guilty.

INDUSTRIAL AND LABOR

EMERGENCY HOSPITALS BEING ESTABLISHED IN MINES.

Inspector Prytherch Is Now Making a Tour of Inspection of His District to See How the Law Is Being Observed—New Boiler Plant Is Being Erected at the Works of the Finch Manufacturing Company. The Lackawanna Board for Today. Other News Notes.

The legislative act, approved on May 29, 1901, by Governor Stone, relating to anthracite mines, and providing for the care and attention of the employees injured in and about the mines, became effective on Nov. 29, and is now in force.

Mine Inspector Prytherch, of the Second district, is visiting the different mines in his district to ascertain if the law is being complied with, and yesterday visited the American Anthracite mine, at Centralia, and found that the emergency hospitals which are required in each mine are being installed.

He expects to visit all the mines in his district before the end of the present year, that he may be able to make a report on the existing conditions in his annual report, which will be sent to the secretary of internal affairs in February. In order to do this it will be necessary for him to visit at least four or five mines every day for the balance of December.

The Delaware, Lackawanna and Western company has already inaugurated a system whereby the doctors from the Moses Taylor hospital will instruct the mine foremen in regard to "first aid to the injured," and the foremen will in turn instruct the first bosses, and they will instruct the drivers, runners, miners, company hands and laborers in the work of assisting the injured.

This system will also be adopted by the other operating companies, but from practical experience it is essential that regular instruction courses shall be organized at each mine, and shall be trained in the work of relieving the injured as soon as possible after an accident occurs.

New Boiler Plant.

A new boiler plant has been installed at the Finch Manufacturing company's shops by Contractor Peter Stipp. The building is 25x45 feet, one story high, and three boilers of the Finch make have been put in service. The site of the old boiler house will be used for an office extension of the foundry building, the foundation for which has already been laid.

This addition will extend from the westerly end of the present roadway to the Lackawanna Railroad tracks, alongside the roadway leading to the West Landing station, and they are continuing adding new tools and machinery to meet the demands of their business. The day employees are working full time, and an extra force of men are working nights to fill orders on hand.

The Finch company is overrun with orders for mine machinery and other products of their industrial division, and are continually adding new tools and machinery to meet the demands of their business. The day employees are working full time, and an extra force of men are working nights to fill orders on hand.

Anti-Pass Agreement.

The agreement entered into by the various railroads operated out of Chicago for the abolition of interchanges of free transportation between railroad employees is meeting with some opposition, and already several of the roads are "kicking over the traces" on the proposition. The agreement will not become operative until January 1, 1902, and it is possible that it may be annulled before that time.

Traffic Manager J. M. Culp, of the Southern railroad, has repudiated the agreement, and President Norton of the Toledo, St. Louis and Western railroad, has also repudiated it. He has refused to join in the anti-pass agreement entered into by the Western and trunk line railroads.

He has issued an order that passes be exchanged with all connecting railroads and has asked the general passenger agents of the connecting lines to send to him applications for annual and trip passes over his road for the year 1902.

The scheme is being fostered, it is claimed, by certain railroad magnates, whose roads will suffer materially if the agreement becomes operative. Already local passenger and freight agents throughout the east are scheming to divert their business away from the roads which are responsible for this innovation in railroad circles.

The officials of the roads which have repudiated the agreement have popularized themselves with the rank and file of the men in their employ and in the employ of other roads, while those who have accepted it are being looked upon as traitors.

Neither the officials of the Reading Railroad company nor the officials of the Lehigh Valley Railroad company will discuss the terms upon which a settlement of the claim of the latter against the former was made. The only explanation that can be arrived at is that George F. Buer, president of Reading's interest, is also in the directorate of the Lehigh Valley and that through his instrumentality a claim of eight years' standing has been satisfactorily adjusted. Those who are best acquainted with the scheme of J. Pierpont Morgan say this is but a fancy-dress of a scheme whereby the Reading will acquire the entire right to dictate the anthracite producing interest.

Improved Service to Sunniveille and Charleston, S. C., via Southern Railway.

Commencing December 1, the Pennsylvania Railroad and Southern Railway will inaugurate a daily Pullman drawing-room sleeping car line between New York, Philadelphia and Charleston, S. C., upon the following schedule: Leave Philadelphia 6:05 p. m.; arrive Sunniveille 2:57 p. m.; arrive Charleston 3:35 p. m.

This train will also carry coaches between New York, Philadelphia and Charleston, S. C., upon the following schedule: Leave Philadelphia 6:05 p. m.; arrive Sunniveille 2:57 p. m.; arrive Charleston 3:35 p. m.

Charles H. Hopkins, district passenger agent, Southern Railway, 825 Chestnut street, Philadelphia, will take pleasure in furnishing all information.

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Style Quality Credit

OUR EASY PAYMENT PLAN

Gives you what you want at the time when you want it most, and lets you pay when you feel that you can best afford it. It's the old-fashioned, time immemorial charging-up-of-things, liberalized. Anybody's name is eligible to our books.

We sell Clothing, Hats and Shoes, for Men, Women and Children. We manufacture our own Clothing for our 28 Big Stores, and we honestly believe, that putting quality against quality, our prices are as low as any cash store.

Electric Seal Jackets We can show you some that will please particular people, and owning a handsome Electric Seal Jacket, or a swell set of Furs, or a queenly Collar isn't a hard matter on easy payments.

Men's Hats and Shoes Yes, we sell Hats for Men—good, Stylish, Nonfading Aats—Hats as good as most of the ones with the fancy names inside. If you pay \$1.50 or \$3 for a hat here, you pay for the Hat. No extra charge for the name. Stylish Shoes, \$2 per pair.

PEOPLE'S CREDIT CLOTHING CO., Second Floor 317 Lackawanna Avenue. Open Evenings.

responsible, becoming extremely unpopular. The outcome is awaited with interest.

D. L. & W. Board for Today.

The following is the make-up of the D. L. & W. board for today.

WILD CATS, EAST—1:30 a. m., J. W. Davies; 2 a. m., T. McCarthy; 3 a. m., F. E. Van Wagoner; 4 a. m., T. Fitzpatrick; 5 a. m., J. E. Burkholder; 6 a. m., M. Langley; 7 a. m., J. A. Bush; 8 a. m., W. W. Bart.

WILD CATS, WEST—5 a. m., J. A. Bush; 6 a. m., M. Langley; 7 a. m., J. A. Bush; 8 a. m., W. W. Bart.

Passenger Engines—7 a. m., Gaffney; 7 a. m., Singer; 8 a. m., Nanning; 10 a. m., E. E. Foster; 10 a. m., Stanton; 8:30 p. m., G. Miller; 9:30 p. m., J. A. Bush; 10 p. m., J. A. Bush.

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RAILROAD TIME TABLES

Delaware, Lackawanna and Western.

In Effect Nov. 4, 1901.

Trains leave Scranton for New York at 1:10, 2:15, 6:05, 7:30 and 10:05 a. m. For Philadelphia at 1:10, 2:15, 6:05, 7:30 and 10:05 a. m. For Harrisburg at 1:10, 2:15, 6:05, 7:30 and 10:05 a. m. For Pottsville at 1:10, 2:15, 6:05, 7:30 and 10:05 a. m. For Sunniveille at 1:10, 2:15, 6:05, 7:30 and 10:05 a. m. For Charleston at 1:10, 2:15, 6:05, 7:30 and 10:05 a. m.

Delaware and Hudson.

In Effect November 2, 1901.

Trains for Carbondale leave Scranton at 6:55, 8:55, 10:55 a. m., and 2:15, 4:15, 6:15, 8:15, 10:15 p. m. For Honesdale at 6:55, 8:55, 10:55 a. m., and 2:15, 4:15, 6:15, 8:15, 10:15 p. m. For Binghamton at 6:55, 8:55, 10:55 a. m., and 2:15, 4:15, 6:15, 8:15, 10:15 p. m. For Elmira at 6:55, 8:55, 10:55 a. m., and 2:15, 4:15, 6:15, 8:15, 10:15 p. m.

Lehigh Valley Railroad.

In Effect Nov. 2, 1901.

Trains leave Scranton for Philadelphia at 6:45, 8:15, 9:45, 11:15 a. m., and 2:15, 4:15, 6:15, 8:15, 10:15 p. m. For Harrisburg at 6:45, 8:15, 9:45, 11:15 a. m., and 2:15, 4:15, 6:15, 8:15, 10:15 p. m. For Pottsville at 6:45, 8:15, 9:45, 11:15 a. m., and 2:15, 4:15, 6:15, 8:15, 10:15 p. m. For Sunniveille at 6:45, 8:15, 9:45, 11:15 a. m., and 2:15, 4:15, 6:15, 8:15, 10:15 p. m. For Charleston at 6:45, 8:15, 9:45, 11:15 a. m., and 2:15, 4:15, 6:15, 8:15, 10:15 p. m.

New Jersey Central.

In Effect Nov. 17, 1901.

Stations in New York, west of Liberty street and south Ferry, N. Y. Trains leave Scranton for New York, Philadelphia, Harrisburg, Allentown, and Washington at 6:45, 8:15, 9:45, 11:15 a. m., and 2:15, 4:15, 6:15, 8:15, 10:15 p. m. For Harrisburg at 6:45, 8:15, 9:45, 11:15 a. m., and 2:15, 4:15, 6:15, 8:15, 10:15 p. m. For Pottsville at 6:45, 8:15, 9:45, 11:15 a. m., and 2:15, 4:15, 6:15, 8:15, 10:15 p. m. For Sunniveille at 6:45, 8:15, 9:45, 11:15 a. m., and 2:15, 4:15, 6:15, 8:15, 10:15 p. m. For Charleston at 6:45, 8:15, 9:45, 11:15 a. m., and 2:15, 4:15, 6:15, 8:15, 10:15 p. m.

New York, Ontario and Western.

In Effect December, Sept. 17, 1901.

Trains leave Scranton for New York, Philadelphia, Harrisburg, Allentown, and Washington at 6:45, 8:15, 9:45, 11:15 a. m., and 2:15, 4:15, 6:15, 8:15, 10:15 p. m. For Harrisburg at 6:45, 8:15, 9:45, 11:15 a. m., and 2:15, 4:15, 6:15, 8:15, 10:15 p. m. For Pottsville at 6:45, 8:15, 9:45, 11:15 a. m., and 2:15, 4:15, 6:15, 8:15, 10:15 p. m. For Sunniveille at 6:45, 8:15, 9:45, 11:15 a. m., and 2:15, 4:15, 6:15, 8:15, 10:15 p. m. For Charleston at 6:45, 8:15, 9:45, 11:15 a. m., and 2:15, 4:15, 6:15, 8:15, 10:15 p. m.

PENNSYLVANIA RAILROAD

Schedule in Effect June 2, 1901.

Trains leave Scranton: 6:45 a. m., week days, through vestibule train from Wilkes-Barre. Pullman buffet parlor car and coaches to Philadelphia, via Pottsville; stops at principal intermediate stations. Also connects for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the West. 9:35 a. m., week days, for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the West. 2:15 p. m., week days, (Sundays, 1:55 p. m.), for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the West. 3:33 p. m., week days, through vestibule train from Wilkes-Barre. Pullman buffet parlor car and coaches to Philadelphia via Pottsville. Stops at principal intermediate stations. 4:27 p. m., week days, for Hazleton, Sunbury, Harrisburg, Philadelphia and Pittsburg. Erie Railroad, Wyoming Division. Trains for New York, Newburgh and intermediate points leave Scranton as follows: 7:30 a. m., 1:25 p. m., 6:45 p. m. Arrive New York at 11:00 a. m., 11:00 a. m., 11:00 a. m. (Sundays, 11:00 a. m.)

FINLEY'S

Christmas Greeting to Babydom a Perfect Fairyland of Finery

Of all the interesting things we meet, nothing appeals to us so quickly as a prettily dressed baby. There is that subtle sweetness radiating from them that fascinates us. We can not resist them, and meekly surrender. We wish we could induce all interested in gifts for the little ones to visit our Baby department this week, while our assortment is still unbroken, satisfied that our line surpasses all others in richness, variety, beauty of design, elegance of workmanship and elaborateness in trimmings, that give our wares that distinctiveness not found elsewhere.

BABY'S LONG-COATS. We are showing them made from fine silks, best quality and all-wool cashmere. Some plain, others richly trimmed in lace, embroideries and hems, etc.

BABY'S SHORT COATS. Are here in the quality of White Bedford Cord, in all sizes and in many styles, at all prices.

INFANT SHORT SACQUES. We have them in the knit worsteds, and in all-wool cashmere in different colors, at all prices.

CHILDREN'S CAPS. In White and Grey Anora Wool, Knit Silk Caps with wool lining. Tartan, Silk Caps in white and colors. Some plain, some with Beaver trimming. All at prices.

CHILDREN'S POKE BONNETS. Never worn shown in such an assortment of pretty designs—in the various colors—in Damask Silks, Tartan, Silk, Fine Wools, and Applique work, some rich, others richly trimmed with ribbons, laces, chiffon and Beaver.

INFANTS' AND CHILDREN'S' All-wool Leggings, all-wool Bootees, fine silk Bootees, all-wool Mittens, fine silk Mittens, Kid Mittens, all-wool Gloves and baby's Kid Shoes.

HAND MADE BIBS. Some plain, hemstitched, some with real Val-de-Aisne embroidery.

BABY'S PILLOW CASES. Hand-made, and hand-embroidered and lace-trimmed.

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By a recent act of the legislature, free tuition is now granted at the

Literary Institute and State Normal School Bloomsburg, Pa.

To all those preparing to teach. This school maintains courses of study for teachers, for those preparing for college, and for those studying music.

It will pay to write for particulars. No other school offers such superior advantages at such low rates. Address J. P. Welsh, A. M., Ph. D., Prin.

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Manufacturers of OLD STOCK PILSNER

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Advertisement for Enameline, a modern stove polish. Features include: Bigger Box Same Price, Enameline