

FREELAND TRIBUNE.

VOL. XI, NO. 39.

FREELAND, PA., MONDAY, NOVEMBER 14, 1898.

\$1.50 PER YEAR.

RAILROAD TIMETABLES

LEHIGH VALLEY RAILROAD.
November 13, 1898.
ARRANGEMENT OF PASSENGER TRAINS.
LEAVE FREELAND.
6 20 a m for Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia and New York.
7 40 a m for Sandy Run, White Haven, Wilkes-Barre, Pittston and Scranton.
8 20 a m for Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia and New York.
9 33 a m for Hazleton, Mahanoy City, Shenandoah, Mt. Carmel, Shamokin and Pottsville.
11 55 a m for Sandy Run, White Haven, Wilkes-Barre, Scranton and Pottsville.
4 36 p m for Hazleton, Mahanoy City, Shenandoah, Mt. Carmel, Shamokin and Pottsville.
6 37 p m for Sandy Run, White Haven, Wilkes-Barre, Scranton and Pottsville.
6 59 p m for Hazleton, Mahanoy City, Shenandoah, Mt. Carmel and Shamokin.
ARRIVE AT FREELAND.
7 40 a m from Pottsville, Shamokin, Mt. Carmel, Shenandoah, Mahanoy City and Hazleton.
9 17 a m from New York, Philadelphia, Easton, Allentown, Mauch Chunk and Weatherly.
9 33 a m from Scranton, Wilkes-Barre and White Haven.
11 55 a m from Pottsville, Shamokin, Mt. Carmel, Shenandoah, Mahanoy City and Hazleton.
4 36 p m from Scranton, Wilkes-Barre and White Haven.
6 37 p m from New York, Philadelphia, Easton, Bethlehem, Allentown, Pottsville, Shamokin, Mt. Carmel, Shenandoah, Mahanoy City and Hazleton.
6 59 p m from Scranton, Wilkes-Barre and White Haven.
For further information inquire of Ticket Agents.
HUGH H. WILBER, General Superintendent.
CHAS. S. LEE, Gen'l Pass. Agent.
26 Cortland Street, New York City.

BRIEF ITEMS OF NEWS.

PARAGRAPHS GATHERED FROM ALL PARTS OF THE REGION.

Synopsis of Local and Miscellaneous Occurrences That Can Be Read Quickly. What the Folks of This and Other Towns Are Doing.

"Strong Boy" Jones, formerly of town, is now located in Butte City, Montana. Luzerne county next year will elect a judge, treasurer, register and three commissioners.

The first ball of the Citizens' band takes place at Yannes' opera house on Monday evening.

George Seward has disposed of his barber shop, in the Central hotel basement, to John Thomas.

The report of the Citizens' bank, published today, shows that institution to be in a healthy financial condition.

Subscribers who fail to receive their papers at the regular time are requested to inform the publishers of the fact.

The remains of the late Philip Dickson were followed to St. Ann's cemetery by a large number of friends yesterday.

While hunting rabbits on Friday, Hugh Malloy, Sr., fell over a large rock and sustained serious internal injuries.

A. Oswald sells three bars of grandma's butter milk soap for the small sum of 5c.

Owen F. Edwards, of Hazle Brook, and Miss Mary L. Hughes, of Sandy Run, were married on Saturday by Rev. J. W. Bischoff.

The Cross Creek Coal Company's annual census of Drifton has been completed. The town has 2,050 residents, a decrease of 55 since 1897.

James Brennan, of Long Island city, N. Y., who is handling a trout on the Long Island Railroad, is here on a short visit to his parents in Coxe addition.

E. J. Fry, of Tamaqua, is dead. Mr. Fry was a bank president and had investments in many industries in the town. He was one of the best known men in that locality.

Condy O. Boyle, Freelander; Hugh Gallagher, Joseph Lindsay, Foster; William Boyle and Peter Zeleck, Hazle, have been drawn to serve on the grand jury which will meet on January 3.

Dancing school at Yannes' opera house Saturday evening by St. Patrick's band. Admission, gents 25 cents.

A railroad siding has been placed near the turnpike crossing on the Upper Lehigh branch of the Jersey Central Railroad, for the accommodation of Freelander merchants who receive freight via that road.

For tearing down an American flag from the front of a Jewish synagogue, Thomas Forkin and Thomas Jones have been indicted by the Lackawanna county grand jury, under the state law forbidding desecration of the flag.

William Sheridan, a Lehigh Valley telegrapher whose home was in White Haven, had a leg cut off while attempting to board an engine. The unfortunate young man was a brother-in-law to J. P. McAndrews, legislator-elect. He died yesterday.

Mrs. Irving A. Stearns, of Wilkes-Barre, wife of President Stearns, of the D. S. & S. Railroad, was taken seriously ill at the Waldorf hotel in New York city. She was attacked by a fainting spell in the dining room. Her condition is still considered serious.

Mrs. John Edmunds, a former resident of Drifton, where she kept the boarding house for a number of years, succumbed to the inevitable yesterday at Wilkes-Barre, where she removed recently. Deceased was well known on the North Side.—*Pain Speaker.*

The winter schedule of the Lehigh Valley Railroad went into effect yesterday. Freelander lost one train by the new arrangement, the 8.32 p. m. train having been taken off. The company concluded this extra service was not given sufficient patronage by our people.

John D. Davis, who resided at Eckley for many years past, died at his home in that town on Friday, a victim to miners' asthma. He was supervisor of Foster township for one year. The funeral took place yesterday afternoon, interment being made in Eckley cemetery. He was 56 years of age.

The official count of Luzerne county vote is still going on at Wilkes-Barre. The Fourth district vote has been counted and the following figures are the pluralities of the candidates who carried the district: Stone, 152; Davenport, 50; Harvey, 1,304; Holcomb, 751; Lloyd, 742; McKee, 449; Rutler, 52; Snyder, 410.

August Mahrer and Valentine Wagner, car inspectors, were killed in the Central Railroad yards at Mauch Chunk on Friday. The victims were seated in their shanty. In making a flying switch a trip of cars was thrown on a siding and crashed into the shanty, wrecking the building and killing both men. Both were married men and had families.

BIRTHS.
Gallagher.—At Freelander, November 11, to Mr. and Mrs. Patrick F. Gallagher, Centre street, a son.

Foster School Board.

The Foster township school board met Saturday evening. Superintendent Gabrio reported an enrollment of 974, and an attendance of 87 per cent. He also reported an outline of an eight-year course of study. It was referred to the committee on rules.

Director Lesser reported having ordered necessary books. Each director was authorized to open night school in his district when advisable.

It was decided to pay the order held by J. H. Jones, Esq., for \$3.

The request of Miss Emma Bottoms for a recommendation as a teacher was referred to the superintendent and old directors for their signatures. The request of Miss Mary Boyle for an increase of from \$35 to \$40 a month was ordered filed.

The salary of night school teachers was placed at \$25 per month.

The following bills were ordered paid: G. B. Markle & Co., coal, \$5.59; Wyoming and Pond Creek Coal Company, coal, \$10.14; William Williamson, supplies, \$11.44; J. S. Wentz & Co., coal, \$29.56; Mrs. Patrick Burke, cleaning, \$3; Hazleton Standard, printing, \$18; Kross Stationery Company, \$217.41; Upper Lehigh Coal Company, coal, \$3.65; Hazleton Sentinel, advertising, \$3.00; Reuben Booth, repairs, \$1.19; United States Express, 70c; Mrs. Thomas Hughes, cleaning, \$3; Leach, Shawell & Co., books, \$31.11; Lena Metzgar, cleaning, \$19; Silver, Burdette & Co., books, \$162.10; Seldon & Co., books, \$229.44; American Book Company, books, \$20.74; Cross Creek Coal Company, coal, \$7; E. J. Edwards & Co., supplies, \$2.30; Mrs. Annie Kessel, cleaning, \$12; Charles Rickert, coal and hauling, \$14; Ginn & Co., books, \$42; Lehigh Valley Railroad, freight, 35c.

Treasurer Ziesloft reported the receipts \$6,330.36, expenses over \$5,000 and balance on hand of \$1,200.

Death of Mrs. Neal Boyle.

Mrs. Neal Boyle died at the residence of her daughter, Mrs. Michael McHugh, Eckley, on Saturday morning, aged about 85 years. The deceased lived here for many years, being one of the early settlers of the town. She resided with her son, Bernard Boyle, until eight months ago, when she went to Eckley. She intended to return here before winter set in, but took ill recently and died on Saturday. She is survived by two sons and two daughters, viz., Bernard Boyle, of Freelander, at present undergoing treatment in a Philadelphia hospital; John W. Boyle, of Hazleton; Mrs. Michael McHugh, of Eckley, and Mrs. Patrick Brice, of Oneida.

The funeral will take place at 1.30 o'clock tomorrow. Interment will be made at St. Ann's cemetery.

One of Them.

He goes about, from day to day, With downcast eyes and weary air; And yet a month ago he might Have had his pick among the fair.

He went away, with martial tread, To help set stricken Cuba free; No man among the soldier band Was more admired than he.

But they sent him home, and ne'er again May he assume a warrior's part; To-day the women shun him, for Alas, he's got a cigarette heart!

What He Denied.

"That translated letter is a miserable attempt to misrepresent me!" said the Spanish diplomat.

"Do you contradict the assertion that you are a chief of spies?"

"No."

"Can you refute the charges that you have assailed men high in the affairs of your own government?"

"I do not wish to."

"What is it, then, that you deny?"

"The grammar."

Sensible People.

A friend of ours who is in the habit of introducing his expressions of opinion by observing that "most sensible people think so and so," was asked the other day how he found out what "most sensible people" thought. His answer was natural enough: "Most sensible people think as I do." All he has to do is to find out what he thinks.—*Boston Watchman.*

Just Put Him Off.

"Well," asked the motorman, "did you manage to collect that little bill from that conductor?"

"No," answered the disgraced passenger. "I got tired trying to collect it at his house and the other day I caught him on his car."

"What did he do?"

"The same as usual—put me off."

Dropping Him Hard.

He—"Ah, yes, I know I'm my own worst enemy."

She—"Oh, you egotist!"

Watch for the great street parade of Vogel's Minstrels at noon tomorrow.

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STUCK FAST TO A CHAIR.

Luckily This Youth Was Fastened by His Hair, Not by His Clothes.

A society youth had a rather unpleasant time of it on an East End porch a few evenings ago. The people of the house have been making a general renovation of the premises, outside and in, and among other improvements painted and varnished the porch chairs. One of these chairs, it was one with a wicker back, was chosen by the youth as his resting place, and he found it a very comfortable one. Pretty soon, however, the heat of his head with its thick adornment, softened up the varnish and he suddenly discovered to his dire dismay that his hair was firmly stuck fast to the chair. He pulled gently, but it wouldn't let go. He pulled a little harder, it was still firm. He gave a jerk and the tears filled his eyes. But the varnish held on for dear life.

Of course the young woman on the porch continued in blissful ignorance of the situation. The young man answered her in monosyllables. His thoughts were all on his hair. But she kept up a lively chatting, and apparently did not notice how distract he was.

Pretty soon the girl's mother came out on the porch. Now, he wanted to make a good impression upon the girl's mother. Yet he didn't rise. He didn't bow. He didn't even nod. It was too dusky to see the faces of the ladies, but he knew they regarded him as a first-class boor. He groaned inwardly and pulled on the varnish until he felt as if scalped.

The elderly lady said very little, and what she said had an icy flavor. The young woman made a brave effort to draw the visitor out, but she soon saw it was no use. Silence ensued. The youth knew it was time for him to go. Yet he didn't stir. He wondered what the night watchman would say when he saw him sitting there in the early morning hours.

Then he knew he must speak up. "Excuse me," he said, "but—but do you—that is, could you lend me this chair—just long enough to take it home?"

"Sir?" said the elderly lady. She probably thought he was intoxicated.

"I'm in earnest," said the youth, dismally. "I never was more in earnest in my life. I find that I can't go home without the chair, and, of course, I can't stay here all night—at least, don't want to, and—"

"What is the matter?" faintly inquired the young woman.

"I think," said the youth, gravely. "I think it is varnish—but I really can't look to see."

"Dear me!" cried the elderly lady. "Are you stuck fast?"

"I am," said the youth.

"Wh-where?" gasped the young woman.

"My hair," said the youth.

"What a shame!" cried the young woman in a relieved tone.

"It's dreadful!" echoed the old lady. So then they got at him and the old lady found some linsed oil and softened up the varnish, and the young woman got the cutest little pair of scissors and cut off a few particularly stubborn locks, and they fussed over him until the young man reluctantly gave a little sharp pull and was free.

"And now, madam," he said to the elderly lady, "will you permit to make amends for my late incivility?" And he shook hands with her and made her his best bow, and the old lady was delighted. And everybody felt so pleasant that the young man stayed a full half hour longer.

But he sat in another chair.

The Engineer Blamed.

The inquest into the responsibility for the Exeter mine disaster of Saturday week, when eight men were killed by three loaded cars falling down the shaft upon them, was ended at the session of the coroner's jury on Friday. The jury met in the town hall at Exeter, and, after reviewing the testimony and again examining the head of the shaft and the tracks leading to it, returned a verdict saying that the engineer, Samuel Price, was to blame for the accident.

Price was making a flying switch with a train of loaded coal cars, past the shaft. He had neglected to set the switches properly, and the cars ran off on a side track, and, after smashing the head braces of the shaft, toppled down upon the carriage, 300 feet below, in which there were ten men.

Marvelous "La Shee."

Our exchanges say: "Such feats of daring are beyond the conception of the most reckless. La Shee is a wonderful high-wire artist and fills his auditors with awe." Imagine, if you can, a single strand of wire stretched from the Eiffel tower to the ground below. La Shee, without apparent effort, ascends the wire, reaches the topmost height, turns, and with speed compared only to lightning, slides to the ground. There are no Eiffel towers in this country, but La Shee is always equal to the emergency. His wire is stretched from the dome of the theatres to the stage below where he daily performs his many astounding feats. La Shee is one of the many special features with John W. Vogel's Afro-American Mastodon Minstrels allied with the historic production, Darkest America, which comes to the Grand tomorrow evening. Usual prices.

Bartel's Is the Standard.

"As good as Bartel's" is the claim often made by persons who sell inferior beer, porter and ale. Bartel's is the recognized standard beverage for people who use judgment in selecting that which enters their bodies. Drink nothing but the best. Bartel's is always the best. Charles Bozowski, agent.

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Express Trains Dash Together.

A runaway Lehigh Valley express train of six sleepers, an express and three baggage cars dashing down the steep grade of the Wilkes-Barre mountain in a heavy storm early Friday morning crashed into the New York express, going up the mountain, and five trainmen were killed and four injured. The dead are: William Toxheimer, of White Haven, fireman; Fred Glasser, of Mauch Chunk, fireman; Charles McGregor, of Sayre, express messenger; Jacob Engelman, of Easton, brakeman; John McNally, of Lehighton, engineer, died at Mercy hospital. The injured are Daniel Price, of Easton, engineer; John Rohlfing, of Mauch Chunk, engineer; Charles H. Morgans, of Waverly, N. Y., express messenger; John Schoenfeld, of Mauch Chunk, brakeman, and Baggage Master A. G. Boyle, of Mauch Chunk.

The place where the accident happened is about a mile from Newport, a flag station half way up the mountain. The track is a single one from Warrior Run, at the foot of the mountain, to Fairview, ten miles further up, at the summit. The grade on an average is 95.7 feet to the mile, the heaviest of the entire road, and, owing to the danger there is on this single track, the system of train management is most careful. The disaster was the result of an accident, seemingly unavoidable, wet rails causing the west-bound train to become unmanageable.

Train No. 6, the night express running between Buffalo and New York, arrived in Wilkes-Barre on time. After leaving the station for the run east another engine was attached to help pull the train up the steep mountain grade. The conductor and engineers received orders that they would pass train No. 5, bound west, on siding No. 7, one mile west of Newport station. This gave them the right of way, and the locomotives under a heavy head of steam, started up the mountain.

Train No. 5, which runs between New York and Buffalo, was one hour late at White Haven, and the engineer got an order to go in on No. 7 siding and let train No. 6 pass. The engineer understood his orders perfectly well, and on the run down the heavy mountain grade he tested the air-brakes several times and they worked all right. He was running at the rate of about thirty miles an hour.

When he approached No. 7 crossing, however, and applied the brakes, he found that they would not hold. He was aware that the up train must not be far away, but he did not lose his presence of mind. He whistled for the hand brakes, reversed his engine, and did all in his power to stop the train, but it was no use. In less than thirty-five seconds the two trains met, and the terrible crash followed.

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LETTER FROM MILMAY.

INFORMATION WANTED FROM THOSE WHO INVESTED THERE.

Prominent Resident of the Town Is Making an Effort to Compel the Land Company to Release the Tract from the Heavy Mortgage Placed Upon It.

Milmay, N. J., November 7, 1898.

EDITOR TRIBUNE.—Some one sent me a clipping from your paper concerning the "swindle" at Milmay, and asked me to state the facts. This I am prepared to do as soon as I get all the facts that are available. You state that parties about Freelander received papers for their land that purported to be deeds, and were not. If there are any who paid in full for their land, and have not received a proper deed, I would like to communicate with them. I would advise all who have deeds to property in Milmay to have them recorded at once, if not recorded already.

If their property is in Atlantic county, send the deed and \$1.35 to Lewis P. Scott, Mays Landing, N. J. If the land is in Cumberland county, send deed to county clerk, Bridgton, N. J.

Again, if there are people who were "ordered" off the colony, I desire to know that; also, if there are parties who paid Mr. Moore, and have his receipts, I would like to know the amounts paid, and the date of their receipts and the number of their lot, and the tract it is on.

There are many things in your article that are true—sadly true; but there are other things that are far from truth.

We produce sweet potatoes that rank with the best in the New York markets; and our strawberries are not surpassed by those of California, in quality.

As far as natural advantages are concerned, Freelander people have not been swindled; but in the way the land company did business, there was a swindle on a large scale.

Those of us who are here, and others who bought property here, are taking steps to make this company release these farms from a mortgage of \$30,000 that was put upon the company's land a few years ago.

If buyers in lower Luzerne will write me clearly as to what they have, and enclose stamp for reply, I will let them know what can be done for them without charge.

I came from Luzerne county here, and I am well-known by County Superintendent T. B. Harrison and City Superintendent J. M. Coughlin, Wilkes-Barre, Pa. If any one should desire to know whether I am reliable or not, you can do so by writing to either of the gentlemen.

I am the teacher of our public school, and have spent several months in uncovering the frauds that have been piled up here, and, if those who can, will assist in giving information, we can soon get this colony upon a foundation, and with but little expense.

I could tell you of many of the devices used here by the land company, but prefer to use these things in court before we give them to the public.

Hoping that you will give space to this much of the truth for the purpose of assisting those who may think they have lost all, I am yours, J. B. Doty.

\$100 Reward, \$100.

The readers of this paper will be pleased to learn that there is at least one cures disease that science has been able to cure in all its stages and that is catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers, that they offer one hundred dollars for any case that it fails to cure. Send for list of testimonials. Address, F. J. CHENEY & CO., Toledo, O.

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Shoes! Shoes! Shoes!

In order to clear up our present stock, so that we can carry out an agreement to handle only the shoes of a certain manufacturer, we are selling our

Shoes at Cost Price.

One pair of each size will be sold to each customer. Come now, if you want to save 30 to 35 per cent on high-grade, up-to-date shoes. We advertise nothing but solid facts.

OUR MOTTO IS:

Honest and