NUTS FOR STEWART TO CRACK.

THE PART HE BORE IN THE "CRIME OF 1873."

NOTWITHSTANDING HIS DENIAL, THE RECORDS SHOW THAT HE KNEW WHAT WAS GOING ON—WHEN HE WAS A "GOLDBUG."

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, July 6.—Senator Stewart, of Nevada, has left Washington for Chicago to aid and abet the Democratic allies of the Populist party in their efforts "to avenge the crime of 1873." Mr. Stewart himself is an "avenger" of no mean pretensions. It is true that he aided and abetted "the crime of 1873" by voting for the Coinage Act in all the various stages through which it passed in the two years and more during which it was pending on Congress, and that he took a prominent part in the discussion of the measure, but within the last few years he has succeeded in convincing many credulous persons by his solemn and repeated asseverations that he sinned through ignorance; that he did not know that the "dollar of the fathers" was dropped by that act—in which, by-the-way, it never had a place. Mr. Stewart, of course, has desired to impress everybody with the belief that if he had known at the time that the act did not authorize the coinage of the silver dollar, he would have fought it with all his might. In a speech which he delivered in the Senate on June 5, 1890, he declared:

I repeat that silver was demonetized without discussion in either House of Congress; it was demonetized without warning to the people, and it was either a mistake or something worse. So far as I was concerned, I was ignorant of it, and I am ready and have been ever since I discovered it to do all in my power to right the wrong. The fact that I was here when this great wrong was perpetrated has been one of the reasons why I have worked for the last sixteen years in this cause.

Now, here are two distinct assertions, both of which are flatly contradicted by the record. First, that Mr. Stewart did not know that the silver dollar (except the trade dollar) was eliminated from the coinage by the act of 1873; and second, that as soon as he discovered this great wrong he at once began to try to right it, and had continued to try for sixteen years prior to June, 1890. The bill which became the Coinage Act of 1873 finally passed both branches of Congress and became a law in January of that year. Now, evidence recently discovered or rediscovered by The Tribune's correspondent shows beyond question that at least as early as February 11, 1874, Senator Stewart was officially apprised of the fact (if he was not cognizant of it prior to that time) that the act of 1873 did not provide for or authorize the coinage of a silver dollar other than the trade dollar. On February 10, 1874, he offered and the Senate adopted a resolution requesting the Secretary of the Treasury "to state what time will be required after the resumption of specie payments for the mints to manufacture the amount of subsidiary silver coins which will be requisite to replace the fractional currency." In his reply to this resolution, which was read in the Senate on the following day, the Secretary said:

The capacity of the mints for the coinage of subsidiary silver coin in addition to the gold, trade dollar and minor coinage is equal to about $10,000,000 per annum, and that, if we assume the amount of fractional currency which will probably be in circulation to be from $40,000,000 to $50,000,000, about four years would be required for the purpose indicated by the resolution of the Senate, should provision be made for the substitution of subsidiary silver coin for fractional currency.

After the Secretary's letter had been read Senator Stewart remarked:

My object in calling for that information was this: Whenever specie payment is resumed it will be necessary to have silver coin on hand, and with the view of taking some steps toward having the mints of the United States manufacture this coin in time, I ask that the communication be referred to the Committee on Finance and printed.

Is any clearer or more conclusive evidence than the foregoing necessary to show that Senator Stewart knew exactly what coins were authorized and provided for by the Act of 1873? The Secretary of the Treasury defined them as "subsidiary silver coin in addition to the gold, trade dollar and minor coinage," and the Senator from Nevada accepted the definition. But this is not all. Senator Stewart not only knew the scope and effect of the Coinage Act of 1873, but he heartily approved it at least as late as February 11, 1874, when he declared himself in favor of the gold standard. He did so in a speech on a bill to amend the National Banking law. In the course of that speech he said:

The only way to relieve the country is to move right back to specie payments; let every man in the country know what the value of his money is; let everybody know what a dollar is worth.

Now what did the Senator from Nevada mean when he said "specie payments?" Payments in gold and silver coin? Not at all, for in the same paragraph from which the above quotation is made he used this language:

"Let us do as all the people of the world have been doing from the beginning, measure our values by gold."

"What does the Senator want?" asked Senator Logan.

"I want the standard gold, and no paper money not redeemable in gold," was the reply in part.

Again, in a speech on the same subject in the Senate on February 20, 1874, Senator Stewart declared: "Gold is the universal standard of the world. Everybody knows what a dollar in gold is worth."

In those days, before he had discovered or realized the enormity of "the crime of 1873," Senator Stewart was fighting against the issue or inflation of a paper currency not redeemable in gold, and in the course of his speech of February 11 he pointed out some of the evils of a depreciated and fluctuating currency in language which is as applicable to silver inflation in 1896 as it was to greenback inflation in 1874. In part he said:

Every country has found that a depreciated currency was attended with evils all the time, and it has been the purpose of every country to relieve itself of it as speedily as possible. Our country is able and strong enough to-day to do the same. Let us do it, and then we shall have some measure of value that the farmer can compute, that the miner can compute, that any man can compute. Then the man who goes West to buy produce will be under no necessity to insure himself against the fluctuations of the currency. The farmer then will know how to measure the difference in price between his wheat in Illinois and the wheat in Liverpool. It will be the transportation and the necessary commissions without any insurance on account of a fluctuating currency. The wheat will be measured by the same standard gold in Illinois as it is in Liverpool, and any man can figure it up.

It will thus be seen that as late certainly as February 20, 1874, Senator Stewart was what he now calls a "goldbug" and denounces with all the epithets in his ample and opulent vocabulary, and that he knew at least as early as February 11, 1873, that "the crime of 1873," in which he bore a share, had been committed, and that he did not begin to denounce it until some later period—probably not before there had been a considerable decline in the commercial value of silver bullion.

CHILI'S NEW PROTECTION TARIFF.

W. E. Curtis in The Chicago Record.

In framing a new tariff to take effect on July 1 the Government of Chili is adopting the principle of protection for the first time. Heretofore all the duties assessed upon imported goods in the custom houses of Chili have been for revenue, and necessities of life have been taxed as high as luxuries, the rate running from 15 to 75 per cent ad valorem, with an average of 35, without regard to the source from which the articles came. But the development of several of the industries has caused active competition with foreign merchandise, and there is a prospect that with proper encouragement the local manufacturers may be able to supply a considerable part of the domestic demand, although at somewhat higher prices.

Chili is the only one of the South American countries that has ever taken to manufacturing. Her agricultural resources are limited; her area is mostly mountainous. She has an abundance of water power and of coal. The only available coal deposits in South America are in the southern part of Chili. She has wool, iron, copper, tin and all the other metals, and excellent cotton is produced in the neighboring State of Peru, where if the industry was encouraged the supply would soon be sufficient for as many mills as might be established in Chili. For these reasons the present Government has decided to follow the example of the United States and patronize the development of mechanical industries by restricting competition from foreign countries.

Railroads.

ERIE RAILROAD.

Through trains leave New-York, foot of Chambers-st., as follows, and five minutes earlier from West 23d-st.:

9:00 A. M.—Vestibuled Express Daily for Waverly, Binghamton, Elmira, Buffalo, Bradford, Jamestown, Meadville and the West. Arrive Buffalo 7:50 P. M. Parlor car to Buffalo.

2:00 P. M.—Vestibuled Limited fast mail Daily, solid train for Chicago, via Chautauqua Lake, arrives Cleveland 7:40 A. M., Chicago 5 P. M. Sleepers to Chicago, Cleveland and Cincinnati. Dining Car.

7:30 P. M.—Buffalo and Cleveland Vestibuled Express Daily, arrives Buffalo 7:15 A. M., Bradford 7:15 A. M., Jamestown 6:55 A. M., Cleveland 1:15 P. M. Sleepers to Buffalo and Cleveland, making direct connections for Detroit, Chicago and the West.

8:45 P. M.—Via Chautauqua Lake and Niagara Falls Daily. Solid train to Chicago. Sleepers to Buffalo, Chicago and Cincinnati. Dining Car.

TICKETS, LOCAL TIME CARDS AND PULLMAN accommodations at 111, 261, 401, and 957 Broadway, 156 East 125th-st, and 61 West 42d-st., Chambers and West 23d-st. ferries, New-York; 333 and 726 Fulton-st., 106 Broadway, Brooklyn; 200 Hudson-st., Hoboken, and Jersey City Station. Westcott Express calls for and checks baggage from hotels and residences to destination.

Railroads.

AMERICA'S GREATEST RAILROAD.

NEW-YORK CENTRAL & HUDSON RIVER R. R.

FROM GRAND CENTRAL STATION, 42D STREET.

7:50 A. M.—Except Sunday. For Adirondack Mountains, Thousand Islands and Montreal.

8:30 A. M.—Except Sunday. Empire State Express. Fastest train in the world. Stops at Albany, Utica, Syracuse and Rochester. Due Buffalo 4:40 p. m., Niagara Falls 5:55 p. m. This train is limited to its seating capacity.

9:30 A. M.—Daily. Fast Mail for Poughkeepsie, Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Chicago.

9:40 A. M.—Except Sunday. For Catskill Mountains, Saratoga, Lake George, Green Mountains and Montreal.

10:30 A. M.—Except Sunday. Day Express. For Catskill Mountains, Richfield Springs and all important New-York State points.

1:00 P. M.—Daily. Southwestern Limited. For Columbus, Cincinnati, Indianapolis and St. Louis. Stops at Poughkeepsie, Albany, Utica, Syracuse, Rochester and Buffalo.

1:00 P. M.—Daily. Chicago Special for Detroit, Cleveland, Toledo and Chicago. Stops at Poughkeepsie, Albany, Schenectady, Utica, Syracuse, Rochester and Buffalo.

1:40 P. M.—Saratoga, Lake George and Catskill Mountains Limited. This train will run Friday, July 31, Saturday, July 11th, and thereafter Saturdays only. Buffet drawing-room cars.

3:30 P. M.—Except Sunday. West Point, Poughkeepsie, Catskill Mountains, Albany, Troy, Saratoga.

4:30 P. M.—Daily. North Shore Limited. Due Detroit 8:20 a. m., Chicago 4:30 p. m. Stops at Albany, Utica and Syracuse.

6:00 P. M.—Daily. For Albany, Troy, Utica, Syracuse, Buffalo, Niagara Falls, Cleveland, Toledo, Detroit, Chicago, Cincinnati, St. Louis.

6:25 P. M.—Daily. Saranac Lake, Lake Placid and Adirondack resorts south of Lake Clear, Saratoga, Plattsburgh, Burlington, St. Albans and Ottawa.

7:00 P. M.—Daily. For Adirondack resorts north of Lake Clear, Saratoga, St. Albans and Montreal. Fridays only, Fulton Chain.

7:30 P. M.—Daily. For Buffalo, Niagara Falls, Cleveland, Indianapolis, St. Louis, Chicago. Stops at Poughkeepsie, Albany and Utica.

9:00 P. M.—Daily. Carries Sleeping Car passengers only, for points on Fall Brook Railway, via Lyons, and for Rochester.

9:15 P. M.—Daily. For Syracuse, Oswego, Watertown, Cape Vincent, Ogdensburg, Buffalo, Niagara Falls, Cleveland, Toledo, Chicago; except Saturday, for the Auburn Road. Sundays only, Gloversville.

12:10 NIGHT—Theatre train for Chicago and principal points on New-York Central, every night, except Sunday night. Sunday nights, Gloversville and Chicago sleepers leave on 9:15 p. m. train.

9:06 A. M. and 3:35 P. M.—Daily except Sunday, to Pittsfield, via Harlem Division.

9:15 A. M.—Sunday only, to Pittsfield and the Berkshire Hills, via Harlem Division.

"ALL NIGHT" TRAINS TO YONKERS.

"All night" trains run between 155th-st. and points on Putnam Division as far as Yonkers, in connection with the Elevated Road. This is the only line running "all night" trains out of New-York.

Wagner Palace Cars on all train.

Trains illuminated with Pintsch Light.

Tickets and Wagner offices at Grand Central Station, 113 Broadway, 14 Park Place, 261, 413 Broadway; 31 East 14th-st., 942 Broadway, 275 Columbus-ave., 61 West 125th-st., and 138th-st. Station, New-York; 338 and 726 Fulton-st. and 166 Broadway, E. D., Brooklyn.

Baggage checked from hotel or residence by the Westcott Express Company.

JOHN M. TOUCEY, General Manager. GEORGE H. DANIELS, General Passenger Agent.

WEST SHORE R.R.

Trains leave W. 42d St. Station, N. Y., as follows, and 15 m. earlier from foot Franklin st.:

8:30 A. M. Daily. Local to Buffalo. Sleeping car, New York to Bloomville, Sundays only; can be occupied 9 P. M.

7:30 A. M. Daily. Local to Albany, for Catskill Mountains and Saratoga. Parlor car to Albany, Sundays only.

9:15 A. M. Daily for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toledo, Cleveland, Chicago. Parlor car to Syracuse.

A.—11:00 A. M. Daily, except Sunday, to Bloomville, and Catskill Mountains, New Paltz, Lakes Mohonk and Minnewaska. Parlor Cars to Hurley and New Paltz.

B.—11:35 A. M. Daily, except Sunday, to Catskill Mountains, New Paltz, Lakes Mohonk and Minnewaska, Albany, Saratoga, Caldwell, Lake George. Parlor cars to Bloomville, Saratoga and Caldwell.

1:15 P. M. Saturdays only. Half-Holiday Special to Catskill Mountains. Parlor car attached.

C.—3:45 P. M. Daily, except Sunday, to Catskill Mountains, New Paltz, Lakes Mohonk and Minnewaska, Albany, Saratoga. Parlor car attached to Hobart and Saratoga.

C.—4:00 P. M. Daily, except Sunday, for Albany.

6:00 P. M.—Daily for Albany, Montreal, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago and St. Louis.

6:30 P. M. Daily, except Sunday, for Newburg, Albany, Saratoga and Montreal. Sleeping car Albany to Montreal.

7:45 P. M. Daily, except Sunday, for Utica, Syracuse, Rochester and Buffalo.

8:15 P. M. Daily for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago and St. Louis.

A & C—Leaves Brooklyn by Annex: A10:15, B10:46 A. M., C3:05 P. M., Jersey City, P. R. R. Station, A10:40, B11:20, C3:28 P. M.

For tickets, time tables, parlor and sleeping-car accommodations apply city offices, Brooklyn and New York, and at stations. Time tables at principal hotels. For other information address

C. E. LAMBERT, General Passenger Agent, 5 Vanderbilt ave., New York.

DEL., LACKAWANNA AND WESTERN R. R. Stations in New-York, foot of Barclay and Christopher Streets.

VESTIBULED TRAINS, PULLMAN BUFFET CARS, PINTSCH LIGHT.

Direct route to NEWARK, BLOOMFIELD, MONTCLAIR, THE ORANGES, Summit, Bernardsville, Basking Ridge, Madison, Morristown, Passaic, Paterson, Boonton, Dover, Stanhope, NEWTON, BUDD'S LAKE, Hackettstown, SCHOOLEY'S MOUNTAIN, Washington, PHILLIPSBURG, EASTON, WATER GAP, STROUDSBURG, Pocono Mountains, SCRANTON, PITTSTON, WILKESBARRE, NANTICOKE, HANVILLE, NORTHUMBERLAND, Montrose, BINGHAMTON, OXFORD, NORWICH, Waterville, UTICA, RICHFIELD SPRINGS, Cortland, SYRACUSE, OSWEGO, ITHACA, OWEGO, ELMIRA, CORNING, HAMMONDSPORT, JAMESVILLE, BUFFALO and all points WEST, NORTHWEST AND SOUTHWEST.

8:00 A. M. BINGHAMTON MAIL. Stops at principal stations.

10:00 A. M.—(Cafe Car), BUFFALO, SCRANTON, BINGHAMTON, UTICA, RICHFIELD SPRINGS, SYRACUSE and OSWEGO EXPRESS. Pullman Buffet Parlor Cars connect at Buffalo with train for Chicago and points west.

1:00 P. M. (Cafe Car), SCRANTON, WILKESBARRE and ELMIRA EXPRESS. Pullman Buffet Parlor Cars.

4:00 P. M.—SCRANTON, WILKESBARRE and PLYMOUTH EXPRESS. Pullman Buffet Parlor Cars.

7:30 P. M. (Daily).—Buffalo Vestibuled Limited Express for SCRANTON, BINGHAMTON, ELMIRA, BUFFALO. Pullman Buffet Sleeping Car. Connects at Buffalo with train for Chicago and points west.

9:30 P. M. (Daily).—BUFFALO, SCRANTON, BINGHAMTON, ITHACA, RICHFIELD SPRINGS, SYRACUSE and OSWEGO EXPRESS. Pullman Buffet Sleepers.

TICKETS AND PULLMAN ACCOMMODATIONS at 14 Park Place, 429 Broadway. Tickets at ferry stations, 942 Broadway, 111 4th-ave., cor. 125th-st.; 53 West 125th-st., 236 Columbus-ave., New-York; 338 and 726 Fulton-st. and 106 Broadway, Brooklyn. Time tables giving full information at all stations.

WESTCOTT EXPRESS COMPANY will call for and check baggage from hotel or residence to destination.

Otis Elevating Railway, Catskill Mountains.

SHORTEST, QUICKEST and most Direct Route to KAATERSKILL HOTEL, CATSKILL MT. HOUSE, HAINES CORNERS, TANNERSVILLE AND THE PARKS.

Secure through tickets at offices of the New-York Central and West Shore railroads, Hudson River Day Line and Catskill Evening Line.

NEW-YORK AND LONG BRANCH RAILROAD.

SUMMER TIME-TABLE.

For Red Bank, Long Branch, Elberon, Ocean Grove, Asbury Park, Belmar, Spring Lake and Point Pleasant. Trains leave foot Liberty Street: 4:30, 8:30, 10:30, *11:30 A. M., *1:00 (Saturdays only), 1:30, *2:15, *3:30, 4:00, 4:30 (Red Bank only), *4:45 (except Red Bank), 5:30, 6:15, 8:00 P. M. (Saturdays only to Ocean Grove and Asbury Park). Sundays, *9:15 A. M., 1:30, 4:00 P. M.

Trains leave foot Cortlandt and Desbrosses Streets: 3:30, 7:40, 9:10, *10:00 A. M., 12:10, *1:20 (Saturdays only), 2:30, *3:10, *3:40 (except Red Bank), 4:20, *5:10 (except Long Branch), 7:00 P. M. Sundays, 8:15, *9:45 A. M., 5:20 P. M.

Sunday trains do not stop at Ocean Grove and Asbury Park.

* Denotes express train.

BALTIMORE & OHIO.

Leave New-York, foot of Liberty St., daily.

CHICAGO, 2 P. M. and 12.15 night.

PITTSBURG, 3.30 ex. Sun., 2 Sun., 12.15 night.

CINCINNATI, ST. LOUIS, 10 a. m., 6 p. m.

WASHINGTON, BALTIMORE, 8.15, 10 (Dining Car.), 11.30 a. m. (Dining Car), 2, 3.30 (Dining Car), 5 (Dining Car), 6 p. m., 12.15 night. Sunday, 10 (Dining Car), 11.30 a. m. (Dining Car), 2 (Dining Car), 5 (Dining Car), 6 p. m., 12.15 night.

NORFOLK, 11.30 a. m. daily.

NEW-ORLEANS, Through Sleeper, 5 p. m. daily.

All trains are illuminated with Pintsch Light.

Offices: 113, 172, 261, 415, 1,140 B'way, 31 E. 14th St., 127 Bowery, N. Y.; 339, 344 Fulton St., Brooklyn; Station foot of Liberty St., C. R. R. of N. J. Baggage checked from hotel or residence to destination.

LEHIGH VALLEY RAILROAD.

Stations foot of Cortlandt and Desbrosses sts.

6:40 A. M. daily (Sundays, 7:00 A. M.) for MAUCH CHUNK and intermediate stations.

8:15 A. M. daily for ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, SUSPENSION BRIDGE, and the West, and principal local points; dining-car to Suspension Bridge; Pullman Vestibule Sleeper to Chicago.

11:00 A. M. daily, except Sunday, for MAUCH CHUNK and intermediate points. Connections for Reading and Harrisburg.

12:00 noon daily, except Sunday.

"BLACK DIAMOND EXPRESS"

arrives Buffalo 10 P. M. Through car to Rochester, Pullman Vestibuled, Day Coaches and Parlor-Car, Dining-Car Service, Meals a la carte.

12:40 P. M. daily, except Sunday, for L. & B. Junction and intermediate points.

1:30 P. M. daily, except Sunday, for L. & B. Junct. and all intermediate stations. Chair-cars to Wilkesbarre.

3:50 P. M. (Sundays only), for Mauch Chunk and Hazleton, and all intermediate stations.

4:10 P. M. daily, except Sunday, for L. & B. JUNCTION and principal intermediate stations; Pullman buffet parlor-car to Wilkesbarre; connecting for Pottsville.

5:15 P. M. daily, for Easton and intermediate stations. Chair car to Easton.

6:10 P. M. daily, for BUFFALO, NIAGARA FALLS and all points West. Pullman Sleeper Vestibuled Train N. Y. to Chicago. Sleeper to Buffalo and Toronto. Connections for Reading and Harrisburg.

9:00 P. M. daily for ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and all points West. Pullman Sleeper to Chicago and Buffalo. Chair-car to Wilkesbarre.

11:50 P. M. daily, except Sunday, for EASTON and intermediate points.

Additional local trains daily, except Sunday, for BOUND BROOK and intermediate points, leave as follows: 8:00 A. M., 9:00 A. M., 2:30 P. M., 4:20 P. M. and 6:30 P. M.

Tickets and Pullman accommodations at 235, 273, 944, 1,323 Broadway, 31 East 14th St., 156 East 125th St., and 1,823 Broadway, 31 East 14th St., 4 Court St., 98 Broadway, and Brooklyn Annex, Brooklyn.

New-York Transfer Company will call for and check baggage from hotel or residence through to destination.

Railroads.

PENNSYLVANIA RAILROAD.

STATIONS foot of Desbrosses and Cortlandt Streets. In Effect June 28, 1896.

9.00 A. M. FAST LINE.—Parlor Car to Pittsburg.

10.00 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment, Sleeping, Dining, Smoking, and Observation Cars. Arrives Chicago 9 A. M., Cleveland 4.30 A. M., Cincinnati 6.40 A. M., Indianapolis 8.00 A. M., Louisville 11.50 A. M., St. Louis 3.00 P. M., and Toledo 8.30 A. M.

2.00 P. M. CHICAGO AND ST. LOUIS EXPRESS.—Sleeping and Dining Cars to St. Louis, Louisville and Chicago. Arrive Cincinnati 10.45 A. M., St. Louis 7 P. M., Chicago 5.15 P. M.

6.00 P. M. WESTERN EXPRESS.—Sleeping and Dining Cars to Chicago and Cleveland. Arrives Cleveland 11.25 A. M., Chicago 9 P. M. next day.

7.45 P. M. SOUTH-WESTERN EXPRESS.—Sleeping and Dining Cars to Cincinnati and St. Louis. Arrives Cincinnati 6 P. M., Indianapolis 10.15 P. 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 and Toledo except Saturday.

WASHINGTON AND THE SOUTH.

8, 8.50, 9.30, 10.10 (Dining Car), 11 A. M., 1, 2.10 (3.2) "Congressional Lim.," all Parlor and Dining Cars), 4.30 (Dining Car), 5.20 (Dining Car), 9 P. M., 12.15 night. Sunday, 8.50, 9.30, 11 A. M. (3.20 "Congressional Lim.," all Parlor and Dining Cars), 4.30 (Dining Car), 5.20 (Dining Car), 9 P. M., 12.15 night.

SOUTHERN RAILWAY.—4.20 P. M. daily, Sleepers to New Orleans, Memphis, Tampa, Asheville, and Hot Springs. 12.15 night daily, Sleepers to New Orleans and Jacksonville.

ATLANTIC COAST LINE.—9.30 A. M. daily, Sleepers to Port Tampa and Macon. 9.00 P. M. daily, Sleeper to Jacksonville.

CHESAPEAKE & OHIO RAILWAY, Express 5.20 P. M. daily, Through Sleeping and Dining Cars.

For Old Point Comfort and Norfolk, via Cape Charles Route, 8 A. M. week-days and, with Through Sleeper, 8 P. M. daily.

Atlantic City, 1.50 P. M. week-days. Through Buffet Parlor Car and Day Coach.

For Cape May, 11.00 A. M., 1.00, 1.50, and 2.10 P. M. week-days.

For Long Branch, Asbury Park, Ocean Grove, and Point Pleasant, 3.30, 7.40, 9.10, 10.00 A. M., 12.10, 2.30, 3.10, 3.40, 4.20, 5.10 (does not stop at Long Branch), and 7.00 P. M., week-days. Sundays (stop at Interlaken for Asbury Park), 8.15, 9.45 A. M., 5.20 P. M.

FOR PHILADELPHIA.

6.20, 7.30, 8, 8.30, 9, 9.30 (10 Penn'a Limited), 10.10 (Dining Car), 11 A. M., 12, 1, 2.10, 3, 4, 4.20, 4.30 (Dining Car), 5.20 (Dining Car), 6 (Dining Car), 7.50, 8, 9 P. M., 12.15 night. Sundays, 6.15, 8.30, 9, 9.30 (10 Limited), 10, 11 A. M., 2 (Dining Car), 4, 4.30 (Dining Car), 5.20, (Dining Car), 6 (Dining Car), 7.45, 8, 9 P. M., 12.15 night.

Ticket Offices: Nos. 433, 944, 1,196, 1,323, 111, and 261 Broadway, 1 Astor House, and foot of Desbrosses and Cortlandt Streets; 4 Court Street, 860 Fulton Street, 98 Broadway, and Brooklyn Annex Station, foot of Fulton Street, Brooklyn; Station, Jersey City. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

S. M. PREVOST, General Manager. J. R. WOOD, General Pass'r Agent.

CENTRAL RAILROAD of NEW JERSEY

(Anthracite coal used exclusively.)

Four Tracks. Automatic Block Signals.

On and after June 28, 1896,

Trains leave station foot of Liberty St.

For Easton, Bethlehem, Allentown, Mauch Chunk, &c., 4:30, 7:15, 9:10 (11:45 to Easton) A. M., 1:10, 1:30, 4:15 (4:30 to Easton), 5:45, 7:30 to Allentown, P. M. Sundays, 4:30 (7:15 to Easton) A. M., 1:00, 5:30, 6:00 P. M.

For Wilkesbarre, Pittston and Scranton, 9:10 A. M., 1:10, 1:30, 4:15 P. M. Sundays, 4:30 A. M.

For Reading at 4:30, 8:00, 9:10, 10:00, 11:30 A. M., 1:10, 1:30, 2:00, 4:30, 5:00, 5:45, 6:00 P. M., 12:15 night. Sundays, 4:30 A. M., 1:00, 2:00, 5:30, 6:00 P. M., 12:15 night.

For Harrisburg, at 4:30, 8:00, 9:10, 11:30 A. M., 1:10, 1:30, 4:30, 5:00, 5:45 P. M., 12:15 night. Sundays, 4:30 A. M., 1:00, 5:30, 6:00 P. M., 12:15 night.

For Sunbury, Lewisburg and Williamsport, at 4:30, 8:00, 9:10 A. M., 1:10, 1:30, 9:00 P. M. Sundays, 4:30 A. M., 6:00 P. M.

ALL-RAIL ROUTE.

FOR LONG BRANCH, OCEAN GROVE, &c.

For Red Bank, Long Branch, Asbury Park, Ocean Grove, and points south to Point Pleasant, 4:30, 8:30, 10:30, 11:30 A. M. (1:00 Saturdays only), 1:30, 2:15, 3:30, 4:00 (4:30 to Red Bank), (4:45 except Red Bank), 5:30, 6:15 (8:00 Saturdays only, to Asbury Park and Ocean Grove) P. M. Sundays (stop at Interlaken for Asbury Park and Ocean Grove), 9:15 A. M., 1:30, 4:00 P. M.

For Lakewood, Toms River, Barnegat Park and Barnegat, 4:30, 8:30 A. M., 1:30, 4:30 P. M.

For Atlantic City, Vineland and Bridgeton, 4:30 A. M., 1:30 P. M.

For Monmouth Beach, Seabright and Highlands of Navesink, 4:30, 8:30, 11:30 A. M., 1:30, 4:45, 6:15 P. M. Sundays, 9:15 A. M., 4:00 P. M.

SANDY HOOK ROUTE.

FOR LONG BRANCH, OCEAN GROVE, &c.

From Pier 8, N. R., foot of Rector-st.

For Atlantic Highlands, Highland Beach, Normandie, Rumson, Monmouth Beach, Seabright, Monmouth Beach and Long Branch at 4:30, 9:00, 11:00 A. M., 1:00, 2:00, 3:45, 4:30, 5:30 P. M. Sundays, 9:30 A. M., 1:00 P. M.

For Elberon, Asbury Park, Ocean Grove and points south to Point Pleasant, 11:00 A. M., 1:00, 2:00, 3:45, 4:30, 5:30 P. M. Sundays (stop at Interlaken for Asbury Park and Ocean Grove), 11:00 P. M.

For Lakewood, Toms River and Barnegat, 4:30 A. M., 1:00, 3:45 P. M.

Atlantic City, Vineland and Bridgeton, 4:30 A. M., 1:00 P. M.

ROYAL BLUE LINE

TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

For Philadelphia, week days, 4:30, 8:00, 8:15, 9:00, 10:00, 11:30 (Dining Car) A. M., 1:30, 2:00, 3:30, 4:00 (Buffet Parlor Car), 4:20, 5:30 (Dining Car), 6:00, 7:30, 9:00, 10:00 P. M., 12:15 night. Sundays, 4:30, 9:00, 10:00, 11:30 (Dining Car) A. M., 2:00, 4:00, 5:00 (Dining Car), 6:00 P. M., 12:15 night.

For Baltimore and Washington, week days, 4:30, 8:15, 10:00, 11:30 (Dining Car) A. M., 2:00, 3:30, 5:00 (Dining Car), 6:00 P. M., 12:15 night. Sundays, 4:30, 10:00, 11:30 (Dining Car) A. M., 2:00, 5:00 (Dining Car), 6:00 P. M., 12:15 night.

Tickets and parlor-car seats can be procured at foot of Liberty-st., 113, 172, 261, 415, 944, 1,140, 1,323 Broadway, 737 6th Ave., 31 East 14th-st., 153 East 125th-st., 273 West 125th-st., 251 Columbus Ave., New-York; 4 Court St., 860 Fulton St., Brooklyn; 98 Broadway, Williamsburg. The New York Transfer Company will call for and check baggage from hotels or residence to destination.

NEW-YORK, ONTARIO & WESTERN R'Y

Trains leave foot of West 42d St. as follows (15 minutes earlier from Franklin St.):

7:55 A. M., for West Cornwall, Orr's Mills, Lakes Mohonk and Minnewaska, Middletown, Bloomingburgh, Ellenville, Fallsburgh, Hurleyville, Lake Klamesha, Liberty, Scranton, Waverly, Delhi, Sidney, Norwich, Utica, Oneida, Fulton, Oswego.

9:15 A. M., for Campbell Hall, Middletown, Bloomingburgh, Wurtsboro, Ellenville, Mountain Dale, Centreville, Fallsburgh, Lake Klamesha, Hurleyville, Liberty Falls, Liberty, White Lake.

1:45 P. M., (Saturdays only), for Middletown, Bloomingburgh, Wurtsboro, Ellenville, Mountain Dale, Centreville, Fallsburgh, Lake Klamesha, Hurleyville, Liberty Falls, Liberty, White Lake, Parksville, Livingston Manor, Rockland.

4:30 P. M., (Daily), for Campbell Hall, Middletown, Liberty, Livingston Manor, Walton, Delhi, Sidney, Norwich, Randallsville, Oneida, Fulton, Oswego, Niagara Falls, and points West; Pullman Sleeping Car; Reclining Chair Car, seats free to Niagara Falls.

5:15 P. M., for West Cornwall, Orr's Mills, Meadow Brook, Burnside, Campbell Hall, Stony Ford, Crystal Run, Middletown, Winterton, Bloomingburgh, Wurtsboro, Ellenville.

Tickets and Pullman seats at 371 Broadway, N. Y.

J. C. ANDERSON, G. P. A., 56 Beaver St., N. Y.

Auction Sales of Real Estate

JAMES L. WELLS . . . . . Auctioneer.

CHARLES A. BERRIAN . . . . Auctioneer.

Will sell at auction TUESDAY, JULY 14, noon, At 111 Broadway, N. Y., Real Estate Salesroom,

124 CHOICE LOTS

Immediately adjoining

183D STREET STATION, HARLEM R. R. RAPID TRANSIT.

TREMONT,

24th Ward, New-York City.

These lots are desirably situated on

WEBSTER AND VANDERBILT AVES., 183D AND 184TH STREETS, TIEBOUT AND VALENTINE AVES.

Splendid locations for business and residences; city improvements, sewers, water, gas, etc.

70 PER CENT. ON MORTGAGE, if desired. Title guaranteed free of cost to each purchaser.

3D AVE. TROLLEY DIRECT TO LOTS.

Maps with Merrill & Rogers, Attorneys, 111 Broadway.

James L. Wells and Charles A. Berrian, Auctioneers, 59 Liberty-st., N. Y.

To Let For Business Purposes

BUILDINGS, STORES, LOFTS AND OFFICES TO LET on Chambers, Spruce, Beekman, Fulton, John, Maiden Lane, Dey, Barclay, Park Place, Park Row, Nassau, William, Gold, Cliff, Pearl, Water and many other streets. RULAND & WHITING, 5 Beekman-st.

Country Property For Sale.

FOR SALE.—Easthampton, Mass. The fine residence property of the late Governor H. G. Knight; delightfully located; large house, with modern improvements, ample grounds and outbuildings. A rare opportunity, within easy distance by trolley of Smith College, Northampton. Address C. H. PIERCE, Northampton, Mass.

Furnished Houses To Let—Country.

FURNISHED COTTAGE TO LET.—Lawrence Beach, bet. Far Rockaway and Cedarhurst; 11 rooms; h. & c. water; still and surf bathing, cycling, etc.; convenient to city; reduced rental. See DAWSON, at Lawrence Depot, or COMMOSS, 9 Murray St., N. Y.

FOR RENT.—AT RYE, N. Y., FOR TWO MONTHS. Well-furnished house, containing 10 rooms; convenient to station and the Sound; references required. Address Box 165, Rye, N. Y.

FURNISHED HOUSE TO LET.—Montclair, N. J., 60 Chestnut St.; cottage in the woods; from July 15th to September 15th; to a gentleman and wife; references exchanged. Apply to T. F. GLADWIN, 60 Leonard St., N. Y., or on the premises.

TO LET.—Furnished cottage at Mt. Pocono, Penn.; elegant view; healthy location and low terms. Apply J. J. HEINS, 373 Broome-st., New-York.

REAL ESTATE.

The auctioneers had a dull day yesterday at the auction rooms. No sales were announced, and with the exception of the attendance of a few of the regular frequenters, the rooms were practically deserted.

REAL ESTATE TRANSFERS.

128th-st, No 100 East; Sarah Lippett to John Stillwell	$5,000
Morse-ave, n w s, 35 ft s of lot 124, being part of lot 133 and also part of lot 124, map village of Morrisania; John E Comfort, individual and as executor, to Annie V Taylor	20,500
184th-st, s s, 100 ft e of Park-ave, East, 100x160; the Northern Improvement Company to Mary E Condon	5,560
Crotona-ave, n e corner Broad-st, 75.6x88.3x81.10x88.7; Matthew Smith and wife to Sebastian Zuschlag	10,000
Monroe-st, No 88; Solomon Bachrach and wife to Otto F Degener	10
34th-st, No 205 West; Martha M Davies to Amos F Eno	1
Same property; Mary L Robinson to same	1
Same property; Horace J Brookes and another, executors, to same	1
Park-ave, No 1,088; Joseph McNamara et al to Solomon Wallenstein	22,000
82d-st, s s, 195 ft w of Central Park West, 21x102.2; James B. Butler, referee, to William H Erskine	33,000
82d-st, s s, 237 ft w of Central Park West, 21x102.2; same to William H Erskine	32,850
43d-st, n s, 59 ft e of 9th-ave, 21x75.2; Patrick A Whitney and another, executors, to Jacob Burger	4,500
79th-st, n s, 525 ft e of Amsterdam-ave, 75x102.2; Julia Edgar et al, executors, to William E Diller	62,500

RECORDED MORTGAGES.

Bachrach, Solomon, to Otto Degener, Nos 151, 153, 155 and 157 Orchard-st, 1 year (4 mortgages)	$22,200
Bickelhaupt, George, and wife to the Franklin Savings Bank, N. Y., w s West End-ave, 75.11 ft n of 101st-st, 1 year	16,000
Same to Arthur M Thom, same property, 2 years	8,000
Cauldwell, Leslie G, et al to the Title Guarantee and Trust Co., s e corner Morse-ave and George-st, 3 years	18,000
Degener, Otto F, to Dry Dock Savings Institution, w s Orchard-st, 184.11 ft n of Rivington-st, 26x87,