

# Royal BAKING POWDER

**-Absolutely Pure-**

Working uniformly and perfectly, it makes the bread and cake always light and beautiful, and there is never a waste of good flour, sugar, butter and eggs.  
Finer food; saving of money; saving of the health of the family: the last is the greatest economy of all.

The "Royal Baker and Pastry Cook"—over 800 practical and valuable cooking receipts—free to every patron. Send full address.

Some baking powder makers claim their powders are cheaper. They can be cheaper only if made from cheaper materials. To cheapen the cost of an article of food at the expense of its healthfulness, as is done in alum baking powders, is a crime.

ROYAL BAKING POWDER CO., 100 WILLIAM ST., NEW YORK.

## SOME JURIES MIGHT SAY YES

### DID THESE COLORED CLUB MEMBERS GAMBLE?

#### Commonwealth Tries to Show by the Presence of Large Number of Poker Chips, Playing Cards and Card Tables That Detectives Told the Truth When They Averred They Played Poker in the Eureka Club Rooms—Convicted of Assaulting Patrolman—Other Court Matters.

Just how preposterous a commonwealth case can be made was instanced yesterday in the trial of Charles H. Major, charged by Superintendent of Police Lona E. Day with keeping a gaming house.

On the mere showing that the place was a colored club house; that a dozen tables, a chest of chips and a box of playing cards were captured there, and that three detectives played poker in the place, the commonwealth had the effrontery to ask a jury to find that gambling was permitted on the premises. The case was out at adjourning time, but when it comes in, if it does not report a verdict censuring the commonwealth for its violent presumption, it will be because the facts do not warrant such a report.

The case was tried before Judge George S. Ferris, of Luzerne, specially presiding in court room No. 2. Assistant District Attorney Louis Gramer appeared for the commonwealth, and John J. Murphy and H. L. Taylor, for the defendant.

The alleged gambling house is situated at the corner of Lackawanna and Adams avenues. It is known as the Eureka Reading club house. Charles H. Major, the defendant, claims to be steward of the club.

#### THE DEFENSE.

The defense was that Major was only the steward of the club, and that if there was any gambling there, it was against his wishes and without his knowledge.

Select Councilman C. E. Chittenden was called by the defense as a character witness for the house. He told that he had occasion to note it, as his place of business was only a few doors away, and as far as he could see it was a well-conducted place.

Albert Cotton, who was alleged by the detectives to be one of the men who played poker there, admitted the truth of this allegation and declared that the chips belonged to him, were usually kept in his trunk, and that Steward Major knew nothing of them.

Mrs. Margaret Major admitted that she played two games of pool with Hamlett, but denied that any money was wagered. William Fisher, Fred Wells (white), William Powell and Charles O'Neill testified they were members of the club, lived there and spent most of their leisure time there, but never saw any gambling.

Samuel Porter, formerly of the American house, West Lackawanna avenue, testified that the supposed gaming tables found at the club house were sold by him to the club, and that they were not gaming tables at all, but regular, really-truly dining tables. To prove that no suspicion could possibly attach to them, he told that he purchased them from the Scranton Bowling association.

#### MURRAY ON TRIAL.

James Murray, the third of the South Scranton men, charged with assault and battery on Patrolman Tom Jones during the car strike riot, on Stone avenue, October 23, was convicted in short order in the main court room, where Judge Frank W. Wheaton, of Luzerne, is specially presiding.

The story of Patrolman Jones and Morgan Sweeney, who came to his as-

stance, was that Murray threw a stone at a motorman and that when Patrolman Jones, who saw the act, took Murray into custody, Murray and the two Finigans, now serving sixty and thirty days, respectively, for this offense, jumped on him and tried to do him up. Sweeney bested the Finigans and landed one of them in jail. Jones had a fierce fight with Murray, and although a dozen or more tried to rescue the prisoner and brutally abused the patrolman, Murray was kept a prisoner and landed in jail. The other Finigan was arrested later.

Murray's story was that he had a quarrel with the motorman and that the motorman struck him on the head with a motor-handle, inflicting a deep gash. Patrolman Jones took him into custody and started him off towards the station house. The blood from the gash in his head was flowing into his eyes, and he asked the patrolman to let him go into one of the houses to wash his wound. The patrolman refused, and Murray made an effort to pull away. At that, the patrolman struck him on the head with his club, and he knew nothing more until he woke up in the police station. He denied positively having raised his hand to the officer.

The jury was out about fifteen minutes. Assistant District Attorney W. Gaylord Thomas represented the prosecution. The defendant's attorney was Hon. John P. Quinnan.

#### COURT HOUSE NEWS NOTES.

Forfeited recognizances were yesterday remitted by Judge Edwards in the cases of the commonwealth against Hartnet and commonwealth against Hall.

An order was made by Judge Edwards yesterday granting the claim of Bernard McGreevy, of Chincilla, for the prescribed reward of \$20 for capturing a horse thief. He captured Fred Snyder who stole a horse belonging to Rice, Levy & Co.

Sarah Peters, of Peckville, applied for divorce yesterday alleging her husband, William Peters, left her February 20, 1900, after debauching her would never return. He has been as good as his word. They were married November 23, 1898. Charles E. Oyer is the libellant's attorney.

The following who were drawn as jurors are not serving for the reasons set after their respective names: Charles H. Brown, Moscow, not found; Stewart Biessecker, Scranton; excused; Lawrence Bliss, Scranton, not found; Charles E. Bradbury, Scranton, excused; A. P. Flannery, Scranton, excused; George F. Miller, Scott, not found; S. J. Sharp, Scranton, deceased; Anson Washier, Dunmore, excused.

Verdicts of not guilty were taken in the cases in which Constable James W. Clark, of the Eighteenth ward, charged illegal liquor selling against Samuel Miller, sr., and Samuel Miller, jr. Mr.

#### RAILROAD TIME TABLES.

**Delaware, Lackawanna and Western.**  
In Effect Nov. 3, 1901.  
Trains leave Scranton for New York—At 1.05, 3.15, 6.05, 7.50 and 10.05 a. m.; 12.45, 3.40, 5.35 p. m. For New York and Philadelphia—7.50, 10.40 a. m., and 12.45 and 3.35 p. m. For Tobyhanna—At 6.10 p. m. For Buffalo—1.15, 6.52 and 9.00 a. m.; 1.55, 6.50 and 11.35 p. m. For Binghamton and way stations—1.20 a. m. and 1.10 p. m. For Oswego, Syracuse and Ulster—1.15 and 6.22 a. m.; 1.55 p. m. Oswego, Syracuse and Ulster train at 6.22 a. m. daily, except Sunday.  
For Montreal—6.00 a. m.; 1.10 and 6.50 p. m. Nicholson accommodation—6.50 and 6.15 p. m.  
Blossburg Division—For Northumberland, at 6.35 and 10.45 a. m.; 1.55 and 6.10 p. m. For Plymouth, at 6.10 a. m.; 3.40 and 6.00 p. m.  
Sunday Trains—For New York, 1.40, 3.15, 6.00 and 10.05 a. m.; 2.40, 3.35 p. m. For Buffalo—1.15 and 6.22 a. m.; 1.55, 6.50 and 11.35 p. m. For Binghamton and way stations—10.20 a. m. Blossburg Division—Leave Scranton, 10.40 a. m. and 6.10 p. m.

**Pennsylvania Railroad.**  
Schedule in Effect June 2, 1901.  
Trains leave Scranton: 6.38 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 New York.  
7.38 a. m., week days, for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburgh and the west.  
8.38 a. m., week days (Sundays, 1.08 p. m.), for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburgh and the west.  
1.28 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.  
1.57 p. m., week days, for Hazleton, Sunbury, Harrisburg, Philadelphia and Pittsburgh.  
J. H. HUTCHINSON, Gen. Mgr.  
J. B. WOOD, Gen. Pass. Agt.

**Lehigh Valley Railroad.**  
In Effect Nov. 3, 1901.  
Trains leave Scranton:  
For Philadelphia and New York via D. & H. R. R., at 6.38 and 9.10 a. m., and 2.18, 4.27 (Black Diamond Express), and 11.30 p. m. Sunday, 8.57 p. m.  
For White Haven, Hazleton and principal points in the coal region, via D. & H. R. R., 6.38, 2.18 and 4.27 p. m. For Pottsville, 6.38 a. m., 2.18 and 4.27 p. m.  
For Bethlehem, Easton, Reading, Harrisburg, and principal intermediate stations, via D. & H. R. R., 6.38 and 9.10 a. m., and 2.18, 4.27 (Black Diamond Express), 11.30 p. m. Sundays, D. & H. R. R., 8.57 a. m. and 1.57, 2.27 p. m.  
For Tunkhannock, Towanda, Elmira, Bataca, Geneva and principal intermediate stations, via D. & H. R. R., 6.38 and 9.10 a. m., and 2.18, 4.27 (Black Diamond Express), 11.30 p. m. Sundays, D. & H. R. R., 8.57 a. m. and 1.57, 2.27 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.  
ROLIN H. WILBUR, Gen. Supt., 26 Cortland street, New York.  
CHARLES S. LEE, Gen. Pass. Agt., 26 Cortland street, New York.  
A. W. NONEMACHER, Div. Pass. Agt., South Bethlehem, Pa.  
For tickets and Pullman reservations apply to city ticket office, 69 Public Square, Wilkes-Barre, Pa.

**New York, Ontario and Western.**  
In Effect Tuesday, Sept. 17, 1901.  
NORTH BOUND.  
Leave Scranton: 6.38 a. m., 11.10 a. m., 1.00 p. m.  
No. 10 ..... 10.20 a. m., 1.10 p. m., 4.40 p. m.  
No. 7 ..... 6.38 a. m., 1.47, 2.28 (Black Diamond Express), 6.40 p. m.  
SOUTH BOUND.  
Leave Scranton: 2.15 p. m.  
No. 9 ..... 8.30 a. m., 5.10 p. m., 10.45 a. m.  
No. 5 ..... 7.00 p. m., 4.00 a. m., 7.40 p. m.  
SUNDAYS ONLY, NORTH BOUND.  
Leave Scranton: 7.00 a. m., 4.00 p. m.  
SOUTH BOUND.  
Leave Scranton: 7.00 a. m., 4.00 p. m.  
No. 10 ..... 4.30 p. m., 6.00 p. m., 6.15 p. m.  
No. 9 ..... 6.38 a. m., 1.47, 2.28 (Black Diamond Express), 6.40 p. m.  
For further information consult ticket agents.  
J. E. WELSH, T. & A., Scranton, Pa.

**Erle Railroad, Wyoming Division.**  
Trains for New York, Newburgh and intermediate points leave Scranton as follows: 7.20 a. m.; 2.20 p. m.  
Arrivals—10.35 a. m. from Middletown, Honesdale, Hawley and intermediate points; 2.20 p. m. from New York, Newburgh and intermediate points. No Sunday trains.

#### RAILROAD TIME TABLES

**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, Mauch Chunk, White Haven, Ashley and Wilkes-Barre at 7.30 a. m., 1 p. m. and 4 p. m. Sunday, 2.10 p. m.  
Quaker City Express leaves Scranton at 7.30 a. m. and 4 p. m. and 1 p. m. and 4 p. m. Sundays, 2.10 p. m.  
For Reading, Lehigh and Harrisburg, via Allentown, at 7.30 a. m. and 1 p. m. Sunday, 2.10 p. m.  
For Pottsville at 7.30 a. m. and 1 p. m.  
For rates and tickets apply to agent at station.  
J. S. SWISHER, Gen. Pass. Agt., Scranton.  
Dist. Pass. Agt., Scranton.

## GOLDSMITH'S G. B. BAZAAR

### The Fourth Great "Mill End Sale" Begins This Morning at 8.30 O'Clock.

We are fully prepared for the rush which is bound to come. Our large force of employes, under the direction of Mr. Lockhart, worked all day yesterday getting his stock of Mill Ends in Readiness, so that you can be waited upon quickly and properly. Please bear in mind that any lots of Mill Ends when once sold out cannot be replaced. Therefore, come early and often.

### This Will Be the Day for Mr. Lockhart's Sensational 15-Minutes' Sales

Quantities Limited to Protect Us from Storekeepers.

**From 8.30 to 8.45 O'clock, in Basement**—Mr. Lockhart will sell a lot of standard grey, red and other dark prints; 10 yards for 19c.

**At 8.45 Sharp, in Basement**—Mr. Lockhart will sell for 15 minutes, a lot of dark Dress Gingham, at 2 1/2c per yard.

**At 9 O'clock Sharp, on Main Floor**—Mr. Lockhart will sell at Gents' Counter, for 15 minutes, a lot of Men's Seamless, Fast Black Socks, at 5c per pair.

**At 9.15 O'clock Sharp**—Mr. Lockhart will sell, at Ladies' Hosiery Counter, a lot of Ladies' Fine Gauge, Seamless, Fast Black Cotton Hose, at 5c a pair.

**At 9.30 O'clock Sharp**—Mr. Lockhart will sell, at Lace Counter, for 15 minutes, Torchon Laces, at 1c per yard; Point de Paris, Lace Edge and Insertion to match, worth 25c a yard, at 5c, and Cambric and Nainsook Embroideries, worth 6c per yard, at 3c.

**At 9.45 O'clock Sharp**—Mr. Lockhart will sell, at Ribbon Counter, for 15 minutes, Plain Silk Taffeta Ribbons, 4 inches wide, as well as Fancy Taffeta Silk Ribbons, worth 18 to 25c, at 9c per yard.

**At 10 O'clock Sharp**—Mr. Lockhart will sell for 15 minutes, at Children's Ribbed Underwear Counter, Children's Grey Fleece Ribbed Vests and Pants, sizes 20 to 24, 7c; sizes 26 to 30, 10c.

**At 2.30 O'clock Sharp**—Mr. Lockhart will sell at Notion Counter, for 15 minutes, Cabinet Hair Pins, worth 15c, at 5c; Nickel Plated Safety Pins, worth 8c per card, at 1c; Best Fancy Garter Elastic, worth 20c, at 7c per yard.

**At 2.45 O'clock Sharp**—Mr. Lockhart will sell for 15 minutes, a lot of Ladies' Silk Waists, Blacks and Colors, worth from \$4.98 to \$6.98; your choice, \$2.98.

**At 3 O'clock Sharp**—Mr. Lockhart will sell a lot of Ladies' Black Cloth Dress Skirts, trimmed with 3 bands of Taffeta Silk, worth \$3, 00, only \$1.49; Ladies' Black Cloth Tucked Dress Skirts, worth \$4.98, at \$2.98.

#### An Unexampled Bargain Feast in Ladies' Kid Gloves

All new, fresh stock, secured especially for the Mill End Sale:  
150 dozen Ladies' 2-Button, Embroidered Back, Glace Kid Gloves, in Black, Tan, Castor, Ox Blood, Grey, Brown and White; the regular 75c quality. Mill End Price..... 53c  
100 dozen of our regular \$1.00 quality Glace Suede and Mocha Kid Gloves. Mill End Price..... 73c

*These prices are but a fair sample of the prices prevailing throughout the entire store, and every subsequent issue of this paper for the next few days will contain Mill End prices from the different departments.*

## \$2,750,000

# Gulf & Ship Island Railroad Company.

### First Mortgage Refunding and Terminal 5% FIFTY YEAR GOLD BONDS.

Interest Payable January and July. Principal due February, 1952.

Coupon and Registered Bonds. Immediate application will be made for listing on the New York Stock Exchange. New York Security & Trust Co. Trustee.

The bonds offered are issued for the purpose of refunding the bonded indebtedness of the company as it has heretofore existed. Full information in regard to the bonds and the property upon which they are secured will be found in a letter from J. T. Jones, Esq., President of the company, copies of which will be furnished upon application. Extracts from this letter are appended.

The main line of the Gulf & Ship Island Railroad, 160 miles in length, extends from Gulfport, Miss., on Mississippi Sound, Gulf of Mexico, midway between Mobile and New Orleans, north and northwest to Jackson, the state capital. Branches aggregating 93 miles reach important points. Exceptional facilities for the interchange of traffic are afforded by three rail connections—the Illinois Central, the New Orleans & Northeastern, and the Louisville and Nashville. Upon the completion of the terminals at Gulfport large export and coastwise business in lumber, naval stores, grain and cotton should develop, as well as a considerable import business in tropical fruits and merchandise.

Gross earnings, operating expenses and net earnings for the year ended June 30, 1901, and four months ended October 31, 1901, are certified by Messrs. Patterson, Teal & Dennis, Certified Public Accountants, as follows:

	Year Ended June 30, 1901.	Four Months Ended October 31, 1901.
Average miles operated.....	250.10	253.58
Gross earnings.....	\$1,035,429	\$436,400
Operating expenses and taxes.....	802,555	316,292
Net earnings.....	\$232,874	\$120,108

With the completion of the improvements to roadbed and structures now in process it is expected that the percentage of operating expenses to gross earnings can be materially reduced and net earnings correspondingly increased.

The interest charge on the present issue of \$2,750,000 of refunding bonds will be \$137,500 per annum or \$540 per mile, as against net earnings at the rate of \$1,422 per mile per annum in the first four months of the current fiscal year, and as against average net earnings of \$1,001 per mile per annum for the last two years and four months.

The company is free from floating debt.

The company's First Refunding and Terminal Mortgage, issued to secure its Fifty-year Five Per Cent. Gold Bonds, covers the entire property, including terminals. The total authorized issue of bonds is \$5,000,000, of which amount \$2,750,000 has been issued to refund and radjust the bonded debt as heretofore existing. Only \$50,000 of the old bonds remain outstanding. With this exception the First Mortgage Refunding and Terminal 5% are secured by an absolute first mortgage lien. The balance of the authorized issue of \$5,000,000 is reserved to complete the terminals of the railroad on the Gulf of Mexico and at other points, to pay for new equipment and for other betterments and improvements as required.

The bonds now issued are at the rate of less than \$11,000 per mile; under the company's charter the bonded debt cannot exceed \$200,000 per mile.

A sinking fund of one per cent. per annum has been arranged for, to begin to accrue from January 1st, 1904, bonds to be bought if obtainable at 110 and accrued interest or under. Bonds cannot be called for payment before maturity.

Of the present issue of \$2,750,000 bonds, \$1,750,000 have already been placed with investors by private subscription.

We now offer the remaining \$1,000,000 bonds at 104 1/2 and accrued interest.

The right is reserved to decline to make allotments or to allot smaller amounts than applied for. Pending preparation of the engraved bonds, temporary bonds in registered form are now ready for delivery. The mortgage and reports of the accountants and consulting engineer may be examined at our offices.

**FISSK & ROBINSON,**  
36 Nassau Street, New York.  
40 State Street, Boston.

**THE SCRANTON SAVINGS BANK,**  
Scranton, Pa.

## Spencer Trask & Co.

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27 & 29 Pine Street, New York

Now ready for gratuitous distribution, 1902 Edition (Pocket Size.)

### Statistical Tables

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**OLD STOCK PILSNER**

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## NEW YORK HOTELS.

### WESTMINSTER HOTEL

Cor. Sixteenth St. and Irving Place, NEW YORK.

American Plan, \$5.50 Per Day and Upwards.  
European Plan, \$1.00 Per Day and Upwards.  
Special Rates to Families.  
T. THOMPSON, Prop.

For Business Men  
In the heart of the wholesale district.  
For Shoppers  
5 minutes' walk to Wannamakers; 5 minutes to Siegel Cooper's Big Store. Easy access to the great Dry Goods Store.  
For Sightseers  
One block from E-way Cars, giving easy transportation to all points of interest.

### HOTEL ALBERT NEW YORK.

Cor. 11th St. & UNIVERSITY PL.  
Only one block from Broadway.  
Rooms, \$1 Up. RESTAURANT.  
Prices Reasonable.

LOWA FARMS \$4 PER ACRE  
CASH BALANCE 1000 POUNDS

### Allis-Chalmers Co

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