

# FREELAND TRIBUNE.

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FREELAND, PA., MARCH 9, 1903.



## FACTS IN FEW LINES

Plumbers in England receive \$10.34 a week.

Christmas day, 1876, was the wettest in the past century.

Permission to reside in Canada has been given to a large number of British reservists.

Navy men are subscribing for a monument at Erie, Pa., to the late Captain Charles V. Gridley.

A liquid glue may be made by putting naphtha in a wide necked bottle and dissolving shellac in it.

The Russian department of agriculture has allotted \$30,000 to increase the export of Siberian butter.

One hundred years ago there were five carriages to each 100 people in England. Now there are seventeen.

The tonnage of merchant ships in course of construction in Great Britain is less than at any time since 1897.

Within the past five years the labor organizations of New York state have increased in membership 75 per cent.

Eighty-five years was the average age of the last four persons buried in Crediton churchyard, Devon, England.

Long stretches of Russian railways are rendered idle by the frost, and hundreds of vessels are frozen up in the rivers.

It is estimated that the number of Bibles issued last year from all the printing presses was over 7,300,000 copies. Bible studying is increasing.

An old painting representing the apostles recently came to light in Belgium, where it was bought for \$10. It proved to be a genuine Albert Durer, worth \$200,000, which was stolen from the royal gallery at Munich some years ago.

Electrically operated shears, guided by hand, clip the fleece from an average sheep in three minutes. The fastest operators with handpower shears require eight minutes to the sheep. The electrical clipper has the form of the barber's clipper.

Spencer Trask of New York and George Foster Peabody of Brooklyn have a force of workmen employed in remodeling Crosbyside, a hotel on Lake George, where they will establish a vacation home for the young women tourists of New York city.

Tariff was originally the name of a Moorish chief, who, having a port in Spain, near Gibraltar, was accustomed to levy toll on passing vessels. His toll became a regularly understood thing, and the amount was added to the price of the goods.

The London Sunday School union proposes to celebrate its centenary next July by a forward movement which shall gather 1,000,000 new scholars into the Sunday schools of Great Britain. To teach these 100,000 new teachers will be needed.

The constant widening of the scope of school courses is instanced by the recent introduction of classes in gardening, housework, weaving and basket making in the Hyannis (Mass.) normal school and a course in millinery in the Boston public schools.

The original record book of the conference of Baptist ministers in Massachusetts has been discovered in the vaults of the Missionary union, Tremont temple, Boston. It was formed in May, 1829. The book is of much interest and value and worthy of careful preservation.

There is only one American motor car known to any extent in Belgium, and that is run by steam. Though it operates very smoothly, it is yet a question as to whether its extreme lightness will stand the wear and tear of the roughly paved streets and high-roads of the country.

The United States has 200,000 miles of railways, upon which there are 548 employees for each 100 miles. The cost of operating these roads with steam power is \$502,600,000 a year, but to carry on the same amount of work with men and horses would cost the country \$11,908,500,000.

The writing telegraph system, invented by a Baltimorean, has been adopted for commercial purposes in Germany and is now being tested with a view to its adoption in several other European countries. As is well known, the system depends on the wave method, but the installation is comparatively simple.

## BATTLES WITH SNOW

HARD FIGHTING FOR RAILROAD MEN IN THE ROCKIES.

Rotary Snowplows and the Men Who Run Them—Bucking Through the Monster Drifts That Pack the Mountain Passes.

Every western railroad is equipped with a large force of snow fighters. Rotary snowplows and men who know how to run them can cut their way through drifts that in the early days of western railroading would have resulted in complete blockades. The rotary snowplow is one of the marvels of the railroad of today, and it is a liberal education in the art of snow fighting to see one of them eating its way through a white drift that threatens to cut off communication between the east and the west. There are several passes in the Rocky mountains which for six months in the year or more form a constant menace to train crews. These passes are situated at the top of the Great Divide, where the elements have full sway. Boreas pass, in Colorado, is a fair example. The snow begins falling at Boreas late in August or early in September, and it does not cease until well into May and sometimes June. There will be intermittent snowstorms in the midsummer months, but these are trifling affairs and are not to be mentioned in the same breath with the tremendous snowfalls of January and February. Few men make their homes at Boreas. It is nothing for them to get up in the morning and find themselves completely buried in snow. The one store is usually at the end of a tunnel cut through an immense snowdrift. The population of Boreas during these snowy months consists, for the most part, of the railroad men who are engaged in the strenuous work of fighting constantly changing drifts. Snow at Boreas does not fall; it rages. It is blown about in swirls and eddies and is forever forming new drifts as treacherously as a river that is constantly shifting the sand banks of its mouth. These drifts are not little affairs that will barely cover a "stake and rider" fence. They are piled ten, twenty and thirty feet high, and they spring up in a night.

To the "tenderfoot" it would seem impossible to plow a way through these drifts at Boreas, but when a huge rotary snowplow comes whirling up the track with three or four engines pushing vigorously behind it the "tenderfoot" reserves his decision. He is still inclined to favor the snowdrift, but he prefers to await developments before committing himself. With a rush and a plunge the big rotary is hurled into the white mass of snow. Black smoke pours from the engines, and the huge blades of the snowplow eat relentlessly into the drift. The snow shoots out of the office at the side of the plow, forming a huge, white semicircle constantly moving forward. One can keep track of the progress of the plow by following the advancement of this rainbow of snow. Foot by foot the rotary eats its way forward, and finally it and the engines are buried in a huge trench of white. Only the stacks of the engines can be seen, belching their blackness on the virgin garb about them. But the great white semicircle never fails to go forward until finally the "tenderfoot" knows that the drift is being conquered. When the regular overland limited comes along a few hours later, the passengers do not know of the battle that has just been fought. They travel through a canyon of snow as they pass Boreas, but they have no idea of the tremendous force required to cut this white path over the ridge of the continent; so they go on, all unconscious in their Pullmans, while the railroad men at the next siding ahead of the rotary and grid up their loins for the next battle, which they know Boreas will be prepared to give them in a few hours.

The experiences at Boreas pass during a hard winter are duplicated at many other railroad passes in the Rocky mountains, to say nothing of great stretches at lower altitudes which have always been the favored haunts of snowdrifts and which have always given railroad men great trouble. It is the unexpected element at these points that brings a serious aspect to the situation. At the passes over the Great Divide railroad men are prepared for trouble, and consequently serious blockades are few, but when word comes that a train has failed to fight its way through the drifts 100 or perhaps 200 miles from the nearest available rotary plow there is consternation. To get a rotary plow to the blockaded train takes time, and in the meantime the drifts are accumulating on the unused road, and each hour brings new menaces to railroad men and passengers alike.

Sometimes even the rotary plow has been known to be caught in a snow blockade. One instance occurred in Wyoming. An engineer who had a rotary plow on ahead and who was making good progress during a fierce snowstorm was compelled to run back a few miles for water. Instead of taking the rotary with him he uncoupled and ran his engine back, and in the meantime the snow gathered so fast over the tracks that he was unable to fight his way back to the plow. Such instances are rare, however, and are only owing to the oversight of some trainman, for a rotary snowplow with sufficient power behind it can eat its way through almost anything in the shape of drifts.—New York Tribune.

**How She Felt.**  
Mrs. Black—Sam Johnson done left his wife 'bout six mont's ago.  
Mr. Black—Do she t'ink he am neb-bah comin' back?  
"Waal, she jest beginnin' to hab hopes."—Smart Set.

## CHOICE MISCELLANY

**Passing of the Moonshiner.**  
"In a short time there will be no such things as moonshiners in Kentucky," said W. N. Cropper of Lexington, Ky., to a Louisville Courier-Journal reporter. "It used to be that every stranger who entered the mountains of Kentucky risked his life and was altogether liable to be shot as a revenue officer. Now it is gradually becoming different. Fortunes are being made in the oil wells, and the illicit stills are being abandoned. Railroads are opening up the country, and the moonshiner will die with the present generation. It is a fact that a short time ago the federal government spent more money for suppressing moonshining than it gathered in revenue, notwithstanding the fact that Kentucky has a large number of licensed distilleries."

"Kentucky is going ahead in company with her sister states, though I saw something lately which looked queer. I had been told of an old farmer who was in the habit of hitching his wife up to the plow to take the place of a mule. I went to see him, but was somewhat disappointed, for he was giving the lady a rest. He had his two sons, fourteen and fifteen years old, respectively, hitched to a bar on the front of the plow, and every time he got to the end of the furrow he yelled 'Haw' or 'Whoa' in the regular way."

**Bachelors and Maidens.**  
That old question of whether there are more unmarried men or unmarried women in this country is exciting the statisticians again, and recently another man of figures has come forward with the declaration that the proportion of unmarried girls and women was increasing.

As a matter of fact, it is steadily diminishing in the United States, and, as a veteran advocate of the extension of the legal rights of women has pointed out, there are now in the United States 2,500,000 more single men of marriageable age than there are single women, the official figures being as follows: Unmarried men, 10,448,153; unmarried girls and women, 7,573,819. The male population of the United States, through the excess of male immigration and the higher male birth rate, is more than 1,000,000 in excess of the female. The span of life is on the average longer for a woman than for a man.

**A Bottle Six Years on the Ocean.**  
Information from Port Elizabeth, South Africa, states that a bottle containing three meteorological papers has been taken from the sea at Cape Recife.

The bottle, it seems, was thrown from the ship *Patriarch* of Aberdeen on Sept. 29, 1896, in latitude 40 degrees 8 minutes south and longitude 72 degrees 48 minutes east, and the papers bear the signature of the captain (Mark Breach) of the vessel, which at the time was seventy-seven days out from Antwerp. It is conjectured from the nature of the Indian ocean currents that the bottle was carried east through Bass strait and around the Australian continent, thence by way of Torres strait into the tropics and westward across the Indian ocean until the current landed it at Cape Recife. Thus the distance covered was about 14,000 miles in 2,250 odd days.—Westminster Gazette.

**Germ Killing With Ozone.**  
The first city in Germany and perhaps in the world to use ozone for the purification of its water supply is Schierstein. Chemists and bacteriologists have long been familiar with the germicidal qualities of this form of oxygen, and a number of attempts have been made in Europe and America to utilize the principle. Schierstein, which is a suburb of Wiesbaden, appears to be a pioneer, though, in the adoption of the system on a large scale. An elaborate factory to produce ozone electrically from the atmosphere has been erected at the waterworks and has now been turned over to the municipality. Similar apparatus has been installed at Paderborn. Ozone is used to purify only drinking water, and treatment with it is substituted for sand filtration, the favorite expedient in Germany for getting rid of obnoxious bacteria.

**Servants in Hungary.**  
The servant problem is different in Hungary from what it is here. Apparently servants are so plentiful that the prefect of Jaszbereny, a Hungarian town, has dared to issue the following decree: "In view of the fact that domestic servants are getting more and more in the habit of neglecting their work in order to amuse themselves I hereby give notice that any female domestic servant who is found out of doors or even on the doorstep of the house in which she is employed after 9 p. m. will be summarily arrested and punished by a fine or four days' imprisonment."

**Endangering the Hash.**  
While in a reminiscent mood Senator Hoar got to chatting about New England hospitality. "It is better now than it used to be," he said, "but it will stand improvement here and there. I remember how I dined not long ago with a Connecticut farmer, a boyhood friend of mine. For dinner there was turkey. It was an excellent bird, and I ate of it heartily. I said, 'John, this turkey will make a fine hash tomorrow.' 'Yes, George, it will,' the farmer answered, 'provided that you leave off now.'"

**Paper to Prevent Reform.**  
The notorious Li Luen Ying has started a native paper in Peking with the flowing name of Daily Imperial News. The empress dowager is the patron of this organ, and she has ordered all the officials to subscribe to the paper. The object of the journal is to retard reform.



The two little children whose pictures are shown above are the daughters of Mrs. C. H. Burns of 71 Fourth St., Lowell, Mass. Mrs. Burns says: "I find that the health of my children has improved wonderfully since we have used Father John's Medicine—it is the only medicine we have had in the house for years. It has always cured our children when suffering from colds, croup, whooping cough, and since they have taken it for their general health, it has made them strong and robust." (Signed) Mrs. C. H. Burns, 71 Fourth Street, Lowell, Mass. Every mother should know of the value of Father

**ATLANTIC CITY.**  
Something About the Attractions of the Unique City-by-the-Sea.

Atlantic City has no season. It is perennial. It has broken a tradition; that a sea-shore resort is necessarily a summer resort. It took daring and imagination on the part of the first man who decided to spend his winter vacation at a famed summer place, and even more of the same qualities on the part of the hotel keeper who decided to keep his house open and provide lodgings for those who might follow in the trail blazed by the daring innovator. The experiment succeeded a decade ago. The Gulf stream made it so. Geographically, Atlantic City is the most favored resort on the North Atlantic coast. Its great temperature regulator is the Gulf stream, which approaches the land nearer at this point than at any other place north of the Carolina coast. Thus the ocean winds that come breezing out of the east are tempered to the winter sojourner and made almost balmy and free from chill.

Put a pipe in your mouth, jam your hands snugly into your pockets, and take a turn along the board walk and notice the crowds. But for the absence of the light summer dresses, duck trousers, and straw hats, it might be a cool morning in early summer. Business men, University of Pennsylvania undergraduates, trim young women in light furs and smart wraps, invalids in roller chairs, convalescents making slow progress on the arm of an attendant—all taking advantage of the invigorating ocean breezes.

There are fun and amusement aplenty for the person who is seeking recreation and not health. The Casino has an excellent ballroom, and a commodious white marble swimming pool of sea water, warmed to a comfortable temperature for bathing, no matter what the season. There are bowling alleys and sun parlors with commanding views of the ocean and esplanade. Three long ocean piers are additional places of resort and amusement. They are kept comfortably heated when the temperature demands.

For the large contingent who devote their time to outdoor sports there are the golf links, of which Harry Vardon, the English champion, spoke so highly. The course is owned by the Country Club, but its courtesies are extended to hotel guests. A well-equipped clubhouse is on the grounds of the club. Fishing is kept up throughout the winter. The furs and snow draws thousands of visitors. To speak of the hotels is hardly necessary. They range from huge structures equipped with every convenience that luxury can command, to quiet villas and boarding houses. They stand to satisfy the vagaries and demands of any applicant.—New York Post.

The New Jersey Central has a double daily service to Atlantic City from New York, leaving the latter city from foot of Liberty street, at 9:40 a. m., 3:40 p. m. Send to C. M. Burt, general passenger agent, New York, for illustrated booklet and time table. It's free for the asking.

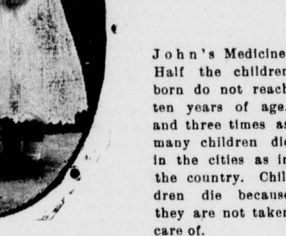
**Et Tu, Brute?**  
Dr. Pellet—I hate to twist on facts, Mr. Pharmar, but how many persons do you suppose you have killed by putting up the wrong medicine?

Mr. Pharmar—Can't say; but think of the lives I have saved by failing to follow your prescriptions.—Boston Evening Transcript.

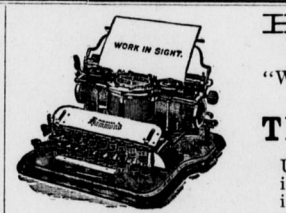
**Can't Help That.**  
Street Car Magnate—You patrons are a mighty narrow lot, I must say.  
Patron—How can we help it? We were broad enough until we were pressed into our present width by being jammed into those human sardinerias.—Baltimore American.

The kind that cured your Grandfather.  
**DR. DAVID FREE KENNEDY'S FAVORITE REMEDY**  
If you suffer with bladder troubles, liver and blood troubles, you may have a sample bottle of Dr. David Free's Remedy, this paper and address Dr. David Kennedy's Corporation, Remond, N. Y.

## FOR MOTHERS EYE



John's Medicine. Half the children born do not reach ten years of age, and three times as many children die in the cities as in the country. Children die because they are not taken care of.



Any subscriber of the Freeland Tribune sending us Four Cents in Stamps to cover postage will receive a Magnificent Map of the World, in Colors, 21 1/2 x 28 inches.

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and tested for half a century, since it was recommended by the late Rev. Fr. John O'Brien of Lowell, Mass., for whom it was prescribed by an eminent specialist, 50 years ago, and from whom it derived its name.

No better proof of its value for children is necessary than the fact that it has been used in St. Peter's orphan asylum, Lowell, Mass., for years, and is today. It would be impossible to find a healthier lot of children than the little ones so well and kindly cared for at this institution. Remember, it is guaranteed, and the money is refunded in any case where it does not do all that is claimed for it. Buy the \$1 bottle, it contains three times the quantity of the 50 cent size.

**Father John's Medicine**  
Cures Colds and All Throat and Lung Troubles. Prevents Pneumonia.  
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## RAILROAD AND TROLLEY LINE TIMETABLES.

**LEHIGH VALLEY RAILROAD.**  
November 16, 1902.

ARRANGEMENT OF PASSENGER TRAINS.

**LEAVE FREELAND.**

6 12 m for Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia and New York.  
7 29 a m for Sandy Run, White Haven, Wilkes-Barre, Pittston and Scranton.  
8 15 a m for Hazleton, Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia, New York, Delano and Pottsville.  
9 58 a m for Hazleton, Delano, Mahanoy City, Shenandoah and Mt. Carmel.  
11 32 a m for White Haven, Wilkes-Barre, Scranton and the West.  
11 41 a m for Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia, New York, Delano, Mahanoy City, Shenandoah and Mt. Carmel.  
4 44 p m for Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia, New York, Delano, Mahanoy City, Shenandoah, Mt. Carmel and Pottsville.  
6 33 p m for Sandy Run, White Haven, Wilkes-Barre, Scranton and all points West.  
7 29 p m for Hazleton.

**ARRIVE AT FREELAND.**

7 29 a m from Pottsville, Delano and Hazleton.  
9 12 a m from New York, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk, Weatherly, Hazleton, Mahanoy City, Shenandoah and Mt. Carmel.  
9 58 a m from Scranton, Wilkes-Barre and White Haven.  
11 32 a m from Pottsville, Mt. Carmel, Shenandoah, Mahanoy City, Delano and Hazleton.  
12 35 p m from New York, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk, Weatherly, Hazleton, Mahanoy City, Shenandoah, Wilkes-Barre and White Haven.  
3 33 p m from New York, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk, Weatherly, Mt. Carmel, Shenandoah, Mahanoy City, Delano and Hazleton.  
7 29 p m from Scranton, Wilkes-Barre and White Haven.  
For further information inquire of Ticket Agents.  
WILLIAM WILBER, General Superintendent, 26 Cortlandt Street, New York City.  
HAS. S. LEE, General Passenger Agent, 26 Cortlandt Street, New York City.  
G. J. GILDROY, Division Superintendent, Hazleton, Pa.

**WILKESBARRE AND HAZLETON RAILROAD.** January 26, 1903

Cars leave and arrive at corner of Broad and Wyoming Streets, Hazleton, as follows:  
HAZLETON TO ST. JOHNS.  
Leave Hazleton: 6:00, 7:00, 8:00, 9:00 a. m., 12:00 noon, 1:00, 4:00, 5:00, 6:00 p. m.  
Conyngham Pass: 6:14, 7:14, 8:14, 9:14 a. m., 12:14, 1:14, 4:14, 5:14 p. m.  
Drums: 6:21, 7:21, 8:21, 9:21 a. m., 12:21, 1:21, 4:21, 5:21 p. m.  
Beisels: 6:24, 7:24, 8:24, 9:24 a. m., 12:24, 1:24, 4:24, 5:24 p. m.  
Arrive St. Johns: 6:57, 7:57, 8:57, 9:57 a. m., 12:57, 1:57, 4:57, 5:57 p. m.

**ST. JOHNS TO HAZLETON.**

Leave St. Johns: 6:30, 7:30, 8:30, 11:30 a. m., 12:30, 3:30, 4:30, 5:30, 6:30 p. m.  
Beisels: 6:35, 7:35, 8:35, 11:35 a. m., 12:35, 3:35, 4:35, 5:35 p. m.  
Drums: 6:42, 7:42, 8:42, 11:42 a. m., 12:42, 3:42, 4:42, 5:42, 6:42 p. m.  
Arrive Hazleton: 6:57, 7:57, 8:57, 11:57 a. m., 12:57, 3:57, 4:57, 5:57 p. m.  
All cars run daily, except car leaving Hazleton at 6:00 a. m., and returning to St. Johns at 6:30 a. m., will run only on week days.  
ALVAN MARKLE, General Manager.  
C. M. BURT, Superintendent.  
A. F. HARGER, General Passenger Agent.

**THE DELAWARE, SUBQUHANNA AND SCHUYLKILL RAILROAD.**

Time table in effect May 19, 1901.

Trains leave Drifton for Jeddo, Eckley, Hazle Brook, Stockton, Beaver Meadow Road, Roan and Hazleton Junction at 6:00 a. m., daily except Sunday; and 7:07 a. m., 2:38 p. m., Sunday.  
Trains leave Drifton for Harwood, Cranberry, Tomblicken and Deringer at 6:00 a. m., daily except Sunday; and 7:07 a. m., 2:38 p. m., Sunday.  
Trains leave Drifton for Onedia Junction, Harwood Road, Humboldt Road, Onedia and Shepperton at 6:00 a. m., daily except Sunday; and 7:07 a. m., 2:38 p. m., Sunday.  
Trains leave Hazleton Junction for Harwood, Cranberry, Tomblicken and Deringer at 6:35 a. m., daily except Sunday; and 8:18 a. m., 4:22 p. m., Sunday.  
Trains leave Hazleton Junction for Onedia Junction, Harwood Road, Humboldt Road, Onedia and Shepperton at 6:00 a. m., daily except Sunday; and 7:07 a. m., 2:38 p. m., Sunday.  
Trains leave Deringer for Tomblicken, Cranberry, Harwood, Hazleton Junction and Roan at 5:00 p. m., daily except Sunday; and 3:37 a. m., 5:07 p. m., Sunday.  
Trains leave Shepperton for Onedia, Humboldt Road, Harwood Road, Onedia Junction, Hazleton Junction and Roan at 7:11 a. m., 12:40, 5:29 p. m., daily except Sunday; and 8:18 a. m., 3:44 p. m., Sunday.  
Trains leave Shepperton for Beaver Meadow Road, Stockton, Hazle Brook, Eckley, Jeddo and Drifton at 5:49 p. m., daily, except Sunday; and 10 a. m., 5:40 p. m., Sunday.  
All trains connect at Hazleton Junction with electric cars for Hazleton, Jonestown, Audenton and other points on the Traction Company's line.  
Train leaving Drifton at 6:00 a. m. makes connection at Harwood with P. R. R. trains for Wilkesbarre, Sunbury, Harrisburg and points west.  
LUTHER C. SMITH, Superintendent.

**LEHIGH TRACTION COMPANY.**

Freeland Schedule.

First car leaves Hazleton for Freeland at 5:15 a. m., then on the even and half hour thereafter. First car Sundays at 6:00 a. m.  
First car leaves Freeland for Hazleton at 5:45 a. m., then on the 15 and 45 minutes after the hour thereafter. First car Sundays at 6:45 a. m.  
Last car leaves Hazleton for Freeland at 11:00 p. m. Last car Sundays at 11:30 p. m.  
Last car leaves Freeland for Hazleton at 11:15 p. m. Last car Saturdays at 11:45 p. m.  
Cars leaving Hazleton at 6:00 a. m. connect with D. & S. Railroad trains at Hazleton Junction for Harwood, Cranberry, Tomblicken and Deringer daily except Sunday, and 8:30 a. m. and 4:00 p. m. Sunday.  
Cars leave Hazleton for Humboldt Road, Onedia and Shepperton at 6:00 a. m. and 4:00 p. m. daily, and 7:00 and 3:00 p. m. Sundays.  
Cars leave Hazleton for Beaver Meadow Road, Stockton, Hazle Brook, Eckley, Jeddo and Drifton at 5:30 p. m. daily, and 9:30 a. m. and 5:30 p. m. Sunday.  
A. MARKLE, General Manager.

**CENTRAL RAILROAD OF NEW JERSEY.** November 16, 1902.

Stations in New York: Foot of Liberty Street, North River, and South Ferry.

**TRAINS LEAVE UPPER LEHIGH.**

For New York, at 8:15 a. m.  
For Philadelphia, at 8:15 a. m.  
For White Haven, at 8:15 a. m. and 6:05 p. m.  
For Wilkes-Barre, Pittston and Scranton, at 8:15 a. m.  
For Mauch Chunk, Catasauqua and Allentown, at 8:15 a. m.  
Through tickets to all points at lowest rates may be had on application in advance to the ticket agent at the station.  
C. M. BURT, Gen. Pass. Agent.  
W. G. BESLER, General Manager.

**Geo. H. Hartman,**

**Meats and Green Track.**

Fresh Lard a Specialty.

Centre Street, near Central Hotel.

**Condy O. Boyle,**

LIQUOR, WINE, BEER, PORTER, ETC

The finest brands of Domestic and Imported Whiskey on sale. Fresh Freeland Beer, Porter and Ale on tap. 88 Centre street.

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Cures Grip in Two Days.  
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Seven Million boxes sold in past 12 months. This signature, E. W. Brown