FINE VEHICLES.

Dunkirk Carriage buyers or anyone desiring a fine driving outfit should know that we have the Largest Assortment carried in stock by any firm in Western New York.

ROAD WAGONS from $35 up.

BUGGIES.
Over 100 now on the floor. Prices from $44.50 to $150

SURREYS.
Extension and Canopy Top, straight and cut under styles. Elegant vehicles at prices up to $275

TRAPS.
Something very stylish, two seat reversible, will soon be shown at .... $125 to $150.

A full line of Rubber Tired Vehicles of all kinds.

It is only a twenty minutes ride or a pleasant drive to Silver Creek, and our stock is worth any ones' time even to examine.

LEDMAN & STEBBINS,
SILVER CREEK, N. Y.

Laws of New York.—By Authority.

(Every law, unless a different time shall be prescribed therein, shall not take effect until the twentieth day after it shall have become a law. Section 43, article II, chapter 8, General Laws)

CHAP. 361.

AN ACT to amend chapter three hundred ninety-six of the laws of eighteen hundred eighty-three, entitled "An act to revise the charter of the city of Dunkirk," and the acts amendatory thereof and supplementary thereto.

Accepted by the city.

[illegible]

STATE OF NEW YORK,
Office of the Secretary of State. } ss.

I have compared the preceding with the original law on file in this office, and do hereby certify that the same is a correct transcript therefrom and of the whole of said original law.

JOHN T. McDONOUGH,
Secretary of State.

Rheumatism Cured in a Day.

"Mystic Cure" for Rheumatism and Neuralgia radically cures in 1 to 3 days. Its action upon the system is remarkable and mysterious. It removes at once the cause and the disease immediately disappears. The first dose greatly benefits. 75 cents. Sold by H. P. Monroe, druggist Dunkirk.

Try Grain-O! Try Grain-O!

Ask your Grocer today to show you a package of GRAIN-O, the new food drink that takes the place of coffee. The children may drink it without injury as well as the adult. All who try it, like it. GRAIN-O has that rich seal brown of Mocha or Java, but it is made from pure grains, and the most delicate stomach receives it without distress. ¼ the price of coffee. 15c. and 25cts per package. Sold by all grocers.

Relief At Once

Immediate relief from backache, pain in the side, groin or hips is experienced by taking a large dose of Thompson's Barosma or Kidney and Liver Cure. A continuation of its use will make a positive cure. Thompson's Barosma does not contain opiates and a large reward is offered for any injurious drug found in its composition. It is purely vegetable and a remedy adapted to all ages. Druggists.

MRS. CALVIN ZIMMERMAN, Milesburg, Pa., says, "As a speedy cure for coughs, colds, croup and sore throat One Minute Cough Cure is unequaled. It is pleasant for children to take. I heartily recommend it to mothers." It is the only harmless remedy that produces immediate results. It cures bronchitis, pneumonia, grippe, and throat and lung diseases. It will prevent consumption. Van Scoter & West's Pharmacy.

Educate Your Bowels With Cascarets.
Candy Cathartic, cure constipation forever. 10c, 25c. If C. C. C. fail, druggists refund money.

NOT THE ONLY ONE

There are Hundreds of Dunkirk People Similarly Situated.

Can there be any stronger proof offered than the evidence of Dunkirk residents? After you have read the following quietly answer the question.

Mr. George Hempstead of 510 Leopard street, says:—"I had lameness across my kidneys, pains in my back and was annoyed with irregular action of the kidney secretions. My mother who resides at Fredonia had used Doan's Kidney Pills and pronounced them the most effective remedy she had ever taken for the kidneys. This led me to get them from the Monroe Pharmacy. They surpass anything I ever used. I obtained prompt and positive relief and I have no hesitancy in recommending them to anyone troubled as I was."

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, N. Y., sole agents for the U. S.

Remember the name Doan's and take no substitute.

MAIL IN LARGE CITIES.

Good Postal Facilities In Business Centers.

PNEUMATIC MAIL TUBE SERVICE.

Small Proportion of People Benefited by the System—Spirited Debate Between Tillman and Chandler. Industrial Commission.

WASHINGTON, May 23.—[Special.]—Whenever anything comes up in congress in reference to postal facilities, it is always pointed out by the representatives of the large cities that they are entitled to great consideration in the matter because the receipts of these cities greatly exceed the expenditures. This was one of the claims put forth by those who wanted pneumatic tube service to be supplied to about 25 of the large cities throughout the country. It was Senator Hale of Maine who punctured this proposition in a most skillful manner. After pointing out how the large cities now had seven mail deliveries every day, they clamored for still better service. They pointed to the postal receipts as a reason why better facilities should be extended to them. Senator Hale said that the fallacy of this argument was in the fact that the receipts did not come from the cities themselves, but it was because the mail was circulated throughout the entire country for the benefit of the people in the cities that these receipts grew to such proportions. "The whole country," said Senator Hale, "is laid under tribute to everything that pertains to great cities. Business is brought in from the country and it is not a fair rule to say that you must increase everything that is asked of us by a few large cities because their receipts and returns are larger than those in the country. These receipts are made so by the country at large." The question of expediting the mails in the cities, of course, is quite a problem, and the pneumatic tube service might have been a good thing for that purpose, but representatives of smaller cities and the country districts did not believe that the great expenditure asked for this purpose was warranted.

Not Enough People Benefited.

It also came out in debate that only a very small proportion of the people were benefited by the pneumatic tube service in the matter of mail expedition. The fact is that with seven deliveries a day in the business districts of a city the mail reaches business men as often as it can be attended to. Senator Allison took occasion during the debate to point out the fact that it was only urgent letters that the pneumatic tube service benefited, and he said that there were other means of communication which would meet all the necessities, such as the special delivery stamp, whereby 10 cents will insure the delivery of a letter immediately upon its receipt in a city, and the telegraph and long distance telephone for the more urgent business matters. As a matter of fact the telegraph is used for all of the urgent business affairs of the country, and even the long distance telephone is brought into requisition quite frequently. But the principal idea that was shown in the debates in both house and senate on this particular measure was that the country districts and smaller towns throughout the United States are determined to secure better mail facilities for themselves before granting any further extensions in the cities.

Chandler and Tillman Clash.

It was during this same debate that a very funny episode occurred between Senators Chandler and Tillman. These two senators, one from the extreme north and the other from the south, have become very warm friends. They made the fight together against the armor plate and have attacked railroads side by side in the committee on interstate commerce. On pneumatic tube service they differed, Mr. Chandler favoring the service and Mr. Tillman opposing it. It was during the rather heated sparring match that Senator Tillman advanced down the aisle to the area in front of the president's desk. Senator Chandler's seat is on the front row, and as Senator Tillman came forward the New Hampshire senator backed out first to one row and then to another and finally to the very farthest desk from where the South Carolina senator was standing. There was a great deal of hilarity among the senators at the manner in which the two senators appeared. At another time: "The senator from South Carolina," said Senator Chandler, "opposes every appropriation unless South Carolina can get some of it." "I have never known New Hampshire to refuse a slice of pie on this floor," retorted Senator Tillman. There was much of the same character in the debate.

Seeking a Continuance.

The expected resolution for the continuance of the industrial commission has been presented in the senate by Senator Kyle, who has been chairman of that body ever since it was organized. It is stated that this commission has not yet completed its work. It is said now, as was said a year ago, that it will be a year in completing its reports to be submitted to congress. As the commission is going ahead and taking more testimony and one thing brings on another the prospects are that the year asked for will not be sufficient, and the commission is in a fair way to be a permanent thing. The probabilities are that the extension will be granted, although there is quite a revolt against commissions and congressmen are criticising them in rather severe terms.

ARTHUR W. DUNN.

SICKLES ENTERTAINS.

Third Army Corps Listens to Reminiscences of Gettysburg.

GETTYSBURG, Pa., May 23.—General Daniel E. Sickles of New York entertained the visiting veterans of the Third army corps with interesting reminiscences of Gettysburg at the campfire held in the courthouse. General Sickles said:

"I have often heard criticisms of my work during the second day of the battle of Gettysburg, but I have always held that if I had that day's work to do over again I would do it in the same way and would use the same tactics. I am sure that the time will come when historians will agree with me in this."

GENERAL DANIEL E. SICKLES.

This declaration was indorsed by many veterans of the corps who were present when General Sickles made the famous move which has been so much criticised.

Major Robbins of Statesville, N. C., the Confederate member of the National park commission, also entertained the veterans with pleasant reminiscences of the days when he was in the Confederate service.

General Sickles playfully alluded to Major Robbins as "the man who shot off my leg."

The major said: "We in the South got over the war a great deal sooner than you Northerners can understand. We were thoroughly reconciled long ago. It took the Spanish-American war to show you that we were truly back in the Union again."

The veterans went over the battlefield in carriages, many of them visiting the scenes of the Third corps' famous move. Considerable favorable comment was made on the work of the park commission in beautifying the battlefield and the opinion was expressed that it will be made the most beautiful one in the world.

Boer Delegates to Canvass the Country.

WASHINGTON, May 23.—Those who have been closely identified with the Boer delegates since they have been in Washington and who have conferred with them on their plans, say that as a result of the statement of the secretary of state the delegates will not remain in Washington, but will attend a series of meetings to be held throughout the country.

Mother and Child Suffocated.

NEW YORK, May 23.—A $500 fire in the basement of a flat house at 181 Park avenue, resulted in the death of Mrs. Josephine McShane and her 18-months-old son Edward, who were suffocated by smoke.

To Strengthen Bermuda Garrison.

KINGSTON, Jamaica, May 23.—Orders have been received from the war office to dispatch the First battalion of the West India regiment to strengthen the Bermuda garrison.

BASEBALL NEWS.

Results of Games Played Yesterday in Different Leagues.

At Indianapolis—

		R	H	E
Indianapolis	0 0 0 1 0 0 0 0 0—	1	11	0
Milwaukee	0 1 0 0 0 0 0 1 0—	2	7	2

Batteries—Kellum and Powers; Dowling and Smith.

At Buffalo—

		R	H	E
Buffalo	0 0 0 0 0 0 1 8 *	9	7	1
Chicago	0 1 1 0 3 0 0 0 0—	5	10	3

Batteries—Amole and Speer; Fisher and Sugden.

At Cleveland—

		R	H	E
Cleveland	0 0 1 0 0 1 0 0 0	2	4	5
Kansas City	0 3 0 0 0 3 2 1 2—	12	17	1

Batteries—Hoffer and Diggins; Gear and Wilson.

National League.

At St. Louis—

		R	H	E
St. Louis	1 2 1 1 0 2 0 0 *—	7	9	0
Boston	0 0 0 0 0 0 0 0 0	0	6	0

Batteries—Jones and Criger; Pittenger and Sullivan.

At Chicago—

		R	H	E
Chicago	1 0 1 0 0 0 1 2 0	5	9	6
Philadelphia	2 1 0 1 0 4 0 0 0—	8	11	4

Batteries—Callahan and Chance; Donohue and McFarland.

At Pittsburg—

		R	H	E
Pittsburg	0 0 0 0 0 1 0 0 0—	1	9	0
Brooklyn	0 0 1 2 0 1 0 0 0—	4	8	1

Batteries—Tannehill and Zimmer; Kitson and Farrell.

At Cincinnati—

		R	H	E
Cincinnati	0 1 0 0 6 1 0 0 0	8	11	4
New York	0 2 0 0 2 0 0 0 0—	5	9	5

Batteries—Breitenstein and Peitz; Carrick and Warner, Bowerman.

Eastern League.

At Montreal—

		R	H	E
Montreal	0 0 2 0 0 0 0 2 *—	5	9	2
Worcester	0 1 0 2 0 1 0 0 0—	4	7	2

Batteries—Souder and Moran; Smith, Magee and Kittredge.

At Toronto—

		R	H	E
Toronto	0 2 1 0 0 1 0 0 0—	4	9	6
Hartford	2 0 0 0 2 0 0 0 1—	5	8	7

Batteries—Foreman and Roach; Miller and Steelman.

At Rochester—

		R	H	E
Rochester	4 0 0 0 1 0 1 1 0—	7	12	5
Providence	1 1 1 0 2 0 4 0 0—	10	15	6

Batteries—Bowen and Smink; Braun and Leahy.

At Syracuse—

		R	H	E
Syracuse	0 0 0 0 2 2 1 1 0—	6	8	10
Springfield	1 7 1 0 0 0 3 0 1—	13	17	1

Batteries—Wiltse, Bannon and O'Neil; McBride and Phelps.

State League.

At Troy—Troy, 13; Schenectady, 20.
At Albany—Albany, 10; Utica, 6.
At Oswego—Oswego, 2; Cortland, 5.
At Rome—Rome, 14; Binghamton, 11.

Jeffries Umpires Oswego-Cortland Game.

OSWEGO, N. Y., May 23.—Champion Jim Jeffries sparred with Jack McCormack and umpired the game yesterday.

The Cure that Cures Coughs, Colds, Grippe,
Whooping Cough, Asthma, Bronchitis and Incipient Consumption, is

OTTO'S CURE

The GERMAN REMEDY
Cures throat and lung diseases.
Sold by all druggists. 25 & 50 cts.

LEADING HOTELS.

The New Hoffman House, situated on Broadway, opposite Madison Square is such a complete transformation of the Old Hoffman, that it is hard to believe one's eyes when seeing its beauties for the first time. It is probably the best located for the convenience of guests of any hotel in New York and is under the management of Mr. J. P. Caddagan, an old Dunkirk boy. A visitor to the metropolis will make no mistake by stopping at the New Hoffman.

The city of Washington, D. C., is noted for good hotels. One of the best to stop at is Willard's Hotel, corner Pennsylvania avenue and 14th street. It is convenient to the trains; its charges are very reasonable, either American or European plan. The readers of this paper will be more than pleased with it.

One of the best hotels to stop at when visiting the city of Jamestown, is the Humphrey House. It is clean and comfortable, good beds, and the very best kind of meals. Anyone arriving in Jamestown, by cars or boats can go direct to the Humphrey House by electric cars.

The Mayville House in the village of Mayville is kept by Mr. John Kessel. Free carriages take guests to and from the trains. It has a good table and clean beds, and visitors are taken care of at moderate rates.

Pale and Sickly Children

Grow strong and well after using Thompson's Sweet Worm Powder. 25 cents.

The Change of time on the Nickel Plate Road

Only a slight change at any of our stations. No. 4 leaves Chicago at 3:20 P. M., and departs from intermediate stations about thirty minutes later than formerly. Individual Club Luncheon and Supper in Dining Car Chicago to Bellevue. Improvement in through sleeping car service both east and west. Club Breakfast and Lunch is served in Dining Car Bellevue to Chicago on No. 1. Dining Car service on No. 2 and 3 in both directions between Chicago and Buffalo. All trains daily. Write, wire 'phone or call.

To secure the original Witch Hazel salve, ask for DeWitt's Witch Hazel Salve, well known as a certain cure for piles and skin diseases. Beware of worthless counterfeits. They are dangerous. Van Scoter & West's Pharmacy.

To Whom It May Concern.

Take Notice. That the co-partnership heretofore existing between Henry H. Droege and Nellie P. Droege, of the City of Dunkirk, N. Y. Under the firm name and style of the C. W. Martin Car Heater Company, with its office at No. 18 West Fourth street in the City of Dunkirk, N. Y., has this day been dissolved by mutual consent, the above named parties retiring from said business, and that the good will and business of said co-partnership has been transferred to Cary W. Martin of Jersey City, N. J.

Dated May 1st, 1900.

HENRY H. DROEGE,
NELLIE P. DROEGE.

Excursions DUNKIRK TO BUFFALO.

Commencing Thursday, May 31st. The magnificent new E. & B. Line Steamer

PENNSYLVANIA

will make regular trips on Tuesday and Thursday of each week leaving Dunkirk at 10:00 a. m. and returning leave Buffalo at 6:00 p. m.

Round trip returning same day 50c
Round trip returning during season 75c

A first-class dining service on board, also tea, coffee, sandwiches, etc.

Office, foot of Commercial St., Buffalo, N. Y.

WESTERN NEW YORK AND PENNSYLVANIA RAILWAY.

TIME TABLE

In effect Nov. 20, 1899. Trains leave Dunkirk for Mayville, Jamestown, Corry, Titusville, Oil City, New Castle and Pittsburg, as follows:

No. 12, Brocton Accom. daily .... 9:43 a m
No. 2, Fast Line (daily) .... 10:05 a m
No. 6, Oil City Express, except Sunday .... 4:31 p m
No. 14, Brocton Accom. except Sunday .... 8:10 p m
No. 4, Night Line, daily .... 12:06 a m

For Buffalo and all points East.

No. 3, Fast Line, daily .... 5:45 a m
No. 15, Buffalo Accom. except Sunday .... 7:20 a m
No. 5, Buffalo Express, except Sunday .... 10:49 a m
No. 1, Eastern Express, daily .... 4:22 p m
No. 13, Buffalo Accom. daily .... 6:29 p m

Trains 1, 2, 3 and 4 run solid daily, between Buffalo and Pittsburg. Pullman cars attached. Direct connections made at Buffalo with all roads diverging.

Get Time Tables and full information from A. C. Showalter, Agent, Dunkirk.

J. A. Fellows, G. P. & T. Agent.
R. Bell, General Supt.
Mooney-Brisbane Building, corner Main and Clinton streets, Buffalo, N. Y.

LACKAWANNA.

(D., L. & W. R. R.)

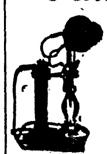
Ticket office—289 Main St., Ellicott Square; station foot of Main St.

In effect March 8, 1900.	Lv. Buf'lo.	Ar. N. Y.
New York and Phila. Exp.	* 2.55 a.m.	*2.55 p m
Scranton Accommodation	* 7.30 a. m.	
Manhattan special, New York and Philadelphia	* 9.00 a.m.	*7 30 p.m
Bath Accommodation	* 4 15 p m	
New York Express	* 5.00 p.m.	*7.05 a.m
New York Limited	* 8.15 p.m	*7 30 a.m
†The Owl and Phila. special	*11.00 p m.	*9.25 a.m

*Daily. †Daily except Sunday.

Trains 2.55 a. m. and 9.00 a. m. to Philadelphia are daily except Sunday. Sleeper open 9.30 p.m. Reservations 30 days in advance. Telephone 601 Seneca.

To Save Time —IS— TO SAVE MONEY



The Telephone Service is the greatest Time saver of the Age.

—WITH AN—

EXTENSION STATION

On your desk, you have half the Country at your elbow.

Telephone No. 100 for Rates.

N. Y. & PA. T. & T. CO.

GRAND TRUNK RAILWAY SYSTEM

THE BEST ROUTE TO ALL CANADIAN POINTS.

Hamilton, Toronto, London, Peterboro, Kingston, Montreal, Quebec, &c.

SHORT LINE TO MICHIGAN reaching Flint, Saginaw, Grand Rapids, &c., quicker than other lines.

Full information, Tickets, etc., at City Ticket Office, 285 Main Street, Buffalo, N. Y.

B. A. V. & P. R. R.

New York Central and Hudson River R. R. Co. Lessee.

Time Table in effect Jan. 28, 1900.

Stations (South / North): Dunkirk, Fredonia, Laona, Lily Dale, Cassadaga, Moons, Stockton, Gerry, Falconer, Jamestown, via Electric Cars, Jamestown, Falconer Jct., Frewsburg, Russell, Warren, Irvineton, Titusville, Oil City, Pittsburg. [times illegible]

H. Parry, General Agent, No. 308 Main Street, Buffalo, N. Y.
G. W. Bartlett, Superintendent, Dunkirk, N. Y.
Geo. H. Daniels, Gen'l Passenger Ag't., New York.

ERIE RAILROAD

DIRECT ROUTE TO
NEW YORK, PHILADELPHIA, BALTIMORE, WASHINGTON, BOSTON, ELMIRA, BINGHAMTON, BRADFORD, JAMESTOWN, CHICAGO, CINCINNATI.

AND ALL POINTS EAST AND WEST

Time Table in effect June 18, 1900.

9:00 A. M. Daily No. 28. Day express. Stops at all stations to Salamanca. Connects at Dayton, N. Y., for Jamestown and the west, and also for Buffalo and at Carrollton for Bradford.

3:05 P. M. Daily No. 12. Express for New York, stopping at all stations to Salamanca. Connects at Dayton daily except Sunday for Jamestown and the west, and also for Buffalo and daily at Carrollton for Bradford. Through Pullman sleeping cars from Salamanca to New York and direct connections for Philadelphia, Washington and all points South.

Trains arrive at Dunkirk from the east at 1:30 p. m. daily and 8:25 p. m. daily.

Further information from J. Bourne, Agent at Dunkirk, or F. H. Garfield, Division Passenger Agent, Jamestown, N. Y.

D. I. ROBERTS,
General Passenger Agent, N. Y.

LAKE SHORE RAILROAD.

Time Table takes Effect Sunday, Apr. 29 1900.

EASTWARD.

90th Meridian Time	Leave Erie	Leave Dunkirk	Arrive Buffalo
No. 46, So. West Ex	5.18 pm	* 6.21 pm	7.30 am
No. 2	4.30 am	* 6.41 am	8.00 am
No. 18, So. west Lim	4.12 am	* 5.12 am	6.18 pm
No. 38, N Y & Bo Ex	10.05 am	* 12.37 pm	2.00 pm
No. 28	1.42 pm	* 2.48 pm	3.55 pm
No. 10, Chi & Bo Spl	9.50 pm	* 11.10 pm	12.10 am
No. 40, Tol & Bu Ac	2.10 pm	* 3.46 pm	5.20 pm
No. 6, L. Fast Mail	8.01 pm	* 9.02 pm	10.10 pm
No. 104 Buff Ac	8.50 am	10.50 am	11.45 am
	Westfield		
No. 100 W'field Ac	* 5.50 am	* 6.20 am	7.45 am
No. 4 Day Ex	*12.15 am	* 1.27 am	2.45 am
No. 16 N. Y. & N. E. Ex	12.48 am	* 1.49 am	2.55 am

WESTWARD

90th Meridian Time	Leave Buffalo	Leave Dunkirk	Arrive Erie
No. 3, So. West Ex	7.55 am	* 8.55 am	10.00 am
No. 3	6.25 pm	* 7.28 pm	8.27 pm
No. 23 West Ex	5.10 am	* 6.34 am	8.05 am
No. 37 Pacific Ex	12.20 am	* 1.43 am	3.00 pm
No. 19 So. west Lim	11.00 pm	* 11.57 am	1.00 am
No. 15 Bos & Ch Ex	10.45 pm	* 11.41 am	12.49 am
No. 105, Erie Acc	4.45 pm	* 6.05 pm	7.45 pm
			Westfield
No. 101, W'stf'd Ac	3.30 pm	* 4.55 pm	5.30 pm
No. 103 Y. & Ch'l Ex	12.40 am	* 1.53 am	2.45 am

*Daily. †Daily except Sunday.

A. J. SMITH,
Gen'l. Passenger Agent.

D. & F. STREET RY.

In Effect Monday, March 26, 1900.

Leave Fredonia—6.00, 6.30, 7.00, 8.00, 8.30, 9.30, 10.30, 11.30, a. m. 12.30, 1.00, 1.30, 2.00, 2.30, 3.00, 3.30, 4.00, 4.30, 5.00, 5.30, 6.30, 7.00, 8.00, 9.00, 10.00, 11.00 p.m.

Leave Dunkirk—6.30, 7.00, 8.00, 8.30, 9.00, 10.00, 11.00, 12.00 a.m. 1.00, 1.30, 2.00, 2.30, 3.00, 3.30, 4.00, 4.30, 5.00, 5.30, 6.00, 7.05, 7.30, 8.30, 9.30, 10.30, 11.30 p.m.

SUNDAYS

Leave Fredonia—7.00, 8.00, 9.00, 10.00, 11.00, 11.30, a. m. 12.30, 1.00, 1.30, 2.00, 2.30, 3.00, 3.30, 4.00, 4.30, 5.00, 5.30, 6.30, 7.00, 8.00, 9.00, 10.00, 11.00 p.m.

Leave Dunkirk—7.30, 8.30, 9.30, 10.30, 11.30, 12.01, a. m. 1.00, 1.30, 2.00, 2.30, 3.00, 3.30, 4.00, 4.30, 5.00, 5.30, 6.00, 7.00, 7.30, 8.30, 9.30, 10.30, 11.30, p. m.

The 7.05 and 8.30 p. m. Cars from Dunkirk will wait for trains unless more than 15 minutes late.

M. M. FENNER, Manager.

NICKEL PLATE.

All trains arrive at and depart from Van Buren Street Union Passenger Station, Chicago. Uniformed Colored Porters attend first and second class day coaches on thru trains, insuring scrupulously clean cars enroute.

[timetable illegible]

Drawing Room Sleeping Cars on Nos. 1, 2 and 3 for Chicago; on Nos. 1, 2 and 6 thru to New York and Boston. [illegible]

NEW YORK CENTRAL & HUDSON RIVER R. R.

THE FOUR-TRACK TRUNK LINE.

[illegible]

EASTERN STANDARD TIME.

LEAVE DUNKIRK. LEAVE BUFFALO. ARRIVE NEW YORK.

[timetable illegible]

*Daily except Sunday.

H. PARRY, Gen'l Agent, 308 Main St., Buffalo.
GEO. H. DANIELS, Gen'l Pass. Agent, Grand Central Sta., New York.

PENNSYLVANIA RAILROAD.

Philadelphia & Erie R. R. Division. Schedule in Effect November 19, 1899. EASTERN TIME.

Eastward / Westward: Erie, Union City, Corry, Irvineton, Warren, Kane, Ridgway, Emporium, Driftwood, Renovo, Lock Haven, Williamsport, Sunbury, Harrisburg, Philadelphia, New York, Baltimore, Washington. [times illegible]

Note—Connection for Erie Mail on Sunday leaves Philadelphia 8.25 a. m., arrive New York, Desbrosses and Cortlandt Streets, 12.23 a. m. West Twenty-third street station 12.33 a. m.

PULLMAN CAR ARRANGEMENTS.

Eastward.

No. 4. Sleeping Cars, Erie to Philadelphia and Williamsport to Philadelphia, daily.

Westward.

No. 3. Sleeping Cars leave Philadelphia for Erie daily except Saturday, and Washington to Williamsport, daily except Sunday.

No. 3. Sleeping Cars, Philadelphia to Erie, Saturday nights only, and Philadelphia to Williamsport, daily.

Trains will leave Union Station, Pittsburg as follows (Eastern Standard Time):—

MAIN LINE EASTWARD.

Atlantic Express, daily .... 3.30 a. m.
Pennsylvania Limited, daily .... 7.15 a. m.
Day Express, daily .... 8.00 a. m.
Main Line Express, daily .... 8.00 a. m.
Harrisburg Mail, daily .... 12.45 p. m.
Philadelphia Express, daily .... 4.30 p. m.
Mail and Express daily (see note) .... 7.00 p. m.
Eastern Express, daily .... 7.10 p. m.
Fast Line, daily .... 8.30 p. m.

Pittsburg Limited, daily with through coaches to New York and sleeping cars to New York, Baltimore and Washington only. No extra fare on this train.

Philadelphia Mail, Sundays only .... 8.40 a. m.

Note.—This train is for New York passengers only. Through buffet sleeper. No coaches.

For Atlantic City (via Delaware River Bridge all-rail route) 8.00 a. m. and 8.30 p. m. daily.

For further information apply to Ticket Agent.

J. B. HUTCHINSON, General Manager.
J. R. WOOD, Gen. Passenger Agent.

JAMESTOWN & CHAUT. RY.

Winter Schedule—Effective Nov. 5, 1899.

Daily ex. Sun. P. M.	Daily ex. Sun. A. M.		Daily ex. Sun. A. M.	Daily ex. Sun. P. M.
4 40	10 05	Lv. Dunkirk Ar. (W. N. Y. & P. R. Y. Depot)	10 40	4 15
5 50	11 08	Ar. Point Chautauqua Lv.	[illegible]	[illegible]
5 58	11 11	Dewittville	[illegible]	[illegible]
6 04	11 16	Bemus Point	[illegible]	[illegible]
6 34	11 55	Ar. Jamestown Lv.	[illegible]	[illegible]

J. S. Barrow, Gen. Freight and Pass. Agt.