

DAVID H. ROBERTS HOPELESSLY INSANE.

The Wholesale Glass Dealer Did Not Abscond to De-fraud Creditors.

With His Wife He Was Near the Lucania's Dock as She Was About to Sail.

Insisted on Going Aboard—Mrs. Roberts Followed, Pleading, and the Ship Steamed Away.

HAD NOTHING BUT THEIR CLOTHES.

Became Violent on Board, Was Confined in England, Declared Insane Here, and Was Brought Back on Thursday—His Business Solvent.

David H. Roberts, glass dealer, of No. 418 and 420 West Broadway, who has been adjudged insane by a Sheriff's jury, arrived from Liverpool on the steamship Lucania yesterday morning. The abrupt and extraordinary departure of the expected man on November 9 last caused unfavorable comment among his friends and creditors, and much litigation has resulted. All doubt as to the motive which caused him to suddenly leave the country is set at rest by his return in an admittedly hopeless state of mental derangement.

Mr. Roberts has been well known in the window glass trade of this city for fifteen years. He was originally a member of the firm of Vanhorne, Griffin & Co., and after withdrawing from that house he founded the firm of Roberts & Richt, the entire extensive business coming to him on the retirement of Mr. Richt.

During last Fall Mr. Roberts was in feeble health, but no suspicions were entertained that his mind was in any way affected. His physician ordered that he be taken to Lido, and in company with his wife he left his home, No. 72 West Ninety-fourth street, on the morning of Saturday, November 9, intending to take the train for that winter resort. When passing the dock of the Cunard Line steamers, however, he suddenly determined to board the Lucania, which was just about to sail, and he insisted upon his wife making the passage to Liverpool with him.

HIS WIFE'S PLEADINGS. In vain Mrs. Roberts pleaded that she was not prepared for such a voyage, and pointed out the inconvenience of undertaking such a journey at a moment's notice. She also urged that such a sudden and sensational departure would injure his business, but her husband insisted, and with only the clothes they stood up in the pair sailed away. She contrived to dispatch a letter by the pilot to her friends, telling the circumstances, and they announced that Mr. Roberts had sailed to England for a short trip in search of health, and would probably return on the same boat.

As soon as the Lucania got well out to sea, however, Mrs. Roberts realized that her husband's mind was affected, and before the voyage was over he became violently insane. Meantime the Chambers & McKee Glass Company, of Pittsburgh, who were large creditors of Mr. Roberts, hearing of his sudden departure from the country, obtained an attachment upon the whole of his New York property, on the ground that Mr. Roberts had left the State with intent to defraud. The attachment was secured by J. Adriaens Bush, and this giving rise to the idea that Mr. Roberts was in financial difficulties and had absconded, caused all his other creditors to obtain judgments against him aggregating over \$100,000 although he had positively sworn that in February, 1894, his assets were \$142,000, and his liabilities only \$90,000.

PLACED IN A PRIVATE ASYLUM. Upon their arrival in Europe Mrs. Roberts was compelled to place her husband in a private asylum, as he was extremely violent and labored under a delusion that he had been left a legacy of \$750,000 by a relative in Ireland, and he insisted on "seeing it." On hearing of the New York authorities Mrs. Roberts left her husband in the English asylum and returned to New York to have the attachments set aside. On December 6 evidence was given before a Sheriff's jury to prove that Roberts was insane. His wife was the principal witness, and detailed the events of their extraordinary departure and of his violent behavior aboard the steamship Lucania. Upon her testimony and that of others who found that Roberts was insane, and on Tuesday last Judge Truxton granted a motion setting aside the judgments on the ground that the papers in the case showed that Roberts was already a lunatic when he left New York and that no intention to defraud had been shown.

Mr. Roberts's business affairs will now be wound up, and it is thought that all creditors will be paid in full, as the unfortunate man at the time of his seizure had a large amount of outstanding accounts and stock, in addition to personal property in this city and elsewhere. It is said that there is no hope of his ultimate recovery, and he will probably be put in a private institution for the insane.

ITALIAN MERRYMEN ARRESTED.

They Paraded the Streets in Masquerade Attire, but Were Released.

Seven young Italians attired in the remnants of masquerade costumes were arrested before Magistrate Westworth in Morrisania Court yesterday afternoon by Patrolman Galt, of the Morrisania Station with disorderly conduct Saturday night.

Joseph Merrill, who appeared to be the spokesman for the party, attired in the costume of a circus clown, said that none of them meant any harm. He declared that the party were on their way to a ball at One Hundred and Fifty-sixth street and Morris avenue, singing joyfully, when they were arrested by the officer. The Magistrate had great difficulty to refrain from laughing as he glanced over the group and coughed suspiciously as his eye lighted on one of the crowd attired in a garb of the new season. The Court decided after a moment's deliberation that the merry-makers had been misled enough, and set them free.

Mahn Was Drunk in Court.

John Mahn, a laborer, was arrested on Saturday for drunkenness, and Magistrate Mott sent him to the House of Correction yesterday morning fined him \$3, and he was released.

PRESTON'S SUSPICIOUS ACT.

Threw a Gold Watch into the Gutter When Accosted by a Detective.

Frank Preston, alias Frank Kelly, thirty-seven years old, of No. 729 Greenwich street, was charged in Jefferson Market Court yesterday with being a suspicious person.

Detective Rohrig told the Magistrate that he had seen Preston at the corner of Nineteenth street and Ninth avenue on Saturday night examining a gold watch. The detective knew that Preston was a thief, as he had sent him to the Penitentiary two years ago for stealing blankets. Rohrig saw that the swivel watch he had seen Preston at the corner of Nineteenth street and Ninth avenue on Saturday night was the same watch which had been found on the person of a man who had been arrested on the same street on the same night.

STANGE CASE OF ASSAULT.

Charges Preferred Against an Expressman and a Gripman.

Cornelius Dougherty, a gripman on the Broadway cable car, living at No. 320 West Fifty-third street, and Patrick Combsky, an expressman, living at No. 334 East Twenty-sixth street, were arraigned in Jefferson Market Court yesterday on a charge of assault, preferred by Rocco Briglie, a street sweeper of Colonel Waring's forces.

Briglie was sweeping on Broadway Saturday when a cab, followed by Combsky's wagon, stopped suddenly. The expressman also stopped, and just as it did a cable car struck it. The wagon was forced to one side and Briglie was caught between the wheel and the curb. His foot was badly injured and he was taken to Bellevue Hospital.

The gripman and expressman were arrested and Rohrig says that he will prosecute them when he is able to walk. Both men were held for trial.

STAND FOR ARBITRATION.

A New Spirit Manifested by Many Members of the Central Labor Union.

Delegate Hoadley's Motion Providing for a New Plank in the Constitution Generally Indorsed.

ONE WEEK'S GRACE GIVEN. Grievances Must Be Submitted Within That Period to Be Recognized.

The Union to Vote on the Motion.

The majority of the members of the Central Labor Union, present at yesterday's session, put themselves on record in favor of arbitration, instead of strikes, in settling labor disputes.

It was known that Delegate Charles W. Hoadley, of the Electrical Workers' Union, was to make a motion favoring an arbitration plank in the constitution of the Central Labor Union, and in consequence there was an unusually large attendance. Hoadley had the authority of his union to put the motion, as its representative.

The plank which he proposed to introduce was as follows: "Any union having a general grievance against its employers that fails to submit the same to arbitration within a week shall not have the support of the Central Labor Union."

Speaking of his motion, delegate Hoadley said that there was already an article in the constitution of the Central Labor Union which advised arbitration, but it was not mandatory. He continued: "In case of labor disputes a strike is ordered sometimes without reference to any laws or rules, and before you are aware of 10,000 or 15,000 people are involved in employment strikes. I believe that the time is ripe for an amendment to the constitution of the Central Labor Union, making arbitration mandatory."

LOUDED IN ACCORD. Delegate Lloyd, of the Tin and Sheet Iron Workers' Union, said that most of the labor leaders at present realized that more arbitration was necessary. The older unions had got so many sharp lessons that they were likely to order strikes rashly. The younger unions, he thought, however, were apt to do headstrong things and order strikes on impulse.

President William J. O'Brien, of the Board of Walking Delegates, opposed Hoadley's motion. He said he was in favor of arbitration, but what was they going to do, he asked, if the employers refused to arbitrate. They had no way of compelling them to arbitrate, he said; "there is another thing," he said; "there is another central body, the Board of Walking Delegates, which has a say in the matter. Delegate Fitzgerald, of the Marble Workers' Union, said he was in favor of putting a limit on the time given to employers to consent to arbitration, but they did not consent to submit the matter in dispute, to arbitration within forty-eight hours, why then a strike should be ordered."

Several others declared that strikes, it had been shown, were unprofitable. Labor unions, however, would continue, whether arbitration was the rule or not. Strikes were costly to both employers and employees.

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A long discussion followed, and several modifications of Mr. Hoadley's motion were proposed.

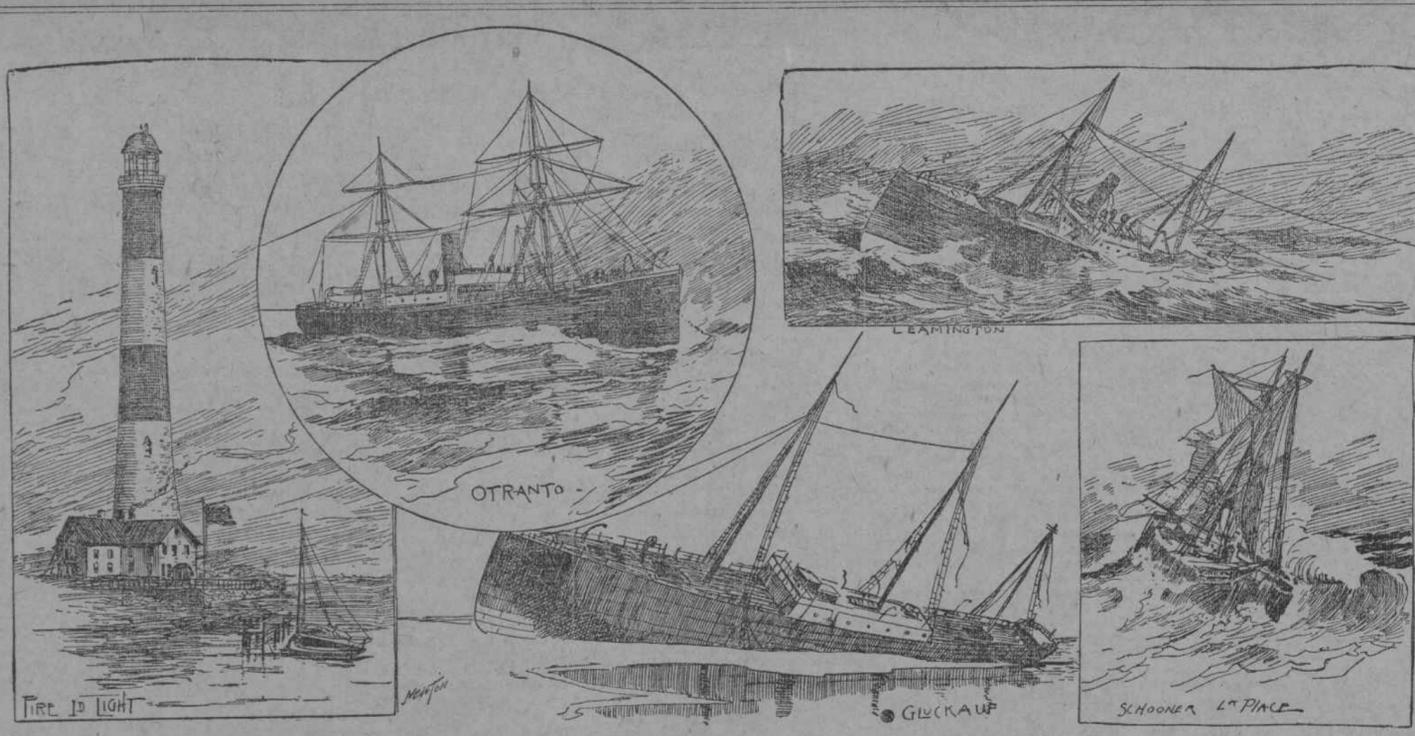
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Delegate Robert Winston, of the Liberty Dawn Association of Coach Drivers, offered a resolution, of which he had given notice a fortnight before, to the effect that the Central Labor Union should call a conference for the purpose of taking independent political action. The resolution stated that all reform, as well as labor organizations, should be asked to take part in the conference.

A hot debate followed the motion. It was opposed by Delegates McDermott, Lloyd and others. The latter said that such a thing had been attempted before and had always failed. The working people of New York were not yet so solidly united as to make such a movement a success over."

"OPPOSES POLITICAL ACTION." "No matter what form it would take," he said, "people would say it was for the purpose of selling out to the old parties. While I know there are many men in the labor movement who can't be bought, they have been made fools of by others who can be bought."

I saw them in 1882," he continued, "coming here and so on, as they stood on the platform that they would keep faith, and the very same men went to one or the other of the old parties and told them everything. Men have come here with great protestations about the labor vote, and then have



Some Ships Ashore at Fire Island, "The Ships' Graveyard." The Lighthouse Board decided to abandon the present lighthouse at Fire Island, and place a modern lightship about four miles to the south of the present light. If more prompt action had been taken, perhaps fewer vessels would now be ashore on that dangerous part of our coast.

AN HEIRESS TO MILLIONS.

Miss Bijou Price Says She Is Entitled to a Share of a \$60,000,000 Claim.

Miss Bijou L. Price, who runs a "theatrical, musical, detective and music box agency" at No. 289 Third avenue, claims to be one of the heirs to the Mordecai Price property in Baltimore, which is located in the central part of that city, and is said to be worth \$60,000,000.

Miss Price was born in Pittsburg, Pa., about thirty-seven years ago, and her real name is Lella Le Clair Price. She is a daughter of Benjamin Price, and Mordecai Price, whose claim to the Baltimore property, it is hoped by the heirs, will be made good, was the brother of her grandfather.

Mrs. Elizabeth Watkins, of Carthage, Mo., is a granddaughter of Mordecai Price and has just been notified that she is an heir to the property. Miss Bijou Price's grandfather accepted her claim to the Baltimore property, which she claims to be one-third of her share to the poor of New York.

Miss Price's relatives have, she says, been trying to keep her in ignorance of her rights to the property, but she accidentally found out about it by reading an account of Mrs. Watkins's good luck in a newspaper. If she successfully proves her claim, Miss Price says, she will give one-third of her share to the poor of New York.

FOUGHT, BUT ARE FRIENDS.

Goldberg Refused to Be Released Unless the Man Who Struck Him Was Set Free Too.

Detective West, of the Hotel Waldorf, preferred a charge of disorderly conduct against Alfred T. Valentine and Herman W. Goldberg, in Jefferson Market Court yesterday. They are the men who caused consternation among the guests of the Waldorf on Saturday night by exchanging blows in the office of the hotel.

Both men spent the night in cells at the West Thirtieth Street Police Station, but it was only because of Goldberg's friendship for Valentine that he remained in a cell all night. About 2 o'clock several friends of Goldberg called at the police station and offered to give bail for his appearance in court. Sergeant Halpin accepted the bondsmen and sent for the prisoner.

When Goldberg was arraigned before the desk he asked permission to furnish bail for the release of Valentine. The sergeant refused to accept his bail and sent for Valentine. The doorman returned in a few moments with the information that Valentine had accepted his bail and sent for Valentine. "I will not sign the bail bond for my release unless you release Valentine," said Goldberg.

"Suit yourself," replied Sergeant Halpin. "Take my tip and sign the bail bond and you will return in an hour or so, and Valentine is sober. I will accept your bond."

Goldberg was stubborn and refused to sign the bail bond, so he was taken back to the cell.

In court the prisoners said they had been having a good time, but refused to say what they fought about. They were fined \$5 each, which they paid.

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OTRANTO WITHIN THE BAR.

Little Hope Now Remains of Ever Floating Her Out to Sea Again.

Likelihood That Both the Ship and Her Cargo Will Become a Total Loss.

CREW LANDED BY THE LIFEBOAT.

Fear That Her Cargo, Chiefly of Iron and Steel, May Shift and Cause Her to Keel Over—Parting of the Life Lines.

Patchogue, N. Y., Feb. 16.—The stranded steaming Otranto, ashore off Fire Island, has been swung by the heavy seas broadside on the beach, where the tides are piling up sand on her shore side. The ship commenced to rock slightly after midnight last night, when Captain Hubby used the screw for some time in the hope of keeping her from swinging on the beach broadside on.

The screw commenced to suck up sand and pile it up near midship to such an extent that it was finally stopped. Near morning the big ship slipped over the outer bar and edged her way up to the main shore. Her position now is thought to be such as to shut off hopes of floating her out to sea again.

The life-line which was sent out to the ship last night parted before daylight this morning. Attempts were made to shoot other lines to the ship, but after three of them had parted further attempts to get a line aboard were abandoned. The crew were finally landed by the lifeboat. It is hardly probable now that the ship will ever float off, for the locality is very bad for stranded ships.

The steamer does not leak any yet, but cannot be in her present position long without springing a leak. None of the crew will speak of the ship's stranding or how she came to run ashore right under the glare of the lighthouse. Fears are expressed that her cargo, mostly of iron and steel, will shift, in which event she would run a chance of rolling over. Steam has been kept up on board, but will be allowed to go down to-night. Captain Merritt has charge of the ship at present, although he has not had a chance to get a line aboard yet. Charles E. Rose, for the Merritts, is at the scene of the wreck, and hopes to get a line between the steamer and the wrecking tug before morning. It is quite likely now, however, that the ship and most of her cargo must necessarily become a total loss.

WILL BE EXTRADITED.

Sebastian Pinto to Be Sent to Newark on a Charge of Murder.

Sebastian Pinto, who is accused of killing Michael Papa in front of his house, on Ferry street, Newark, Friday, was yesterday held for examination this morning by Magistrate Cornell. Pinto will be sent to Newark as soon as extradition papers can be procured.

Pinto and Papa quarreled over a small amount of money, and Pinto is said to have struck Papa over the head with a cudgel, killing him.

Died in a Station House Cell.

Jacob Younce, a homeless old man, was arrested by a policeman of the East Twenty-second Street Station early yesterday morning for vagrancy. He said he had no place to go, and felt sick. The doorman heard him groaning about 7 o'clock, and found him lying on the floor of his cell. An ambulance was summoned from Bellevue, but when it arrived Younce was dead. The body is at the Morgue.

THE DOG LIKED THE SHOW.

A St. Bernard, for Whom His Master Had Bought a Box Seat, Sat Through the Performance.

Bables are barred from Koster & Bial's Music Hall, but dogs with friends to pay their way in can sit in a box and look at the show. A large St. Bernard from Staten Island viewed the performance from a box Saturday night, and seemed to like the serio-comedy very much. He did not howl once.

The dog was accompanied by a gentleman friend, who bought a ticket for himself and started in. He was blocked at the door, however, because of the dog. The man from Staten Island, who told the animals were not admitted, grew indignant. Manager Will McConnell was sent for, and to him the owner of the dog imparted the intelligence that the beast was fully as good as McConnell.

"He knows how to behave in company," declared the Staten Island man, "and he is perfectly willing to buy a ticket for him." McConnell sold the dog's friend another box seat, and they passed through the portals together. When not enjoying the show, the dog prowled around the corridors and made the acquaintance of other theatre-goers.

FINANCIAL.

The Nassau Bank, Corner Beekman and Nassau Streets.

RAILROADS.

PENNSYLVANIA RAILROAD.

STATIONS foot of Desbrosses and Cortland sts. In effect January 15, 1896.

9:00 A. M. EAST LEXINGTON CAR to Pittsburg.

10:00 A. M. PENNSYLVANIA LIMITED—Pullman Compartment, Sleeping, Dining, Smoking and Observation Cars. Arrive Chicago 9 a. m., Cleveland 5:25 a. m., Cincinnati 6:40 a. m., Indianapolis 8:00 a. m., Louisville 9:40 a. m., St. Louis 3 p. m., and Toledo 9 a. m.

2:00 P. M. WEST LEXINGTON CAR to Pittsburg. Pullman Sleeping and Dining Cars to St. Louis, Louisville and Chicago. Arrive Chicago 5:15 p. m.

6:00 P. M. WESTERN EXPRESS—Pullman Sleeping and Dining Cars to Chicago and Cleveland. Arrive Cleveland 11:25 a. m., Chicago 9 p. m.

7:45 P. M. SOUTHWESTERN EXPRESS—Pullman Sleeping and Dining Cars to Cincinnati and St. Louis. Arrive Cincinnati 10:15 a. m., St. Louis 7 a. m., second morning.

8:00 P. M. PACIFIC EXPRESS—Pullman Sleeping Car to Pittsburg. Connects for Chicago daily, and Cleveland, except Saturday.

WASHINGTON AND THE SOUTH. 8:30, 9:30, 10:10 (Dining Car), 11 a. m., 1:20 (3:20 "Congressional Lim."), all Parlor and Dining Cars. Arrive Washington 12:15 (Dining Car), 5 (Dining Car), 9 p. m., 12:15 night, Sunday, 8:30, 9:30, 11 a. m., 3:20 "Congressional Lim." (Dining Car), 3:20 (Dining Car), 4:30 (Dining Car), 5 (Dining Car), 9 p. m., 12:15 night.

SOUTHERN RAILWAY. 7:30 p. m. daily, Sleepers to Augusta, St. Augustine and Tampa, 4:30 p. m. daily, Sleepers to New Orleans, Mobile, Asheville and Hot Springs. 12:15 night daily, Sleepers to New Orleans and Jacksonville.

ATLANTIC COAST LINE—"Florida Special" for Jacksonville and St. Augustine, 4:30 p. m. week days, 3:20 a. m. Saturdays to Orlando, Tampa, Macon and Jacksonville, 9:00 p. m. daily, Sleepers to Jacksonville and Port Tampa.

CHESAPEAKE & OHIO RAILWAY—Express 5:30 p. m. daily, Through Sleeping and Dining Cars. For Old Point Comfort and Norfolk, via Cape Charles, every day, except Sundays, through Through Sleeper, 8 p. m. daily. Atlantic City, 1:50 p. m. week days, through Buffet, Parlor and Day Coach. For Cape May, 1:00 p. m. week days. For Long Beach, 9:30 a. m., 12:15 night, 3:40, 5:10 and 11:30 p. m. week days, Sundays (Stop at Intervale for Asbury Park), 9:45 a. m., 8:15 p. m.

FOR PHILADELPHIA.

6:20, 7:20, 8:50, 9:50, 10 Penn'a Limited, 10:10 (Dining Car), 12:15, 2:10, 3:20, 4:30, 4:50 (Dining Car), 5 (Dining Car), 6 (Dining Car), 7:50, 8 p. m., 12:15 night, Sunday, 8:30, 9:30, 11:30 (Dining Car), 10, 11 a. m., 2 (Dining Car), 3:20, 4:30, 4:50 (Dining Car), 5 (Dining Car), 6 (Dining Car), 7:45, 8 p. m., 12:15 night. Ticket Office: Nos. 433, 944, 1196, 1223, 1111 and 281 Broadway, New York, and at stations and foot of Desbrosses and Cortland sts. 4 Court street, 860 Fulton street, 98 Broadway and Brooklyn Annex, 3:30 P. M., 12:15 night, Brooklyn Station Jersey City, The New York Transfer Company will call for and check baggage from Jersey City, Hoboken and Camden.

WEST SHORE R.R. J. R. WOOD, General Manager, General Pass' Agent.

Trains leave West 42d St. Station, N. Y., as follows, and 15m. earlier from foot of Franklin st. 3:30 A. M.—Daily, local to Buffalo. 7:30 A. M.—Daily, local to Buffalo. 9:15 A. M.—Daily, local to Buffalo. 10:15 A. M.—Daily, local to Buffalo. 11:30 A. M.—Daily, local to Buffalo. 1:30 P. M.—Daily, local to Buffalo. 3:30 P. M.—Daily, local to Buffalo. 5:30 P. M.—Daily, local to Buffalo. 7:30 P. M.—Daily, local to Buffalo. 9:30 P. M.—Daily, local to Buffalo. 11:30 P. M.—Daily, local to Buffalo. 1:30 A. M.—Daily, local to Buffalo. 3:30 A. M.—Daily, local to Buffalo. 5:30 A. M.—Daily, local to Buffalo. 7:30 A. M.—Daily, local to Buffalo. 9:30 A. M.—Daily, local to Buffalo. 11:30 A. M.—Daily, local to Buffalo. 1:30 P. M.—Daily, local to Buffalo. 3:30 P. M.—Daily, local to Buffalo. 5:30 P. M.—Daily, local to Buffalo. 7:30 P. M.—Daily, local to Buffalo. 9:30 P. M.—Daily, local to Buffalo. 11:30 P. M.—Daily, local to Buffalo. 1:30 A. M.—Daily, local to Buffalo. 3:30 A. M.—Daily, local to Buffalo. 5:30 A. M.—Daily, local to Buffalo. 7:30 A. M.—Daily, local to Buffalo. 9:30 A. M.—Daily, local to Buffalo. 11:30 A. M.—Daily, local to Buffalo. 1:30 P. M.—Daily, local to Buffalo. 3:30 P. M.—Daily, local to Buffalo. 5:30 P. M.—Daily, local to Buffalo. 7:30 P. M.—Daily, local to Buffalo. 9:30 P. M.—Daily, local to Buffalo. 11:30 P. M.—Daily, local to Buffalo. 1:30 A. M.—Daily, local to Buffalo. 3:30 A. M.—Daily, local to Buffalo. 5:30 A. M.—Daily, local to Buffalo. 7:30 A. M.—Daily, local to Buffalo. 9:30 A. M.—Daily, local to Buffalo. 11:30 A. M.—Daily, local to Buffalo. 1:30 P. M.—Daily, local to Buffalo. 3:30 P. M.—Daily, local to Buffalo. 5:30 P. M.—Daily, local to Buffalo. 7:30 P. M.—Daily, local to Buffalo. 9:30 P. M.—Daily, local to Buffalo. 11:30 P. M.—Daily, local to Buffalo. 1:30 A. M.—Daily, local to Buffalo. 3:30 A. M.—Daily, local to Buffalo. 5:30 A. M.—Daily, local to Buffalo. 7:30 A. M.—Daily, local to Buffalo. 9:30 A. M.—Daily, local to Buffalo. 11:30 A. M.—Daily, local to Buffalo. 1:30 P. M.—Daily, local to Buffalo. 3:30 P. M.—Daily, local to Buffalo. 5:30 P. M.—Daily, local to Buffalo. 7:30 P. M.—Daily, local to Buffalo. 9:30 P. M.—Daily, local to Buffalo. 11:30 P. M.—Daily, local to Buffalo. 1:30 A. M.—Daily, local to Buffalo. 3:30 A. M.—Daily, local to Buffalo. 5:30 A. M.—Daily, local to Buffalo. 7:30 A. M.—Daily, local to Buffalo. 9:30 A. M.—Daily, local to Buffalo. 11:30 A. M.—Daily, local to Buffalo. 1:30 P. M.—Daily, local to Buffalo. 3:30 P. M.—Daily, local to Buffalo. 5:30 P. M.—Daily, local to Buffalo. 7:30 P. M.—Daily, local to Buffalo. 9:30 P. M.—Daily, local to Buffalo. 11:30 P. M.—Daily, local to Buffalo. 1:30 A. M.—Daily, local to Buffalo. 3:30 A. M.—Daily, local to Buffalo. 5:30 A. M.—Daily, local to Buffalo. 7:30 A. M.—Daily, local to Buffalo. 9:30 A. M.—Daily, local to Buffalo. 11:30 A. M.—Daily, local to Buffalo. 1:30 P. M.—Daily, local to Buffalo. 3:30 P. M.—Daily, local to Buffalo. 5:30 P. M.—Daily, local to Buffalo. 7:30 P. M.—Daily, local to Buffalo. 9:30 P. M.—Daily, local to Buffalo. 11:30 P. M.—Daily, local to Buffalo. 1:30 A. M.—Daily, local to Buffalo. 3:30 A. M.—Daily, local to Buffalo. 5:30 A. M.—Daily, local to Buffalo. 7:30 A. M.—Daily, local to Buffalo. 9:30 A. M.—Daily, local to Buffalo. 11:30 A. M.—Daily, local to Buffalo. 1:30 P. M.—Daily, local to Buffalo. 3:30 P. M.—Daily, local to Buffalo. 5:30 P. M.—Daily, local to Buffalo. 7:30 P. M.—Daily, local to Buffalo. 9:30 P. M.—Daily, local to Buffalo. 11:30 P. M.—Daily, local to Buffalo. 1:30 A. M.—Daily, local to Buffalo. 3:30 A. M.—Daily, local to Buffalo. 5:30 A. M.—Daily, local to Buffalo. 7:30 A. M.—Daily, local to Buffalo. 9:30 A. M.—Daily, local to Buffalo. 11:30 A. M.—Daily, local to Buffalo. 1:30 P. M.—Daily, local to Buffalo. 3:30 P. M.—Daily, local to Buffalo. 5:30 P. M.—Daily, local to Buffalo. 7:30 P. M.—Daily, local to Buffalo. 9:30 P. M.—Daily, local to Buffalo. 11:30 P. M.—Daily, local to Buffalo. 1:30 A. M.—Daily, local to Buffalo. 3:30 A. M.—Daily, local to Buffalo. 5:30 A. M.—Daily, local to Buffalo. 7:30 A. M.—Daily, local to Buffalo. 9:30 A. M.—Daily, local to Buffalo. 11:30 A. M.—Daily, local to Buffalo. 1:30 P. M.—Daily, local to Buffalo. 3:30 P. M.—Daily, local to Buffalo. 5:30 P. M.—Daily, local to Buffalo. 7:30 P. M.—Daily, local to Buffalo. 9:30 P. M.—Daily, local to Buffalo. 11:30 P. M.—Daily, local to Buffalo. 1:30 A. M.—Daily, local to Buffalo. 3:30 A. M.—Daily, local to Buffalo. 5:30 A. M.—Daily, local to Buffalo.