

Adds wholesomeness to the food.

Cleveland's Baking Powder

Makes the finest grained and lightest breads and cake.

INDUSTRIAL AND LABOR

WHY THE COAL OF THE STATES IS GOING ABROAD.

Because of Our More Scientific Methods of Mining and Preparing Coal, We Are Able to Undersell Our Competitors—New Line of the Rock Island to El Paso—The D. L. & W. Board for Today—Decline of British Exports of Coal in Ten Months.

The industrial supremacy of the United States is being increased in many of the products of mine, forest and workshop, and in none more earnestly than in the matter of coal; this will no doubt be handled in many of the foreign markets of the world, which it is now necessary to extend the workings and the greater cost of labor per ton, there being little other than manual labor employed in the extraction of the coal at British pits.

On the contrary, a large tonnage in the United States is mined by machinery; the great increase in mechanized production in the United States—i. e., 168 per cent. in the last five years—is the best evidence obtainable of the economic advantages thereby secured in raising coal, and there is no doubt that British colliers would derive great benefit by following the American example in the more general adoption of coal-getting by electric or by compressed-air-driven machines.

The number of mechanical coal-cutters employed in the United Kingdom during 1900 was only 211, of which 200 were driven by compressed air and 11 by electricity; the quantity of coal so obtained amounting only to 3,312,000 tons; while in the bituminous coal districts of the United States there were 3,125 mechanical cutters used at collieries employing above 100,000 persons, which yielded an output of about 45,000,000 gross tons. It is this cutting by machinery that enables the American producer to put his coal on cars in Pennsylvania at 55 cents a ton, and in West Virginia at 50 cents a ton—P. M. Seward, in the Engineering Magazine for December.

New Line to El Paso.

By January 1 the Rock Island expects to be able to open for business its southwestern extension to El Paso, Tex. This line in connection with the Southern Pacific and the Mexican Central Railroads will give the Rock Island the shortest line both to southern California and the City of Mexico, and make it a dangerous competitor of the Santa Fe.

It took just one year to construct the 546 miles of the new extension from Liberal, Kas., to El Paso, Tex. For the purpose of complying with the Texas law that every railroad within that state shall have stations operate the headquarters and also for general construction facilities and convenience, the new road was placed under the charters of five different railroad corporations, viz.: The Chicago, Rock Island and Pacific; the Chicago, Rock Island and Mexico; the Chicago, Rock Island and Mexico; the Chicago, Rock Island and El Paso; the Rock Island and Northeastern.

The completion of the El Paso line will give the Rock Island a route 222 miles shorter between Kansas City and El Paso than that of the Santa Fe between the same points, together with a saving of fifteen hours of time, the latter fact being largely due to the favorable alignment and maximum 1 per cent. grade of the new Rock Island line.

In connection with the Southern Pacific, the Rock Island will have a shorter line from Chicago to Los Angeles than will the Santa Fe.

The construction cost of the Rock Island-El Paso line will approximate \$7,000,000, an average of about \$15,000 per mile—Chicago Tribune.

This new short line will be of great importance to the region about Alton, N. M., which is being developed by Scranton capital.

D. L. & W. Board for Today.

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

TUESDAY, DECEMBER 17.
Wild Cats East—10 a. m., William Hear with G. T. Staples' crew; 11 p. m., F. L. Rogers.

WEDNESDAY, DECEMBER 18.
Wild Cats East—4 a. m., F. Hallett; 6 a. m., Holsen; 8 a. m., Swartz; 9 a. m., M. Finerty; 9 a. m., M. Longway; 11 a. m., H. Roberts; 1 p. m., M. J. Hennigan; 5 p. m., F. Van Warner; 6 p. m., J. A. Bush.

Summit, etc.—7 a. m., J. Hennigan; 10 a. m., W. G. Proudfisher; 11 a. m., east, W. H. Nichols; 2 p. m., E. McAllister; 6 p. m., J. Carrigan.

Passenger Engines—7 a. m., Gaffney; 7 a. m., Huger; 10 a. m., Nauman; 10 a. m., F. E. Secor; 145 p. m., O. Miller; 8:30 p. m., Metcoven.

Wild Cats West—4 a. m., F. Watz; 8 a. m., M. Cramo; 10 a. m., John Galagan; 4 p. m., D. Randolph; 6 p. m., J. Ginsley.

NOTICE.

William Kiny will run 2:45 p. m. wild cat, Dec. 15, with McCue's crew.

G. W. Butt and crew will run 6 a. m. wild cat, Dec. 15, in place of Larkin and crew.

J. Smith and crew will run 8 a. m. wild cat, Dec. 18.

A. Gerity and crew will run No. 62, Dec. 18. Donohue and crew will run No. 18, wild cat, Dec. 18.

Conductor Hall and crew will run No. 46, Dec. 18.

Conductor John Winters and crew will run No. 42, Dec. 18.

Conductor D. Shaylor and crew will run No. 84, Dec. 18.

This and That.

The Ontario Times says: "The Dominion Coal company, in order to capture a part of the coal trade of northern Europe, will send a number of Canadian railway firemen to Norway to demonstrate how successfully our coal may be used on locomotives. The firemen will spend several months in Norway and other northern countries. British exports of coal during the first ten months of this year show a decline of 15,000 tons as compared with last year. The iron and steel industries have also taken considerably less coal owing to the reduction of furnaces gone to Europe to investigate the method of briquetting lignite coal, and which he will probably introduce and adapt at his mines. The new machinery now being installed will increase the capacity of the Wilson mines 1,900 tons per day.

R. Cahoon, of Troy, N. Y., has invented a firebox, or combustion chamber, which burns soft coal without producing or emitting smoke. Boiler makers and stove manufacturers who have seen the invention in operation believe the problem of perfect combustion in the burning of bituminous coal has been solved. In his stove all the carbonaceous gases are consumed, which hitherto have escaped through the chimney flues in the shape of dense smoke.

SPECIAL COMMITTEE NAMED.

Will Protest Against Franchises in Their Present Form.

President J. A. Lansing, of the board of trade, has appointed W. H. Taylor, J. Benj. Dimmick and Ebenezer Williams as the special committee which is to go before councils and protest against the passage of the new street railway franchise ordinances in their present shape.

The resolution providing for the appointment of the committee was adopted at Monday's meeting of the board. It was introduced by T. H. Dale, after a protracted discussion that was precipitated by Mr. Taylor.

The resolution sets forth that the board protests against the granting of franchises without a valuable consideration and also against the granting of any franchise in perpetuity.

Tourist Cars on Nickel Plate Road.

Seam-weekly transcontinental tourist cars between the Atlantic and the Pacific coasts are operated by the Nickel Plate and its connections. Tourist cars referred to afford the same sleeping accommodations, with same class of mattress and other bed clothing that are provided in the regular Pullman sleeping car service. These tourist cars leave Boston Mondays and Wednesdays, and leave San Francisco Tuesdays and Fridays. Berths in these tourist cars are sold at greatly reduced rates. Conventions are offered without extra cost, for heating food or preparing tea or coffee, affording every facility for comfort on a long journey, especially for families traveling with children. Lowest rates may be obtained always via the Nickel Plate road for all points in the west. For special information regarding all trains on the Nickel Plate road, including these tourist cars, consult your nearest ticket agent, or write P. J. Moore, general agent, 281 Main street, Buffalo, N. Y.

Resumption of Sunset Limited Service Between New York, Philadelphia and San Francisco, Season 1901-1902.

Commencing November 30 and each Tuesday, Thursday and Saturday thereafter, the Washington and Southwestern Limited, operated daily between New York, Philadelphia and San Francisco via the Pennsylvania Railroad and Southern Railway, leaving Philadelphia, Broad street station at 6:55 p. m., composed of dining, Pullman drawing-room, sleeping, observation and library cars, in addition will carry a special Sunset Limited Annex Pullman drawing-room compartment sleeping car to connect with the Sunset Limited operated between New Orleans and San Francisco.

The celebrated trans-continental service offered by these luxurious trains makes a trip to the Pacific coast not only quick, but most delightful. Charles L. Hopkins, district passenger agent, Southern Railway, 328 Chestnut street, Philadelphia, will be pleased to furnish all information.

Additional Passenger Train Service via Southern Railway.

Effective Nov. 24, the Southern Railway will operate through train service from Washington via Richmond, Va., to Florida and points south.

The new train will be known as No. 29 and will leave Washington at 10:50 a. m. over the Washington Southern Railway and arrive Jacksonville, Fla., at 9:15 a. m. This train carries first-class coaches and Pullman drawing-room sleeper between Washington and Jacksonville, also has dining car service. The above train is in addition to the full complement of train service of Southern Railway via Lynchburg and Danville.

Chas. L. Hopkins, District Passenger Agent, Southern Railway, 328 Chestnut St., Philadelphia, will furnish all information.

The True Southern Route.

The most comfortable and direct route to all points south and southwest is via the New Jersey Central. Only one change of cars between Scranton and Charleston, Atlanta, Jacksonville, St. Augustine, Asheville, New Orleans and all other prominent points south.

Pullman service the entire route. Only one change of cars to St. Louis, Cincinnati, Louisville, etc.

Quaker City Express leaving Scranton at 7:30 a. m., Wilkes-Barre at 7:50 a. m., arrives at Philadelphia at 12 noon, Washington at 3:30 p. m. Through solid vestibule train with Pullman Buffet Parlor Car.

J. S. Swisher, District Pass. Agent, Scranton.

EMBALMING THE DEAD.

A New Process for Mummifying Human Bodies.

From the London Express.
An interesting demonstration is now being given at the examination hall of the Royal College of Surgeons of a wonderful machine invented by a Belgian doctor for preserving the dead against the natural law of decay. His apparatus effects a subtle chemical change in the tissues of the dead body, which make it impervious to decomposition. What this change is even scientists cannot exactly say. They know enough, however, to assert that it delays, more indefinitely the dissolution into dust and ashes. This is the latest as it will be the most useful, development in the ancient art of embalming.

Its method is more wonderful than any you discuss the dead. In the more material sense, nothing is done to the body by handwork; it is simply subjected to air heavily charged with the pungent chemical known as formaline. This air penetrates the whole body, and, in the course of time, makes the tissues insoluble and the stomach and other organs sterile. Thus decay is arrested without visceration. In a word, the dead are given a new life.

Proof of it can be seen today in Brussels. There, in public mortuary, are carried dead bodies changed by formaline into something that resists natural decay. Constant exposure to the air, which but for experimental purposes could have been avoided, has had but one result. It has changed the skin from the color of death into a slightly brown color through desiccation. One of these machines is now in London for demonstration before the Royal College of Surgeons. All the leading pathologists in London, have investigated the new system, and it is understood that they are satisfied that the great problem of preserving the dead has been entirely overcome.

RAILROAD TIME TABLES

Lehigh Valley Railroad.

In Effect Nov. 2, 1901.
Trains leave Scranton.
For Philadelphia and New York via D. & H. R. R., at 6:28 and 6:58 a. m., and 2:45, 4:27 (Black Diamond Express), and 11:29 p. m. Sundays, D. & H. R. R., 1:58, 8:27 p. m.
For White Haven, at 6:28, 6:58, 8:27, 11:29 p. m. For Pottsville, 6:58 a. m., 2:18 p. m.
For Bethlehem, Easton, Reading, Harrisburg, and principal intermediate stations, via D. & H. R. R., 6:58, 9:28 a. m., 2:18, 4:27 (Black Diamond Express), 11:29 p. m. Sundays, D. & H. R. R., 1:58, 8:27 p. m.
For Tunkhannock, Elmira, Ithaca, Geneva and principal intermediate stations, via D. & H. R. R., 6:58 a. m., 2:18 p. m., and 8:50 p. m.
For Geneva, Rochester, Buffalo, Niagara Falls, Chicago and all points west, via D. & H. R. R., 7:48, 12:05, 6:22, 8:52, 11:29 p. m. (Black Diamond Express), 7:48, 10:11, 11:59 p. m. Sundays, D. & H. R. R., 12:05, 8:27 p. m.
Pullman parlor and sleeping or Lehigh Valley Parlor cars on all trains between Wilkes-Barre and New York, Philadelphia, Buffalo and Suspension Bridge.
ROLLIN H. WILBER, Gen. Supt., 26 Cortland street, New York.
CHARLES S. LEWIS, Gen. Pass. Agt., 26 Cortland street, New York.
A. W. FOSBERGER, Div. Pass. Agt., 101 Northampton, Pa.
For tickets and Pullman reservations apply to ticket office, 62 Public Square, Wilkes-Barre, Pa.

Delaware, Lackawanna and Western.

In Effect Nov. 2, 1901.
Trains leave Scranton for New York at 1:40, 3:15, 6:00, 7:30 and 10:30 a. m.; 12:45, 3:40, 5:35 p. m. For New York via Philadelphia, 1:40, 3:15, 6:00, 7:30 a. m., 12:45 and 3:40 p. m. For Philadelphia, 1:40, 3:15, 6:00, 7:30 a. m., 12:45 and 3:40 p. m. For Buffalo, 1:15, 6:22 and 3:30 a. m., 1:55, 6:50 and 11:55 p. m. For Binghamton and way stations—10:20 a. m. and 1:10 p. m. For Owego, Syracuse and Utica—1:15 and 4:25 a. m., 1:55 p. m., daily, except Sunday.
Express train at 6:22 a. m. daily, except Sunday.
For Montreal—6:00 a. m., 1:40 and 6:50 p. m. No. 100, 1:40 a. m., 1:40 and 6:50 p. m.
Binghamton Division—For Northumberland, at 6:55 and 10:50 a. m., 1:55 and 6:10 p. m. For Pennsylvania, at 8:10 a. m., 4:40 and 10:10 p. m.
Sunday Trains—For New York, 1:40, 3:15, 6:00 and 10:30 a. m., 12:45, 3:40, 5:35, 8:30, 11:29 p. m. For Philadelphia, 1:40, 3:15, 6:00 and 10:30 a. m., 1:55, 6:50 and 11:55 p. m. For Binghamton and way stations—10:20 a. m. No. 100, 1:40 a. m., 1:40 and 6:50 p. m.

Pennsylvania Railroad.

Schedule in Effect June 2, 1901.
Trains leave Scranton: 6:28 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 for Pittsburgh and the west.
6:58 a. m., week days, for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburgh and the west.
7:48 p. m., week days (Sundays, 7:58 p. m.), for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburgh and the west.
8:28 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 Hagerstown, Sunbury, Harrisburg, Philadelphia and Pittsburgh.
J. B. WOOD, Gen. Pass. Agt., Scranton, Pa.

Delaware and Hudson.

In Effect November 24, 1901.
Trains for Cambridge leave Scranton at 6:20, 8:40, 9:20, 11:15 a. m.; 12:00, 1:25, 2:50, 3:52, 5:25, 6:25, 7:55, 9:15, 11:30 p. m.; 1:21 a. m.
For Hagerstown, 6:20, 8:40, 9:20, 11:15 a. m.; 12:00, 1:25, 2:50, 3:52, 5:25, 6:25, 7:55, 9:15, 11:30 p. m.; 1:21 a. m.
For Wilkes-Barre—6:28, 7:48, 8:41, 9:28, 10:45 a. m.; 12:02, 1:42, 2:45, 3:28, 4:27, 6:40, 7:48, 10:41, 11:30 p. m.
For L. V. R. R. Points—6:58, 6:58 a. m.; 2:18, 4:27 and 11:29 p. m.
For Pennsylvania R. R. Points—6:58, 9:58 a. m.; 1:22, 2:28 and 12:27 p. m.; 11:29 p. m.
For Albany and all points north—6:20 a. m. and 3:52 p. m.
For Hagerstown—8:30 a. m., 4:40 and 10:10 p. m.
W. L. FRYER, D. P. A., Scranton, Pa.

New Jersey Central.

In Effect Nov. 17, 1901.
Stations in New York, foot of Liberty street and South Ferry, N. Y.
Trains leave Scranton for New York, Philadelphia, Easton, Bethlehem, Allentown, Manassas, Clark, West Haven, Ashley and Wilkes-Barre at 7:20 a. m., 1 p. m. and 4 p. m. Sundays, 7:20 a. m. Quaker City Express leaves Scranton at 7:20 a. m., through vestibule train with Pullman Buffet Parlor Cars, for Philadelphia.
For Avoca, Pittston and Wilkes-Barre, 1 p. m. and 4 p. m. Sunday, 7:40 p. m.
For Long Branch, Ocean Grove, etc., 7:30 a. m. and 4 p. m.
For Reading, Lebanon and Harrisburg, via Allentown, at 7:30 a. m. and 1 p. m. Sunday, 2:10 p. m.
For Gettysburg, at 7:30 a. m. and 1 p. m.
For rates and tickets apply to agent at station.
J. C. A. BROWN, G. P. A., New York.
W. W. WENTZ, Gen. Supt.

New York, Ontario and Western.

In Effect Tuesday, Sept. 17, 1901.
N. O. W. BOUND.
Trains. Scranton. Leave. Arrive. Car. No. 10. 10:30 a. m. 11:30 a. m. 1:00 p. m. No. 7. 6:10 p. m. Ar. Carbondale 6:40 p. m. S. O. BOUND.
Trains. Scranton. Leave. Arrive. Car. No. 9. 1:15 p. m. 2:15 p. m. 7:40 p. m. No. 2. 1:15 p. m. 2:15 p. m. 7:40 p. m. SUNDAYS ONLY, NORTH BOUND.
Trains. Scranton. Leave. Arrive. Car. No. 9. 1:15 p. m. 2:15 p. m. 7:40 p. m. No. 2. 1:15 p. m. 2:15 p. m. 7:40 p. m. SOUTH BOUND.
Trains. Scranton. Leave. Arrive. Car. No. 9. 1:15 p. m. 2:15 p. m. 7:40 p. m. No. 2. 1:15 p. m. 2:15 p. m. 7:40 p. m. SUNDAYS ONLY, SOUTH BOUND.
Trains. Scranton. Leave. Arrive. Car. No. 9. 1:15 p. m. 2:15 p. m. 7:40 p. m. No. 2. 1:15 p. m. 2:15 p. m. 7:40 p. m. SUNDAYS ONLY, SOUTH BOUND.
For further information, consult ticket agent.
J. C. A. BROWN, G. P. A., New York.
J. E. WELSH, D. P. A., Scranton, Pa.

Erie Railroad, Wyoming Division.

Trains for New York, Newburgh and intermediate points leave Scranton as follows: 7:20 a. m.; 2:25 p. m. For Middletown, Honesdale, Hawley and intermediate points: 9:30 p. m. From New York, Newburgh and intermediate points. No Sunday train.

SCRANTON'S BUSINESS HOUSES.

THESE ENTERPRISING DEALERS CAN SUPPLY YOUR NEEDS OF EVERY CHARACTER PROMPTLY AND RELIABLY.

BUILDING CONTRACTOR.
Storm cash and doors, store fronts, offices and store furniture, in hard or soft wood, and jobbing.
326 N. Wash. ave. L. SOMMAR.

FOR SALE
BUGGIES and WAGONS of all kinds; also Harness and Driving Lots at bargain. HORSES CLIPPED and GROOMED at
M. T. KELLER
Lackawanna Carriage Works.

J. B. WOOLSEY & Co
CONTRACTORS
AND
BUILDERS.
Dealers in
PLATE GLASS and LUMBER
OF ALL KINDS.

E. JOSEPH KU-TTEL
rear 531 Lackawanna avenue, manufacturer of Wire Screens of all kinds; fully prepared for the spring season. We make all kinds of porch screens, etc.

PETER STIPP
General Contractor, Builder and Dealer in Building Stone, Cementing of cellars a specialty. Telephone 2922.
Office, 527 Washington avenue.

COURTY BUILDING & SAVINGS UNION
Home office, 208-209 Meach Street, transacts a general building and loan business throughout the state of Pennsylvania.

HANLEY'S BAKERY.
420 SPRUCE ST.
Successor to
HUNTINGTON

We make a specialty of the bread stuffs. Orders for Salads, Oysters, Croquettes, etc., promptly filled.
A full line of Ice Cream and Ices.

HORN'S MEAT MARKET.
225 Washington Avenue.
Will Be Opened Saturday, Dec. 14.
The Best Market Affords Only.

W. A. HARVEY,
Electric Wiring and Fixtures,
Electric Bell and Telephone Work.
309 COMMONWEALTH BUILDING

THE SCRANTON VITRIFIED BRICK AND TILE MANUFACTURING COMPANY
Makers of Vitrified Brick, etc. M. H. Dale, General Sales Agent, Office 529 Washington ave. Works at Nay Aug, Pa., E. & W. V. R. R.

KINGSBURY & SCRANTON,
Manufacturers' Agents
NINE and MILL STREETS.
District Agents for
John A. Roebbing's Sons Co.'s Wire Rope and Electrical Wire, Gutta Percha and Rubber Mfg. Co.'s Belting, Packing, Hose and Mechanical Rubber Goods. Knowlton Packing, Carter's Oil Clothing. Room 310 Pauli Bldg.

REMOVAL SALE

We have determined to reduce our stock prior to our removal to our new building at our former location, 129 Wyoming avenue.

Special Clearance Prices on Entire Stock.
Carpets, Draperies,

WALL PAPER

Rugs, Lino'eums, Shades, etc.

GOODS STORED FREE OF CHARGE.

Williams & McAnulty,

Temporary Store,
126 Washington Avenue.

Xmas Gifts

That are appropriate and reasonable in price, are to be found here in great variety.

SOLID GOLD RINGS
Ladies' Heavy Gold Rings, set with three clear opals, \$10.00
Ladies' Genuine Ruby Rings, set with large, choice stone, \$10.00
Toupee Rings, gold, set with five bright stones, \$12.50
Ladies' Diamond Rings, solid gold, with large, sparkling stone, richly set, \$50.00
Ladies' and Gentlemen's Signet Rings, extraordinary value, \$25.00

A. E. ROGERS, Jeweler
213 Lackawanna Ave
GREEN TRADING STAMPS WITH ALL PURCHASES.

NOWHERE ELSE ON EARTH

Can the Seeker After HEALTH and HAPPINESS Find Such Rich Reward.

CALIFORNIA IS A WINTER PARADISE.
Best Reached Via "SUNSET LIMITED."
Leave New York Tuesdays, Thursdays, Saturdays.
SOUTHERN PA IF J. CO.
R. I. Smith, agent, 109 S. 3d st., Philadelphia, Pa.

BUY THE GENUINE SYRUP OF FIGS
MANUFACTURED BY CALIFORNIA FIG SYRUP CO.
NOTE THE NAME.

Goldsmith's Bazaar



Christmas Is Drawing Nearer and Nearer

The Gift Buyers Are Becoming Thicker And Thicker

Procrastination will cause you more and more inconvenience as the time for doing your holiday shopping shortens. During your tour among the stores, for your sake as well as ours, don't forget to visit this store. Within its four walls are contained an enormous stock of goods, specially for the holiday trade.

- Leather Goods,
- Celluloid Goods,
- Sterling Silver Novelties,
- Jewelry,
- Perfumes,
- Handkerchiefs,
- Laces,
- Ribbons,
- Linens,
- Hoisery,
- Gloves,
- Umbrellas,
- Silks,
- Dress Goods,
- Cloaks,
- Shawls,
- Furs,
- Dressing Sacques,
- Skirts,
- Waists,
- Underwear,
- Rugs,
- Art Squares,
- Curtains, etc.

Store Open Evenings Until Christmas.

Useful Holiday Presents

- House Coats
- Storm Coats
- Bath Robes
- COMPLETE ASSORTMENT
- Leather Suit Cases
- Neckwear
- Underwear
- Hoisery
- Mufflers

Handsome Line of Holiday Suspenders

Louis Isaacson 412 Spruce Street.
Men's Gloves of Every Description.

OPEN EVENINGS.

Our Holiday Display This Year

Finds us in our new store better prepared than ever before to cater to the wants of HOLIDAY SHOPPERS.

Beautiful Things for Christmas

Early choice is wise. We invite you to make selections now, when stocks are at their best.

In making your selection of Diamonds, you will have the assistance of my thirty-five years' experience.

Diamonds

Set in all kinds of RINGS, BROOCHES, PENDANTS, STUDS, Etc.

Fine Gold and Silver Watches

With the Highest Grade Movements.

Sterling Silver Novelties, Cut Glass and Umbrellas.

And everything pertaining to a first-class Watch and Jewelry Establishment.

C. LUTHER,

133 Wyoming Avenue.
ESTABLISHED IN 1857.

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Successors to Machine Business of Dickson Manufacturing Co., Scranton and Wilkes-Barre, Pa.
Stationary Engines, Boilers, Mining Machinery, Pumps.

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GRAND ATLANTIC HOTEL, NO ANNEX
Virginia Ave. and Beach, Atlantic City, N. J.
Sixth year, 250 beautiful rooms, single and with bath, hot and cold sea-water baths in hotel and annex. Location select and central, within few yards of the Steel Pier, Oceanfront. Offers special spring rates, \$12 to \$15 by week, \$2.50 up by day. Special rates to families. Coaches meet all trains. Write for booklet.
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