FIGHT FOR THE B. AND O.

TWO DECISIONS HANDED DOWN IN BALTIMORE.

RECEIVERS UPHELD IN THEIR EFFORT TO GET NEW EQUIPMENT—BONDHOLDERS WANT A RECEIVER IN THE WEST.

Baltimore, July 23 (Special).—The receivers of the Baltimore and Ohio Railroad won another victory in the courts to-day. Judges of the United States Court sustained them in cases that were up for hearing.

The first case was a petition by the receivers for permission to issue receivers' certificates to the amount of $2,300,000 for the purchase of new freight-cars and locomotives. Circuit Judge Goff and District Judge Morris heard the argument, and decided in favor of the petitioners. In his decision Judge Goff took occasion to commend the management of the property by the receivers, saying in part:

Taking the allegations of the petition and statements therein contained and report of the receivers made under oath, as conceded, we think they show the necessity for this additional equipment—for the rolling stock mentioned in the petition. In fact, it is apparent that the Baltimore and Ohio Railroad Company has been deficient in this respect. The report of the receivers shows that a large sum of money has been expended for the purpose of renting cars of other roads for use in transporting freight over the lines of the Baltimore and Ohio road. It seems to us that the purchase of this additional stock will not increase the burdens—on the contrary, it will decrease them. It will not be a burden on the income of the road in the hands of the receivers, of which the bondholders can complain; on the contrary, it will reduce that expense and leave, we hope, a surplus in the hands of the receivers so far as that particular item of expenditure is concerned. If I am not much mistaken, it has been shown that there were 4,000 or 5,000 cars that were absolutely disabled—I think, in the neighborhood of five thousand cars. There were over two hundred locomotives that could not turn a wheel. A great deal of money has been expended in making repairs, but it has been demonstrated that a great deal of their equipment, then supposed to be in at least moderate condition, or in condition to be put into service, has turned out to be absolutely defective—dangerously deficient. To meet that deficiency cars have been purchased under orders of the court heretofore, and will be purchased now under orders of the court to be made under this petition.

Judge Morris in his remarks said:

If this proposition for the obtaining of these cars was one which involved the imposing of obligations upon the property to pay the purchase money, I should regard it in a different light. As it is, I find myself in accord with the announcement just made by the Circuit Judge, and desire to express that accord. From the contracts that it is proposed to make, it appears that the annual sums which would have to be paid out of the income are less than the present annual mileage paid for the use of cars belonging to other railroads; therefore, there is no additional charge put on the income in the hands of the receivers by this proposition. In fact, if the figures which are given as the result of the past year continue in the future, there will be a gain of over $100,000, the amount which will be paid on contracts for the purchase of the cars being that much less than the annual sum paid for the use of cars on the road belonging to other lines whose place, the cars now petitioned for, are to take. There will also be this additional advantage—as these payments are made, in the course of ten years these cars will become the absolute property of the Baltimore and Ohio Railroad Company.

Judges Goff and Morris granted an order enabling the holders of the first mortgage bonds of the Chicago Division of the Baltimore and Ohio system to sue in the courts of Ohio, Indiana and Illinois for separate receivers for that portion of the property. The order was the result of a compromise reached by counsel for the bondholders and the present receivers, and carries with it an agreement that no attempt will be made in the Western courts to obtain possession of the road. It is understood that the mortgage holders will appeal in Chicago for receivers, and, on their appointment, bring an action in the Baltimore courts for possession of the property.

The property in controversy is known as the Baltimore and Ohio and Chicago Railroad, and forms an important part of the Baltimore and Ohio system, furnishing as it does the only entrance to Chicago for the trains of that line. The petitioners in the case are C. H. Coster, J. Wilcox Brown and James Bond, substituted trustees under the mortgage of 1887 to secure the payment of $1,600,000, most of which is held abroad, and it is generally believed that the action was brought at the instigation of J. P. Morgan & Co., of New-York, with a view of obtaining greater influence in the affairs of the system than they now possess, and of placing themselves in a position effectually to check any action on the part of receivers of other portions of the road of which they do not approve.

Judge Morris having stated what he understood to be the matters on which the counsel agreed, the Court passed an order retaining the petition of the trustees for future action, stating the understanding that the trustees might institute suits against the railroad companies, but not against the receivers, and that if in such suits they should obtain an order appointing a receiver of the Chicago division, they might then apply to the Court for an order giving such receiver possession, but that they should not attempt to obtain possession from the present receivers without first applying to the Circuit Court of the United States for Maryland. This leaves the trustees free to do what Mr. Bond, their counsel, conceded their right to do, such suits being open to defence on the ground that the trustees have no right to proceed until after ninety days' default, and there can be no disturbance of possession of the Circuit Court for Maryland without first obtaining an order from that Court.

NO ACTION ON THE REQUEST.

THE WESTERN TRAFFIC ASSOCIATION APPARENTLY HAS DECIDED NOT TO GIVE EXCURSION RATES TO MERCHANTS WEST OF THE MISSISSIPPI.

The Western Traffic Association apparently has decided not to give excursion rates to merchants west of the Mississippi through to New-York. The Merchants' Association of this city yesterday received from B. D. Caldwell a message to the effect that the Western Traffic Association had taken no further action upon the request for through rates. After the message was received from Mr. Caldwell a manager of the Merchants' Association said:

This association has no comments to make upon the action of the Western Traffic Association, which speaks for itself. The merchants in the section of the country controlled by the Western Traffic Association will find excursion tickets to New-York on sale at Chicago on two distinct periods of four days each, the first and latter part of August. The dates will be the same as the dates of excursions to Chicago, due notice of which will be given. The Southwestern Traffic Association has taken no further action in the matter, and no word has been heard from individual roads. Tickets will be on sale from St. Louis to those merchants who desire to avail themselves of the opportunity to visit this market about the same dates as those on which tickets will be on sale at Chicago. Due notice of this will likewise be given through the press and by circulars now being prepared.

The officers of the Merchants' Association are still in telegraphic communication with the chairman of the Southeastern Association, controlling the roads east of the Mississippi and south of the Ohio, and are also in telegraphic communication with some of the representatives of several of the individual roads and systems in that territory concerning the resolution adopted at the meeting of the Southeastern Association, held at Asheville on July 20. All this is being done in an effort to try to obtain an arrangement of details by the Southeastern Association which will enable it to use tickets of the same class as those which the Joint Traffic and Trunk Line associations are going to issue in conformity with the resolutions adopted by these latter associations some time ago.

Applications for membership continue to come in the usual number from out-of-town merchants, and the local list is growing fast. Among the new resident members are Adams & Co. and Ehrich Bros., Sixth-ave.; the National Shoe and Leather Bank, No. 271 Broadway; Ninth National Bank of the City of New-York, No. 467 Broadway; the National Bank of North America, No. 25 Nassau-st.; Leather Manufacturers' National Bank, No. 29 Wall-st.; John J. Dowd, restaurant, No. 321 Broadway; Thomas Lloyd, manufacturer of fireworks, No. 15 Park Place; N. W. Taussig & Co., syrups, No. 111 Wall-st.; E. H. & W. J. Peck, coffee, No. 89 Front-st.; James P. Smith & Co., fancy groceries, No. 90 Hudson-st.; the Barbour Bros. Company, linen threads, No. 218 Church-st.; the Kursheedt Manufacturing Company, No. 356 West Broadway; Zeiss, Wersba & Co., No. 528 Broadway; Lesher, Whitman & Co., No. 592 Broadway, and Hammill & Gillespie, importers, No. 240 Front-st.

THE EVANSVILLE AND RICHMOND ROAD.

Washington, Ind., July 23.—By order of the Court the Evansville and Richmond Railway has been taken out of the hands of a receiver and placed in the hands of New-York men. The terminals of the road are El Norte and Westport. The line will be extended to Richmond, Ind.

ROCK ISLAND REFUNDING PLAN.

A prominent director in the Chicago, Rock Island and Pacific Railroad authorizes the statement that it has been planned to refund the road on lines similar to those employed in the refunding of the Chicago and Northwestern Railroad. The plan is expected to take shape before long, and contemplates a blanket mortgage, which will include bonds to retire at maturity the first-mortgage 6's, due in 1917, amounting to $12,100,000. A conference of the leading interests in the road was held at Chicago the early part of this week, and another meeting will be held soon, probably in this city.

TRYING TO ABROGATE ANTI-SALOON RULE.

San Francisco, July 23.—President James P. Edoff of the California Liquor Dealers' Protective Association has gone East to confer with the officials of the Santa Fe Railway, and an effort is to be made to have set aside the rule forbidding employes to enter saloons, either while on or off duty.

TO SUCCEED DR. STOKES.

NO LIKELIHOOD THAT THE OCEAN GROVE CAMP-MEETING ASSOCIATION WILL SELECT A NEW PRESIDENT UNTIL FALL—CONTEMPLATED CHANGES IN THE MANAGEMENT OF THE RESORT.

Ocean Grove, July 23 (Special).—The Ocean Grove Camp-Meeting Association of the Methodist Episcopal Church, which is made up of ministers and laymen connected with that denomination, will not select a successor to the late president, Dr. E. H. Stokes, until the annual meeting in November next.

The Rev. Dr. A. E. Ballard, the vice-president of the association, will have charge of the special and regular services held on the camp grounds this summer. Dr. Ballard is the president of the Pitman Grove Camp-Meeting Association, in South Jersey, but he will devote the best part of his time to Ocean Grove.

Dr. Stokes, who held the office of president of the camp-meeting association for twenty-eight consecutive years—ever since the famous religious resort was established—had charge of the secular as well as the religious work of the resort, and his time was constantly occupied in attending to the work. While no concerted move has been made to separate the secular work from the religious, it is more than probable that such an innovation will be brought about at the annual meeting.

One plan suggested is to select one of the lay members of the association as superintendent or president of the secular department, and place the religious work in the hands of a committee of ministers selected from the association. The older members of the camp-meeting association will in all probability oppose this contemplated change, but the new members take kindly to the suggestion, and it is likely that the change outlined above will be brought about.

The property-holders in the Grove have no voice whatever in the management of the resort. These individuals have petitioned the association from time to time to introduce gas into the Grove for illuminating and cooking purposes, to make the bridges spanning Wesley Lake free to the public, to build a wagon bridge over the same stream between the Grove and Asbury Park and to open up the ocean driveway across the same lake.

These petitions have invariably been pigeonholed by the association, but now that a change in the management of the resort is being mooted it is possible that the new directors may conclude to give the lot-holders and taxpayers representation in the association.

Should the association conclude to cling to the present form of management, there are a number of available members of the association to choose a new president from. These include Vice-President Ballard, the Rev. Dr. J. R. Daniels, leader of the holiness meeting; the Rev. Charles H. Yatman, leader of the young people's meeting and an excellent organizer, and the Rev. Dr. Thomas Hanlon, president of Pennington Seminary and leader of the famous Ocean Grove Summer Bible Class. The Rev. Dr. J. E. Price, of Sing Sing, N. Y., the dean of the Ocean Grove Summer School of Theology, is also spoken of as an available candidate, but he is not a member of the camp-meeting association, and consequently he is disqualified.

WATER COMPANY HELD TO BLAME.

VERDICT OF THE CORONER'S JURY ON THE DUTCHESS JUNCTION FLOOD.

Poughkeepsie, N. Y., July 23.—The jury which has been investigating the flood caused by the bursting of the Melzingah dams, which caused the death of seven persons, finished the inquest at Matteawan to-day and returned to Coroner Bevier a verdict holding the Matteawan and Fishkill Water Company responsible for the disaster. When the jury met the stenographer's minutes of the testimony taken at the previous hearings were given to the foreman. The jury deliberated for two hours behind closed doors, there being considerable difference of opinion among them. Some of the jurors wanted to hold the officers of the company for criminal negligence, but others would not agree to that proposition. The jury finally compromised on the following verdict, which all of the jurors signed:

We find that Mrs. John Conroy, Mrs. Mary Ferry, William Ferry, Joan Sruka, Philomena Deluka, John Conroy and Julia Conroy came to their deaths in the flood in Melzingah Brook, town of Fishkill, county of Dutchess, on the morning of July 14, 1897; that the cause of the flood was the breaking of the dams of the Fishkill and Matteawan Water Company, which were situated on the said brook near the top of the mountain and used to supply the villages of Matteawan and Fishkill Landing, in said town and county; that from the evidence produced to this said jury, we are of the opinion that said Fishkill and Matteawan Water Company were in a large measure responsible, insomuch as they maintained and used dams that were in a dangerous and unsafe condition at the time of the accident, by reason of there not being sufficient overflow or spillway to carry off the surplus water at the time of the freshets or heavy rainfalls, such as prevailed on July 12, 13 and 14 last. We also censure the said water company for not providing a competent watchman for said dams, especially in the time of high water, to prevent if possible any accidents, or, in case of any danger, to notify the people living the valley below of any impending danger.

As the jury did not hold the officers of the company for criminal negligence, it is thought that the Grand Jury will take no action against them. The company has been sued, however, in civil proceedings by Frank Timoney, whose brickyard was ruined by the flood, and by the heirs-at-law of some of the victims.

PEACE NEGOTIATIONS IN URUGUAY FAIL.

Montevideo, July 23.—It is announced that the peace negotiations between the Government and the insurgents instituted on July 20 have collapsed.

Amusements.

THE COOL CASINO! | THE WHIRL OF THE TOWN! Creamed Ices to Ladies Nightly! ROOF—New Vaudeville! New Ballet! Bertho!

EDEN MUSEE. WORLD IN WAX AND GRAND CONCERTS. CINEMATOGRAPH. Exhibits every hour from 1 to 5, 8 to 10.

KOSTER & BIAL'S ROOF. KOSTER & BIAL'S GARDEN. Vaudeville & Promenade Orchestra Concerts. From 7:30 P. M. until midnight. Admission 50c.

MANHATTAN BEACH. Swept by Ocean Breezes. Sousa's Concerts, To-morrow, 4 and 8 P. M. Pain's Fireworks, Evgs., except Sun. & Mon. Last Two Performances To-day of De Wolf Hopper, Mat. 4 P. M. Evg., 9 P. M. El Capitan. July 26, Parry Opera Company, "Very Little Faust."

P O P S MADISON SQUARE ROOF GARDEN. Every Evg. at 8, including Sunday. Continued success of the POPULAR CONCERTS by the Metropolitan Permanent Orchestra. ADMISSION 50c.

Madison Square Garden Amphitheatre. TO-NIGHT AT 8:15. THE NEW CAPTAIN COOK. COMIC OPERA. CAPTAIN COOK. POPULAR PRICES, 25c. 50c. 75c.

OLYMPIA ROOF GARDEN. OLYMPIA ROOF GARDEN. KARA, BIG VAUDEVILLE BILL.

PASTOR'S. PASTOR'S. CONTINUOUS PERFORMANCE 1, 12:30 to 11 P. M. Seats 20 and 30 cents.

The Turf.

BRIGHTON RACES To-day at 2:30 P. M. Take any Coney Island route.

Railroads.

LONG ISLAND RAILROAD. Trains Leave New York Foot E. 34th St.

Greenport (Shelter Island), week days 8:20 A. M. (1:20 Saturdays only), 2:50 (Train "100"), 3:50, 4:50 P. M. Sunday, 9:00, 10:50 A. M. Montauk, 8:20 A. M. (1:40 from Brooklyn Saturdays only), 2:50 (Train "100") P. M., Sundays, 9:20 A. M.

Amagansett, The Hamptons, Sag Harbor and Moriches, 8:20 A. M., 1:20 Saturdays only (except Sag Harbor) (1:40 from Brooklyn Saturdays only), 2:50 (except Moriches), 3:20, 4:20 P. M.; Sundays, 9:20 A. M.

Patchogue, 7:00, 8:20, 10:50 A. M. (1:20 Saturdays only) (1:40 Saturdays only from Brooklyn), 1:50, 3:20, 4:20, 5:20, 6:20 P. M.; Sundays, 9:20 A. M., 1:20 P. M.

Babylon, 7:00, 7:50, 8:20, 10:50 A. M. (1:20 Saturdays only), (1:40 Saturdays only from Brooklyn), 1:50, 2:50, 3:20, 3:50, 4:20, 4:50, 5:20, 5:50, 6:20, 6:50, 10:00 P. M. (12:00 night Weds. and Sats. only); Sundays, 8:50, 9:20 A. M., 1:20, 6:20, 8:00, 8:50 P. M.

Wading River, 8:40 A. M. (1:20 Sats. only), 4:20, 5:20 P. M.; Sundays, 8:50 A. M., 5:20 P. M.

Port Jefferson, Northport, East Station, Huntington, Cold Spring, 6:50, 8:50, 10:50 A. M. (1:20 Sats. only), 4:20, 5:20, 6:50 P. M.; Sundays, 8:50 A. M., 5:20 P. M.

Northport, Huntington, Cold Spring also, 3:20, 6:30 P. M. (12:00 night Saturdays only); Sunday, 9:50 A. M., 7:20 P. M.

Oyster Bay, Glen Cove, Sea Cliff, Roslyn, 6:50, 8:50, 10:50 A. M. (12:50 Sats. only), 1:50, 3:20, 4:20, 5:20, 6:30, 6:50, 10:00 P. M. (12:00 night Weds. and Sats. only); Sundays, 9:00, 9:50 A. M., 3:40, 5:20, 9:00 P. M.

Far Rockaway, Edgemere, Arverne, Stratton-ave., 6:00, 8:20, 9:50, 10:50 A. M. (12:50 Saturdays only), 1:20, 3:20, 3:50, 4:20, 4:50, 5:20, 5:50, *6:20, 6:50, 8:00, 10:00, *11:10 P. M., 12:00 night; Sundays, 9:20, 10:50 A. M., 12:50, 1:50, 2:50, 3:40, 4:40, 5:40, 6:40, 7:50, 8:50, *10:10 P. M.

Hempstead, 6:40, 8:00, 9:20, 10:50 A. M., 12:20 (1:20 Saturdays only), 1:50, 3:20, 4:20, 5:20, 5:50, 6:20, 6:50, 8:00, 10:00 P. M. (12:00 night); Sundays, 9:20 A. M., 1:50, 3:40, †5:20, 6:20, 7:20, 8:40, 10:10 P. M.

Garden City, 6:40, 8:00, †8:40, 9:20, 10:50 A. M., 12:20, †12:50 (1:20 Saturdays only), 1:50, 3:20, †4:20, 5:20, 5:50, 6:20, 6:50, 8:00, 10:00 P. M., 12:00 night; Sundays, 9:20 A. M., 1:50, 3:40, †5:20, 6:20, 7:20, 8:40, 10:10 P. M.

*Far Rockaway only. †Stops at Hempstead Crossing.

Railroads.

"AMERICA'S GREATEST RAILROAD." NEW YORK CENTRAL & HUDSON RIVER R. R. THE FOUR-TRACK TRUNK LINE. DIRECT LINE TO NIAGARA FALLS.

All through trains stop at Albany, Utica, Syracuse, Rochester and Buffalo.

Trains leave Grand Central Station, 42d Street and Fourth Avenue, as follows:

7.50 A. M.—ADIRONDACK MOUNTAINS, THOUSAND ISLANDS AND MONTREAL SPECIAL. Daily, except Sunday. For Adirondack Mountains, Thousand Islands and Montreal.

8.30 A. M.—Daily, except Sunday. The famous EMPIRE STATE EXPRESS, LIMITED. Fastest Train in the World. Due Buffalo, 4:45 P. M., Niagara Falls, 5.55 P. M., Toronto, 8:25 P. M. This train is limited to its seating capacity.

9.30 A. M.—FAST MAIL. Daily—For Poughkeepsie, Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls and Cleveland.

9.40 A. M.—SARATOGA AND MONTREAL SPECIAL. Daily, except Sunday, for Catskill Mountains, Troy, Saratoga, Lake George, Green Mountains and Montreal.

10.00 A. M.—NORTH SHORE LIMITED, Daily—24-hour train to Chicago via Michigan Central Route. Due Buffalo 8:40 P. M., Niagara Falls 9:30 P. M., Chicago 9 A. M. Carries sleeping and drawing-room cars only.

10.30 A. M.—DAY EXPRESS, except Sunday. For Millbrook, Catskill Mountains and all important New-York State points.

1.00 P. M.—SOUTHWESTERN LIMITED, Daily—For Columbus, Cincinnati, Indianapolis and St. Louis. Stops at Poughkeepsie.

1.00 P. M.—CHICAGO SPECIAL. Daily—For Detroit, Cleveland, Toledo and Chicago. Stops at Poughkeepsie and Syracuse only.

3.30 P. M.—TROY AND SARATOGA SPECIAL, except Sunday—For Garrison (West Point), Poughkeepsie, Albany and Troy.

5.00 P. M.—LAKE SHORE LIMITED. Daily—24-hour train to Chicago via Lake Shore route. Due Cleveland 7:15 A. M., Toledo 10:05 A. M., Chicago 2 P. M. This train connects at Cleveland for Cincinnati, due 4:45 P. M., and at Toledo for St. Louis, due 10:15 P. M., due Kansas City next morning. Carries sleeping and drawing-room cars only.

6.00 P. M.—WESTERN EXPRESS. Daily—For Niagara Falls, Cleveland, Toledo, Detroit, Chicago, Cincinnati and St. Louis.

6.25 P. M.—ADIRONDACK MOUNTAINS, THOUSAND ISLANDS AND MONTREAL EXPRESS. Daily—For Adirondack Mountains, Thousand Islands and Montreal.

7.00 P. M.—NORTHERN EXPRESS. Daily—For Troy, Plattsburg, Burlington, Montreal, and, except Saturday nights, Ottawa.

7.30 P. M.—BUFFALO SPECIAL. Daily—For Rochester, Buffalo, Niagara Falls, Toronto, Cleveland, Indianapolis, St. Louis and Chicago.

9.00 P. M.—SPECIAL LIMITED MAIL. Daily—Sleeping car passengers only, for points on Fall Brook Ry., via Lyons, and for Buffalo, Cleveland, Indianapolis and St. Louis.

9.15 P. M.—PACIFIC EXPRESS. Daily—For Syracuse, Oswego, Watertown, Ogdensburg, Buffalo, Niagara Falls, Cleveland, Toledo, Chicago; and, except Saturday, for Cape Vincent and the Auburn road.

12.10 Night.—MIDNIGHT EXPRESS. Theatre train for Chicago and principal points on the New-York Central, every night except Sunday nights. Sunday night, Chicago sleepers leave on 9:15 train.

9:06 A. M. and 3:25 P. M.—Daily, except Sunday, to Pittsfield, via Harlem Division.

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

"CALL NIGHT" TRAINS TO YONKERS.

"All night" trains run between 155th Street and points on the Putnam Division as far as Yonkers, in connection with the elevated road. The only line running "all night" trains out of New-York.

Wagner Palace Cars on all through trains.

Trains illuminated with Pintsch light.

Tickets and Wagner offices at Grand Central Station, 113, 261, 413 Broadway, 31 East 14th St., 942 Broadway, 225 Columbus Ave., 60 West 125th St., and 138th St. station, New-York; 338 and 726 Fulton St. and 104 Broadway, E. D., Brooklyn.

Baggage checked from hotel or residence by the West-cott Express Company.

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

LEHIGH VALLEY SYSTEM.

Stations foot of West 23d St. (Penn. R. R.), Cortlandt or Desbrosses St.

*Indicates time from West 23d St. Other figures show time from Cortlandt or Desbrosses St.

*6:15, 6:40 A. M. daily (Sunday *6:45, 7 A. M.) for MAUCH CHUNK and intermediate stations.

*7:55, 8:15 A. M. daily for WILKESBARRE, SCRANTON (week days), ELMIRA (week days), ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and the West, and principal local points; dining car and chair car to Buffalo.

*10:25, 10:30 A. M. Sundays only for Bound Brook and intermediate stations.

*10:25, 10:30 A. M. daily, except Sunday, for MAUCH CHUNK and intermediate points.

*11:55, 12:00 noon daily, except Sunday.

"BLACK DIAMOND EXPRESS"

Arrives Buffalo 9:55 P. M. Pullman Vestibule Day Coaches and Parlor Cars. Dining-Car Service. Meals a la carte. Connects at Buffalo with through sleepers to Detroit and Chicago.

*12:25, 12:40 P. M. daily, except Sunday, for MAUCH CHUNK and intermediate points.

*1:25, 1:15 P. M., Sundays only, for EASTON, MAUCH CHUNK, and the coal branches.

*1:25, 1:40 P. M. daily, except Sunday, for WILKESBARRE, PITTSTON, SCRANTON, and principal intermediate stations. Connects for all points in coal regions; chair-car for Wilkesbarre.

*3:55, 4:10 P. M. daily, except Sunday, for WILKESBARRE, PITTSTON, SCRANTON, and principal intermediate stations. Connects for all points in coal regions. Pullman Buffet Parlor Car to Wilkesbarre.

*4:55, 5:15 P. M. daily for EASTON and intermediate stations.

*5:55, 6:10 P. M. daily, except Sunday. Express for Slatington and principal intermediate stations. Connects for Reading and Harrisburg. Chair car to Slatington.

*6:55, 7:00 P. M. daily for BUFFALO, NIAGARA FALLS, and all points West. Pullman sleeper vestibule train N. Y. to Chicago. Sleepers to Buffalo and Toronto.

*7:55, 8:30 P. M. daily, except Sunday, stopping only at SOUTH PLAINFIELD, EASTON, BETHLEHEM, MAUCH CHUNK, L. & B. JUNCTION, SAYRE, GENEVA, ROCHESTER, BATAVIA and BUFFALO. Pullman Sleeper for Buffalo. None but sleeping-car passengers carried. No baggage carried.

*8:55, 9:00 P. M. daily, for ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and all points West. Pullman sleepers to Wilkesbarre and Ithaca.

Additional local trains daily, except Sunday, for BOUND BROOK and intermediate points leave as follows: *8:55, 9:00 A. M. *1:55, 2:30, *3:55, 4:20, and *5:55, 6:30 P. M.

Tickets and Pullman accommodations at 113, 261, 273, 355, 944, and 1,323 Broadway, 31 E. 14th St., 156 E. 125th St., 127 Bowery, N. Y.; 860 Fulton St., 4 Court St., 98 Broadway, and Brooklyn Annex, Brooklyn.

N. Y. Transfer Co. will call for and check baggage from hotel or residence through to destination.

DEL., LACKAWANNA AND WESTERN R. R. Stations in New-York, foot of Barclay and Christopher Streets. VESTIBULED TRAINS, PULLMAN BUFFET CARS, PINTSCH LIGHT. Additional local trains daily, except Sunday, leave as follows:

Direct route to NEWARK, BLOOMFIELD, MONTCLAIR, THE ORANGES, Summit, Bernardsville, Basking Ridge, Malden, Morristown, Passaic, Paterson, Boonton, Dover, Stanhope, NEWTON, BUDD'S LAKE, LAKE HOPATCONG, Hackettstown, SCHOOLEY'S MOUNTAIN, Washington, PHILLIPSBURG, EASTON, WATER GAP, STROUDSBURG, Pocono Mountains, SCRANTON, PITTSTON, WILKESBARRE, NANTICOKE, DANVILLE, NORTHUMBERLAND, Montrose, BINGHAMTON, OXFORD, NORWICH, Waterville, UTICA, RICHFIELD SPRINGS, Cortland, SYRACUSE, OSWEGO, ITHACA, OWEGO, ELMIRA, CORNING, BATH, DANSVILLE, 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, OWEGO, ITHACA, ELMIRA, UTICA, RICHFIELD SPRINGS, SYRACUSE and OSWEGO EXPRESS. Pullman Parlor Cars. Connecting at Buffalo with trains for Chicago and points west. Pullman Parlor Car, New York to Richfield Springs.

1:00 P. M.—SCRANTON, WILKESBARRE and ELMIRA EXPRESS. Pullman Buffet Parlor Cars.

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

7:00 P. M. (Daily)—Chicago Vestibuled Limited Express for SCRANTON, BINGHAMTON, ELMIRA, BUFFALO. Pullman Buffet Sleeping Car, New-York to Chicago. Dining car west of Buffalo.

8:30 P. M. (Daily)—Buffalo Express, Pullman Sleepers, for SCRANTON, BINGHAMTON, ELMIRA, BATH, MT. MORRIS and BUFFALO, arriving Buffalo 8 A. M.

9:30 P. M. (Daily)—BUFFALO, SCRANTON, BINGHAMTON, OWEGO, ITHACA, ELMIRA, SYRACUSE and OSWEGO EXPRESS. Pullman Buffet Sleepers. Sleepers New-York to Richfield Springs.

TICKETS AND PULLMAN ACCOMMODATIONS at Henry Gaze & Sons, Limited, 113 Broadway, 14 Park Place, 429 Broadway and 942 Broadway. Tickets at ferry stations, 111 4th-ave., 6 Cortlandt, 12th-st., 61 West 125th-st., 225 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.

WEST SHORE R.R.

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

3:50 A. M. Daily. Local to Buffalo. Sleeping car, New York to Bloomville, Sundays only; can be occupied 9:00 P. M.

7:30 A. M. Daily. Local to Albany for Catskill Mountains and Saratoga.

10:15 A. M. Daily, for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Fort Wayne, Toledo, Cleveland and Chicago.

11:00 A. M. Daily, except Sunday, to Bloomville and Catskill Mountains, New Paltz, Lakes Mohonk and Minnewaska. Parlor cars to Bloomville 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 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 and Saratoga. Parlor car attached to Bloomville and Saratoga.

C.—4:00 P. M. Daily, except Sunday, 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 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. B. C.—Leaves Brooklyn by Annex: A10:15, B10:40 A. M., C3:05 P. M. Jersey City P. R. R. Station: A10:40, B11:20, C3:28 P. M.

Time tables at principal hotels and offices.

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

BALTIMORE & OHIO.

Leave New-York, Whitehall Terminal, daily.

CHICAGO, 1:55 p. m., and 12:10 night.

PITTSBURG, 3:25, ex. Sun., 1:55 Sun., 12:10 night.

CINCINNATI, ST. LOUIS, 9:35 a. m., 4:55 p. m.

WASHINGTON, BALTIMORE, 7:55, 9:35 (Dining Car), 11:25 a. m. (Dining Car), 1:55, 3:35 (Dining Car), 4:55 (Dining Car), 5:55 p. m., 12:10 night; Sunday, 9:55 (Dining Car), 11:25 a. m. (Dining Car), 1:55 (Dining Car), 4:55 (Dining Car), 5:55 p. m., 12:10 night.

NORFOLK, 11:25 a. m. daily.

NEW ORLEANS, Through Sleeper 4:55 p. m. daily.

Trains leave foot Liberty St. 5 minutes later.

All trains are illuminated with Pintsch Light.

Offices: 113, 172, 261, 434, 1,140 B'way, 31 E. 14th St., 127 Bowery, N. Y., 339, 344 Fulton St., Brooklyn, Whitehall Terminal. Baggage checked from hotel or residence to destination.

Railroads.

CENTRAL RAILROAD OF NEW JERSEY.

Anthracite coal used exclusively. Four Tracks. Automatic Block Signals. On and after July 22d, 1897. Stations in New York, foot of Liberty St., and Whitehall Terminal. Trains leave foot of Liberty St.

For Easton, Bethlehem, Allentown, Mauch Chunk, &c., 4:30, 7:15, 9:10 A. M., (12:00 M. to Easton), 1:10, 1:30, 4:15, (4:30 to Easton), 5:45 (7:30 to Allentown) P. M. Sundays, 4:30 (7:00 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, 4:00, 4:30, 5:45, 9:00 P. M., 12:15 night. Sundays, 4:30 A. M., 1:00, 2:00, 5:00, 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, 5:45 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 Red Bank only), 4:45, 5:30, 6:15 (8:00 Saturdays only) P. M. Sundays, (stops 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, 9:00 A. M., 4:00 P. M.

BOATS LEAVE WHITEHALL TERMINAL.

Week days, 7:00, 7:55, 8:25, 8:55, 9:18, 9:33, 9:55, 10:23, 10:33, 10:55, 11:25, 11:55 A. M., 12:45, 1:00, 1:25, 1:55, 2:25, 3:25, 3:55, 4:25, 4:55, 5:25, 5:55, 6:25, 6:55, 7:50, 8:25, 9:10, 9:55, 10:55, 11:30 P. M., 12:10 night. Sundays, 7:00, 8:55, 9:55, 11:25 A. M., 12:00 M., 12:55, 1:55, 2:30, 3:30, 3:55, 4:20, 4:55, 5:25, 6:00, 6:55, 7:25, 8:25, 9:20, 9:50, 10:15, 10:55 P. M., 12:10 night.

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 Beach, Seabright, Monmouth Beach, and Long Branch, 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), 1:00 P. M.

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

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

ROYAL BLUE LINE.

TO PHILADELPHIA, BALTIMORE, AND WASHINGTON.

For PHILADELPHIA from Whitehall Terminal.

Week days, 7:55, 8:55, 9:55, 11:25 (Dining Car) A. M., 1:25, 1:55, 3:25, 3:55, (Buffet Car), 4:25, 4:55, (Dining Car), 5:55, 6:55, 8:25 P. M., 12:10 mdt.

Sundays, 8:55, 9:55, 11:25 (Dining Car) A. M., 1:55, 3:55, 4:55, (Dining Car), 5:55 P. M., 12:10 mdt.

From FOOT LIBERTY STREET 7 minutes later, with additional trains at 4:30 A. M. daily, 7:30 and 9:00 P. M. week days.

For BALTIMORE AND WASHINGTON from Whitehall Terminal.

Week days, 7:55, 9:55, 11:25 (Dining Car) A. M., 1:55, 3:25, 4:55, (Dining Car), 5:55 P. M., 12:10 mdt. Sundays,