RAIL ROUTES TO THE YUKON

A REPORT BY THE CANADIAN GOVERNMENT ENGINEER ON THE FEASIBLE LINES.

OVER THE CHILKAT PASS, THE CHILKOOT PASS AND THE WHITE PASS—A LINE FROM JUNEAU.

Ottawa, Canada, Feb. 22.—The routes into the Yukon by which the gold fields of the Klondike can be reached are to-day topics of widespread interest. The route selected by the Canadian Government for their Teslin Lake railway has already been described in this correspondence, but there remain four others, two of which are better known and are the principal gateways through which the miners have poured into the Yukon basin. These routes possess especial interest to Americans, because their seacoast outlets are in the territory of the United States, and are therefore calculated to throw the trade of the miners into the hands of Americans. Mr. Jennings, the Canadian engineer, who selected the Teslin Lake route, also visited the others, and in his report incorporates much interesting information respecting them. Many have heard in a general way of the hardships of the Chilkoot and White passes, and many a man is now preparing to climb those rugged mountain sides on his way to what he hopes will be his Eldorado. Mr. Jennings tells much about the nature of the passes, and discusses the possibility of a railway in each one.

In all cases the ocean voyage of the Klondike-bound traveller would terminate in that arm of the ocean that indents the land on the southern coast of Alaska, and is known as the Lynn Canal. The head of this waterway is divided into separate bays or inlets, and from the shores of these open three lines of passage over the mountains that divide the Yukon basin from the Pacific slope. The most western passage is known as the Chilkat Pass, which crosses the mountains and opens out into the Dalton trail. Mr. Jennings discusses the possibility of a railway up this pass, and then northeast to the Yukon River, by way of the Nordenskiold River, a distance of 245 miles. Of course, after striking the Yukon the journey northward to the gold fields would be made by boat. In fact, this plan forms part of each proposition. The Yukon River is to be utilized.

Such a road would begin at Chilkat, on Dyea Inlet, at the head of the Lynn Canal, in Alaska, and would proceed up the valley of the Chilkat River for a distance of twenty miles, where an elevation of 115 feet above the sea level would be gained. This is bottom land of clay alluvial deposit covered with scrub spruce and alder. For the next thirty miles the valley of the Klahuna River would be followed over a somewhat similar country. In this section there would be a number of 4 per cent gradients, but at the fiftieth mile the summit would be reached. From there to the seventy-second mile is the height of land, a grass and heather covered country composed of earthy rolls mixed with loose masses of rocks and bowlders. At Dalton's house, on the ninety-sixth mile, the Alseek River is crossed by a bridge 150 feet in length. From there to the Nordenskiold River much heavy work would be met with. Then the course of the river would be followed, and the valley of the Yukon gained at a point five miles below the "Five-Finger Rapids" and fifty-seven miles above Fort Selkirk. The length of such a road would be 245 miles, and the estimated cost $23,000 per mile, or a total of $5,635,000. The inland or Yukon River terminus would be in Canadian territory, and the ocean port terminus in Alaska.

The second route is that from Dyea up the Chilkoot Pass. Dyea is on the extreme northly end of the Dyea Inlet of the Lynn Canal, and is, of course, in Alaska. There is good depth of water in Dyea Harbor for the largest ocean ships, but a good landing-place would have to be provided, owing to the high tides and the shallow water inshore at the head of the inlet. The distance from Dyea to the summit of the Chilkoot Pass is fifteen miles, and the altitude at the latter point is 3,562 feet above sea level. If the road began the ascent at the sea and continued along the eastern side of the valley on mountain side in heavy rock and earth work the average gradient would be 4 per cent after allowing for loops and curvature. Another plan would be to proceed further up the valley and make the climb in the last two and a half miles which would make necessary a gradient of 17 per cent—so steep as to be overcome only by a cable line or the use of a rack rail. Once over the summit the road would proceed across a broken country to Lakes Lindeman and Bennett, and then to the outlet of Tagish Lake and on to the shore of the Hootalinqua River, in Canadian territory. There the road would terminate and boats would be used down the Hootalinqua and Yukon to Dawson City. The length of this road would be 111 miles, costing about $27,818 per mile, or a total of $3,020,000.

The third route is that by way of the White Pass. The ocean port would be Skaguay, two miles up from the Dyea Inlet, in Alaska. In the White Pass the summit is 2,900 feet above sea level and sixteen miles distant from the coast. According to the engineer, the only feasible way of passing through the rugged defile appears to be by beginning to ascend with an average 4 per cent gradient from about three miles from the sea, and winding along the mountain side to the left, where high above the valley the slopes are flatter than near the base. After reaching the summit the road would turn toward Lake Bennett, twenty-five miles beyond, passing over a broken and rocky country. From Lake Bennett the same route would be followed as in the line from the Chilkoot Pass. The Hootalinqua River would be reached at a point 123 miles from Skaguay on the sea. The estimated cost of this road is $23,306 per mile, or a total of $3,236,000. This line also would begin in American territory and terminate in Canadian.

A line from Juneau, in Alaska, on Taku Inlet, to the waters of Teslin Lake, is also noticed in the report. Such a line would be 145 miles in length, and cost $24,034 per mile, or a total of $3,485,000. Such are the features of the principal entrances into the valley of the Yukon, as seen by the eyes of a railway engineer. The gate of each is in the territory of the United States, and no doubt in time one or more of them will be used in railway construction. In the spring they will be tramped over by thousands of weary gold-seekers in their arduous journey in search of fortune in the gold fields of Alaska and the Yukon.

Mr. Jennings supplements his report with some calculations respecting miners' supplies. He gives the following as the food supply required by one man for one year's maintenance:

400 lbs. flour, at 3¾c	$13 00
500 lbs. bacon, at 13½c	67 50
50 lbs. bacon, at 13½c	1 80
50 lbs. pilot bread	2 00
100 lbs. beans (Bayo), at 3c	3 00
40 lbs. evaporated apples, at 6½c	2 60
10 lbs. evaporated onions, at 40c	4 00
40 lbs. evaporated potatoes, at 25c	10 00
50 lbs. tomatoes	2 50
50 lbs. split peas, at 2½c	1 00
40 lbs. rolled oats, at 3¾c	1 50
50 lbs. sugar (granulated), at 5¼c	2 62
13 lbs. tea, at 25c	3 25
10 lbs. green coffee, at 25c	2 50
20 lbs. salt, at 1c	0 20
1 lb. pepper	0 40
½ lb. mustard, at 40c	0 20
½ lb. spices, at 60c	0 30
2 lbs. baking soda	0 40
1 doz. extract of beef, 4 oz., at $4 50 per doz	4 50
3 lbs. soup vegetables, at 33c	1 00
3 lb. lime juice tablets, at 30c	0 90
1 tin matches	1 00
1 box candles	1 75
Baking powders in tins	10 00
14 bars soap	1 00
½ doz. condensed milk, at $2 per doz	1 00
10 lbs. currants and raisins	0 80
Gross weight, say 1,000 lbs	$140 53

NEWS FROM SKAGUAY.

IT COSTS TOO MUCH TO GET THE GOLD THERE.

Victoria, B. C., Feb. 22.—Three steamers, the Danube, the Thistle and the Tees, have returned from Skaguay, each with a few persons from Dawson. There was very little gold on board. Passengers from Skaguay bring news of a blockade of the Dyea trail by miners and packers, who resisted the demand of a detachment of United States troops to go over the trail before them. It was feared at Dyea that trouble would arise over the affair.

Michael Quinlan, formerly of Minneapolis, has been appointed marshal of Skaguay, and a jail is being provided. Complaints are being made at Skaguay in relation to the number of men arriving there by each boat without means of subsistence. Among those returning was George Beldon, one of the last men to go up the Yukon last fall. He was one of a syndicate which purchased the little steamer from the Creek Mission for $10,000 and made an attempt to reach Dawson, but got only to Circle City, where the boat stuck in the ice. Beldon made his way by sledge to Dawson and thence to the coast.

The delay in the receipt of mail at Dawson is, according to the passengers on the Danube, the cause of many coming out to the coast. They say no mail has been received since last fall, and that business is paralyzed in many instances. W. B. Hill, who arrived from Stewart River, says there is lots of gold there, but it is too expensive to get provisions up the river.

EXPECTING AN ALASKAN RUSH.

SLEEPING-CARS TO BE RUN FROM ST. LOUIS TO PORTLAND.

St. Louis, Feb. 22.—Beginning to-day the Missouri Pacific Railway will put in operation a weekly service of Pullman tourist sleeping-cars from St. Louis to Portland, Ore., in connection with the Denver and Rio Grande and the Rio Grande Western railways and the Oregon Railway and Navigation Company. Leaving here at 9:15 a. m. every Tuesday, these cars will reach Portland at 7:20 a. m. on the following Sunday, returning at 9 a. m. Monday and reaching St. Louis at 7:10 p. m. Saturday. Either first or second class tickets can be used on these Pullman tourist sleepers. This service has been provided for the accommodation of a great tide of emigration which is soon expected to set in for the gold fields of Alaska.

MANAGER OF A COMPANY ARRESTED.

CHARGED WITH GETTING MONEY ON FALSE PRETENCES.

Portland, Ore., Feb. 22.—Edward Rosenfeld, vice-president and general manager of the Snow and Ice Transportation Company, of Chicago, who has made a contract with the Government to transport relief supplies from Dyea to Dawson City, has been arrested on a telegraphic warrant from the Chief of Police of Seattle, charging him with obtaining money under false pretences. Mr. Rosenfeld says he is absolutely ignorant of the cause of his arrest. The Chief of Police of Seattle wired that the complainant was Mrs. Minnie Cronin, and that she alleged that she had been defrauded out of $300 by the Snow and Ice Transportation Company.

Seattle, Wash., Feb. 22.—J. A. Smiley, local agent of the Snow and Ice Transportation Company, and his assistant, Philip Hanna, have been arrested, charged with obtaining money under false pretences. Mrs. Minnie Cronin claims that the company has not carried out its contract with her. Joseph Ladue, the well-known Alaskan miner, today told the Chief of Police that he has no connection with the Snow and Ice Transportation Company, which advertises him as its president. The company advertised to take passengers to Dawson for a stated amount, by means of steam sleds. It also claimed to have the contract for the movement of the relief expedition of the Government over the Dalton trail. Mr. Smiley says that the company will carry out its contracts to the letter.

Chicago, Feb. 22.—At the general office of the Snow and Ice Transportation Company, in Chicago, nothing is known of the circumstances of Mr. Rosenfeld's arrest, and news of it was received with great surprise. Mr. Rosenfeld left Chicago some time ago for Portland, to direct the shipment of the company's supplies to Alaska. The representatives of the company here say the whole affair will be proved an absurd mistake.

TO THE KLONDIKE BY RAIL.

SYNDICATE OF ENGLISH AND AMERICAN CAPITALISTS TO BUILD A ROAD.

Washington, Feb. 22.—The indications are that the facilities for reaching the Klondike gold region in Alaska in a comparatively short time will be ample to meet all reasonable demands. Trustworthy information has reached here from London to the effect that a syndicate of English and American capitalists has perfected arrangements for the construction of a road from the head of Lynn Canal over White Pass, and thence by a route already located to a point on the Yukon River, below the rapids and all other obstructions, to clear and safe navigation. The road will be about three hundred and fifty miles in length, and from the point where it meets the Yukon there is said to be amply sufficient water at all times, making the trip to Dawson the shortest yet proposed.

The London managers of the proposed road have been in cable correspondence with Government officials for some time as to whether the United States would place any obstacles in the way of the consummation of the proposed plan. They have been unofficially informed that the people of the United States probably would welcome any properly constructed road which would meet the increasing demand for transportation into the Klondike. Attention is called to the fact that some time ago it was announced from Canada that the Dominion Parliament had under consideration a bill granting to a Canadian syndicate the exclusive right for five years to build a railroad across its borders into the Yukon, thus shutting out American competition from the Alaskan side.

The Canadian plan, it is understood, contemplated the building of a road from a point on the Stikeen River to the Yukon. The new company, which, it is said, will begin operations within a short time, holds a charter from the Canadian Government, which was granted some time ago for a road along the route stated, and hence any charter granted to the Canadian company must be made subject to the prior right of the White Pass company.

THE STEWART RIVER EXPLORED.

NO PAYING STRIKE FOUND ON IT BY A MINING EXPERT.

Victoria, B. C., Feb. 22.—J. W. Beall, a mining expert of New-York, arrived here to-day from Skaguay. He has been up the Stewart River, which, he says, is practically an unknown stream. He and his companions reached McQuestin Creek, 125 miles from the mouth of the river, but failed to make paying strike. They started on the return trip on December 3, with eighteen inches of snow on the ground and the thermometer registering 72 degrees below zero. Continuous snowstorms and intense cold made the trip more than usually severe, even in that region of hardships. Once two of the men in the lead, breaking trail, fell through the ice and were rescued only with great difficulty. Nine and a half days were occupied in making thirty-five miles.

Beall says they found bars on the Stewart very rich in fluor gold, easily saved, but in various gulches and streams they prospected nothing was obtained except light flake gold, which it is almost impossible to save except with quicksilver. The Stewart River enters the Yukon about sixty-eight miles above Dawson City.

OUTFITS OF A MINING PARTY ATTACHED.

Seattle, Wash., Feb. 22.—A party of forty Massachusetts men who are partners in an Alaskan venture, under the name of the Worcester and Northwest Mining and Trading Association of Alaska, are ready to leave for Alaska, but their outfits have been attached by the Sheriff in a suit brought by the Pacific Steam Whaling Company, of San Francisco. The complaint alleges that the party engaged passage on the steamer Alliance for Copper River, but just before the steamer sailed refused to go on her. The steamship company was unable to dispose of the reserved passages, and as a result claim to have been damaged in the sum of $1,360.

MANY PASSENGERS FOR THE NORTH.

Vancouver, B. C., Feb. 22.—The travel of Klondikers north is undiminished. The steamer Lakme left this port yesterday. She took a large consignment of cargo for the Pierre Humbert party, now encamped some distance from Pyramid Harbor. The steamer Paksham, brought over from China for the Klondike trade, started on her maiden trip to Wrangel to-day. A large party is on board from Chicago, belonging to the Gypsy Queen Mining Company, which company is taking up a dredging machine, the intention being to dredge the Yukon and other rivers for gold. H. Maitland Kersey is also sending up sixteen men to Wrangel, who will go to Teslin Lake to erect a sawmill. From Vancouver alone two hundred passengers are booked for the Paksham. The paddle-wheel steamer North Pacific arrived here after a rough experience in Puget Sound. To quiet the alarm of the passengers, an examination of the vessel was made. The ship was found to be quite seaworthy.

SCURVY AMONG MINERS AT DAWSON.

Dawson, N. W. T., Feb. 18 (via Victoria, B. C., Feb. 22).—Scurvy has developed among the miners to such an extent that there are now seventeen cases in the public hospital. It is estimated that there are from twelve to fifteen cases in private cabins, swelling the whole number to thirty. Precautionary measures are being taken to prevent the spreading of the malady.

ATHLETIC CONTESTS ON ICE.

THE NEW WEST SIDE ATHLETIC CLUB HOLDS A CARNIVAL.

The new West Side Athletic Club held an athletic carnival on ice Monday evening at the Ice Palace Skating Rink, One-hundred-and-seventh-st. and Lexington-ave., it being one of the first of its kind held in New-York. The attendance was large, and many clubs were well represented, and enthusiastically cheered their athletes. There was an exhibition by Earl Reynolds, who skated 50 yards in 6 3-5 seconds. Robert Paulding, of the N. Y. A. C., also gave an exhibition of jumping on skates, breaking the record by a jump of 17 feet 8½ inches.

The officials were: Referee—James E. Sullivan, N. J. A. C. Judges—H. Obertubessing, N. W. S. A. C.; J. J. Walsh, P. A. C.; J. J. O'Connell, Stamford A. C., and F. W. Rubien, St. G. A. C. Timers—Charles Dieges, P. A. C.; H. S. Cornish, K. A. C., and Thomas Kane, C. A. C. Scorers—J. G. Conlin, St. Bartholomew, A. C., and J. W. O'Keefe, U. S. A. C. Clerk of course—Fred J. V. Delaney, X. A. A. Starter—Sam See. Announcer—William S. Reynolds, N. W. S. A. C. Handicapper—John Boyle, P. A. C.

The summaries are:

Sixty-five-yard run (handicap, in heats)—Final heat won by P. J. Walsh, Xavier College (10 feet); second, W. B. Brister, N. J. A. C. (14 feet); third, F. A. Onderdonk, N. W. S. A. C. (9 feet). Time—0:07⅘.

Eight-hundred-and-eighty-yard run (handicap)—Won by R. L. Eaton, N. J. A. C. (18 yards); second, W. F. McLaughlin, N. W. S. A. C. (45 yards); third, J. Hopkins, Union S. A. C. (25 yards). Time—2:08⅘.

Four-hundred-and-forty-yard run—Won by M. J. Crogan, N. W. S. A. C. (22 yards); second, William Cahill, Stamford A. C. (22 yards); third, P. A. Sayles, K. A. C. (15 yards). Time—0:55⅘.

One-and-a-half-mile run—Won by D. O'Connell, Stamford A. C. (10 yards); second, Michael Regan, N. W. S. A. C. (60 yards); third, T. G. McGeer, N. Y. A. C. (40 yards). Time—7:39⅘.

Six-hundred-yard novice (scratch)—Won by A. Anderson, N. W. S. A. C.; second, J. Doyle, N. W. S. A. C.; third Victor King, N. W. S. A. C. Time—1:34⅘.

Two-hundred-yard run (handicap, in heats)—Final heat won by W. B. Brister, N. J. A. C. (12 yards); second, Edward Zion, N. W. S. A. C. (11 feet); third, Frederick Onderdonk, N. W. S. A. C. (10 feet). Time—0:24⅘.

Two-mile skating race (handicap, in heats)—Final heat won by L. G. Spence, Harvard School (120 yards), second, W. Ulman, New-York City; third, Le Roy See, Berkeley School (scratch). Time—12:12.

Railroads.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL & HUDSON RIVER R. R.

THE FOUR-TRACK TRUNK LINE.

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

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

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, 5.32 P. M.; Toronto, 8.25 P. M. This train is limited to its seating capacity. Connects at Utica for Adirondack Mountains and Montreal.

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

10.05 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 9:00 A. M. Carries sleeping and drawing room cars only.

10.30 A. M.—DAY EXPRESS, except Sunday. For Albany, Syracuse, Buffalo 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 Schenectady.

3.30 P. M.—TROY AND ALBANY 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 4:00 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.—NORTHERN EXPRESS. Daily—For Troy, Plattsburg, Burlington, Montreal and, except Saturday nights, Ottawa.

7.30 P. M.—BUFFALO SPECIAL. Daily—For Adirondack Mountain Points and Montreal, via Adirondack Division, and for Rochester, Buffalo, Niagara Falls and Toronto.

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, Cape Vincent, 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 intermediate points on the New-York Central, every night except Sunday nights. Sunday nights, Chicago sleepers leave on 9:15 train.

9:30 A. M. and 4:28 P. M.—Daily, except Sunday, to Pittsfield, via Harlem Division.

9:20 A. M.—Sundays only, to Pittsfield and the Berkshire Hills, via the Harlem Division.

"ALL 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.

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Trains illuminated with Pintsch Light.

Tickets and Wagner offices at Grand Central Station, 113, 261, 413 Broadway, 31 East 14th St., 942 Broadway, 275 Columbus Ave., 61 West 125th st., 125th St. Station and 138th St. Station, New York; 338 and 726 Fulton St., and 106 Broadway, E. D., Brooklyn.

Telephone "2790 Thirty-eighth Street" for New York Central Cab service.

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CENTRAL RAILROAD OF NEW JERSEY

Anthracite coal used exclusively.
Four tracks. Automatic Block Signals.
Stations in New York, foot of Liberty St. and South Ferry, Whitehall St.
Trains leave foot of Liberty St.
(In effect Sunday, Feb. 20, 1898.)

For Easton, Bethlehem, Allentown, Mauch Chunk, &c., 4:00, 7:15, 9:10 A. M., (12:00 M. to Easton,) 1:30, (4:40 to Easton,) 5:45, (7:30 to Easton,) P. M. Sundays, 4:30, (7:00 to Easton,) A. M., 1:00, 5:30, 6:00 P. M.

For Wilkesbarre, Pittston, and Scranton, 4:00, 9:10 A. M., 1:30 P. M. Sundays, 4:30 A. M.

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

For Sunbury, Lewisburg, and Williamsport at 4:00, 8:00, 9:10 A. M., 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 (10:15 Red Bank only,) 11:30 A. M., 1:30, 1:45, (3:40 Red Bank only,) 4:15, 4:40, 5:38, 6:15 P. M. Sundays, (stops at Interlaken for Asbury Park and Ocean Grove,) 8:00, (10:15 Red Bank only,) A. M., 4:00 P. M.

FOR LAKEWOOD.

4:30, 8:30, 10:15 A. M., 1:45, 3:40, 4:40, (5:38 Saturdays only,) P. M. Sundays, 10:15 A. M.

For Toms River, Barnegat, Park, and Barnegat, 4:30, 8:30 A. M., 1:45, 4:40 P. M. Sundays, 10:15 A. M.

For Atlantic City, Vineland, and Bridgeton, 4:30 A. M., 1:45 P. M.

For Monmouth Beach and Seabright, 4:30, 8:30, 11:30 A. M., 1:30, 1:45, 4:15, 4:40 P. M.

ROYAL BLUE LINE.

FOR PHILADELPHIA, BALTIMORE AND WASHINGTON.

From foot of Liberty St.

Week days, 4:30, 8:00, 10:00, (11:30 Dining Car,) A. M., 2:00, 3:30, (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Sundays, 4:30, 10:00, (11:30 Dining Car,) A. M., 2:00, (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Additional trains for Philadelphia, week days, 9:00 A. M., 1:30, 4:00, 4:30, 7:30, 9:00 P. M. Sundays, 9:00 A. M., 4:00 P. M.

BOATS LEAVE SOUTH FERRY, WHITEHALL ST.

Week days, 7:10, 7:35, 8:25, 8:40, 8:55, 9:08, 9:20, 9:35, 10:00, 10:15, 10:45, 11:08, 11:30, 11:55 A. M., 12:25, 12:45, 1:00, 1:25, 1:40, 2:00, 2:25, 2:55, 3:25, 3:35, 3:55, 4:25, 4:35, 4:55, 5:25, 5:55, 6:10, 6:25, 6:55, 7:25, 7:50, 8:25, 9:10, 9:55, 10:55, 11:40 P. M., 12:15 mdt. Sundays, 7:00, 8:55, 10:00, 11:30 A. M., 12:00 M., 12:35, 2:00, 2:30, 3:00, 3:55, 4:20, 4:55, 5:25, 6:00, 6:30, 7:25, 8:25, 9:20, 9:35, 10:35 P. M., 12:15 mdt.

Tickets and parlor car seats at foot of Liberty St., Whitehall St., 113, 172, 261, 434, 944, 1,140, 1,323 Broadway, 737 6th Av., 31 East 14th St., 153 East 125th St., 273 West 125th St., 251 Columbus Av., New York; 4 Court St., 860 Fulton St., Brooklyn; 98 Broadway, Williamsburg. The N. Y. Transfer Co. will call for and check baggage from hotels or residences to destination.

THE STATE OF TRADE.

Baltimore, Feb. 22.—Butter firm; fancy creamery, 21@22c; do imitation, 17@18c; do ladle, 15c; good ladle, 13@14c; store packed, 10@12c. Eggs quiet; fresh, 15c. Cheese steady; fancy New-York, 10 large, 9¾@10c; do, 37, medium, 10@10¼c; do, 23, small, 10¼@10½c. Sugar strong; granulated, $5 33.

MILK AND CREAM MARKET.

The daily average receipts of milk and cream at the different railroad distributing points in and near the city for the week have been as follows:

	Milk.	Condensed milk.	Cream.
Erie	4,252	74	140
Susquehanna	1,875	—	35
Lackawanna	5,475	—	30
N. Y. C. and Harlem	2,430	24	30
New-York and Northern	475	—	—
New-Haven and Hartford	1,425	—	—
Ontario and Western	3,350	—	105
West Shore	2,025	85	30
New-Jersey Central	310	—	15
Short routes	1,000	—	60
Total daily supply	23,142	183	445

The Exchange price remains at 2½c a quart net to the shipper.

CATTLE MARKET—BY TELEGRAPH.

Chicago, Feb. 22.—The few choice beeves that were offered to-day sold satisfactorily, but the general run moved off slowly at weak to 10c lower prices. With the exception of a sale of 18 extra fine 1,510-lb steers, nothing sold at a high price. The greater part of the cattle offered went at $4 25@$4 90, with the poorest lots at $3 85@$4. Very few sold above $5. The stocker and feeder trade was fairly good at $3 65@$4 50, with light weight stock cattle at $4 30. Canning cattle sold chiefly at $2 50@$2 85. Prime calves brought $6 75. Trade in hogs was slow. Eastern shippers again holding off, and prices were 5c lower. The highest prices were paid early, and the late market was unsatisfactory for sellers. Hogs sold at an extreme range of $3 90@$4 15, the greater part going for $4 02½@$4 10, and pigs sold largely at $3 60@$4. There was a good demand for sheep and lambs. Prices were stronger for sheep, sales being on the basis of $3 25@$4 65 for inferior to choice natives. Fed Western sheep sold mostly at $4 10@$4 60, heavy shorn going for $3 60. Yearlings sold at $4 60@$5. Lambs were slightly higher, with sales at $4 50@$5 65 for common to prime, shorn lots fetching $4 50 and feeding lambs $5 25. Western and Colorado lambs predominated. Receipts: Cattle, 3,000 head; hogs, 24,000; sheep, 10,000.

Kansas City, Feb. 22.—Cattle active and strong; choice fat beeves, $4 75@$5 20; medium killers, $4@$4 75; Western, $4 90; native cows and heifers, $2 25@$4 30; stockers and feeders, $3 25@$4 05; bulls, $2 10@$4 50. Southern, $3 90@$4. Hogs—Heavies, $3 75@$4 10; packers, $3 70@$4; mixed, $3 65@$4; lights, $3 65@$3 95; Yorkers, $3 90@$3 95; pigs, $3 50@$3 75. Sheep fairly active; $3 10@$4 25 for medium; inferior to medium lambs, $3 @$5 10.

St. Louis, Feb. 22.—Cattle—Slow and easier; fair to fancy shipping and export steers, $4 70@$5 85; dressed beef and butchers' steers, $4 10@$4 90; under 1,000 lb, $3 75@$4 25; stockers and feeders, $3 25@$4 50; cows and heifers, $1 75@$4 25; Texas and Indian steers, $3@$4 25; cows and heifers, $2 75@$3 85; calves, $3@$6 75. Hogs, $3 90@$4; mixed, $3 85@$3 95; heavy, $4 10@$4 20. Sheep steady; native mutttons, $3 50@$4 60; lambs, $3@$5 75.

East Buffalo, Feb. 22.—Cattle—Receipts, 15 cars. The market was slow; prime to extra choice finished export steers, $5 05@$5 25; good to choice fat shipping steers, $4 50@$4 75; choice to smooth fat heifers, $4 35@$4 50; fair to good mixed butchers' stock, $3 10@$3 85; good fat cows, $3 50@$3 90; common old cows, $2 10@$2 85. Hogs—Receipts, 16 cars; market dull; Yorkers, good to choice, $4 25@$4 27; roughs, common to choice, $3 60@$3 90; pigs, fancy to choice, $4 10@$4 20. Sheep and lambs—Receipts, 2 cars; market dull and draggy; lambs, choice to extra, $5 75@$5 80; culls to common, $4 50@$5 50; sheep, choice to selected wethers, $4 90@5; culls to common, $3 25@$3 60.

EUROPEAN PRODUCE MARKETS.

Liverpool, Feb. 22, 3:45 p. m.—Exchange: Wheat—Spot No 1 California firm at 8s 3d. Corn—Spot firm; American mixed, new, 3s 6¼d; do old, 3s 6¾d; futures steady; February, 3s 6d; March, 3s 5d. Flour—St. Louis fancy winter firm at 10s. Hops at London—Pacific Coast firm at £4 15s@£5 5s. Beef firm; extra India mess, 68s 9d; prime mess, 58s 9d. Pork firm; prime mess, fine Western, 51s 3d; medium Western, 48s 9d. Hams—Short cut, 54 to 56 lb, easy at 31s 6d. Bacon—Cumberland cut, 28 to 30 lb, steady at 32s 6d; short ribs, 20 to 24 lb, steady at 31s 6d; long clear middles, light, 35 to 38 lb, steady at 31s 6d; long clear middles, heavy, 40 to 45 lb, steady at 30s 6d; short clear backs, 16 to 18 lb, dull at 29s; clear bellies, 12 to 14 lb, steady at 34s; shoulders, square, 12 to 14 lb, easy at 26s. Lard—Prime Western steady at 27s 3d. Cheese—American finest white and colored dull at 49s. Tallow—Prime city firm at 19s. Cottonseed oil—Liverpool refined firm at 18s 6d. Turpentine—Spirits firm at 24s 9d. Rosin—Common steady at 4s 3d.

Railroads.

PENNSYLVANIA RAILROAD.

STATIONS foot of WEST TWENTY-THIRD STREET AND DESBROSSES AND CORTLANDT STREETS.

☞ The leaving time from Desbrosses and Cortlandt Streets is ten minutes later than that given below for Twenty-third Street Station.

7.50 A. M. FAST MAIL.—Pullman Buffet Parlor Car New York to Pittsburg. Sleeping Car Pittsburg to Chicago. No coaches to Pittsburg.

8.00 A. M. FAST LINE.—Pittsburg and Cleveland.

9.50 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment Sleeping, Dining, Smoking, and Observation Cars. For Chicago, Cleveland, Toledo, Cincinnati, Indianapolis, Louisville, St. Louis.

1.50 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville (via Cincinnati), Chicago, St. Louis.

5.00 P. M. WESTERN EXPRESS.—For Cleveland, Chicago. For Toledo, except Saturday.

7.40 P. M. SOUTHWESTERN EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, St. Louis.

7.40 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. Connects for Cleveland except Saturday.

8.20 P. M. MAIL AND EXPRESS.—Pullman Buffet Sleeping Car New York to Altoona, East Liberty, Pittsburg, and points West daily except Sunday. No coaches.

WASHINGTON AND THE SOUTH.

7.20, 8.20, 9.20, 9.50 (Dining Car), 10.50 a. m., 12.50, 1.50 (3.20 "Congressional Limited," all Parlor and Dining Cars), 4.20 (Dining Car), 4.50 p. m., 12.05 night. Sunday, 8.20, 9.20, 10.50 a. m. (3.20 "Congressional Limited," all Parlor and Dining Cars), 4.20 (Dining Car), 4.50 (Dining Car), 8.50 p. m., 12.05 night.

SOUTHERN RAILWAY.—"Florida Limited," 11.50 a. m., week-days; express, 4.20 p. m., 12.05 night daily.

ATLANTIC COAST LINE.—"Florida Special," 12.20 p. m., week-days; Express, 9.20 a. m., and 8.50 p. m. daily.

CHESAPEAKE & OHIO RAILWAY.—4.50 p. m. daily.

FOR OLD POINT COMFORT and NORFOLK.—7.50 a. m. week-days and 7.40 p. m. daily.

ATLANTIC CITY.—1.20 p. m. week-days (Desbrosses and Cortlandt Streets 1.40 p. m.). Through Buffet Parlor Car and Combined Coach.

CAPE MAY.—1.20 p. m. week-days (Desbrosses and Cortlandt Streets 1.40 p. m.).

Long Branch, Asbury Park (Interlaken Sundays), Ocean Grove and Point Pleasant (from West Twenty-third Street Station), 8.50, 11.50 a. m., 3.20, 4.50, 11.10 p. m. Sundays, 9.20 a. m., 4.50 p. m. (from Desbrosses and Cortlandt Streets), 9.10 a. m., 12.10, 3.40, 5.10, 11.50 p. m. Sundays, 9.45 a. m., 5.15 p. m.

FOR PHILADELPHIA.

6.10, 7.20, 7.50, 8.20, 8.50, 9.20 (9.50 Penna. Limited), 9.50 (Dining Car), 10.50, 11.50 a. m., 12.50, 1.50, 2.50, 3.50, 4.20, 4.20 (Dining Car), 4.50 (Dining Car), 5.50 (Dining Car), 7.40, 8.50 p. m., 12.05 night. Sundays, 6.10, 7.50, 8.20, 8.50, 9.20, 9.50 (Limited), 9.50, 10.50 a. m., 1.50 (Dining Car), 3.50, 4.20 (Dining Car), 4.50 (Dining Car), 5.50 (Dining Car), 7.40, 8.50 p. m., 12.05 night.

Ticket offices No. 1 Astor House, 261, 1323, 113, and 261 Broadway, 1 Astor House, West Twenty-third Street Station and stations foot of Desbrosses and Cortlandt Streets, 4 Court Street, 860 Fulton Street, 98 Broadway, and Brooklyn Annex Station, Brooklyn. Station, Jersey City, The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

Telephone, "1274 Eighteenth Street" for Pennsylvania Railroad Cab Service.

J. R. HUTCHINSON, General Manager. J. R. WOOD, 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.

*6:10, 6:20 A. M. daily (Sunday *6:45, 7 A. M.) for MAUCH CHUNK and intermediate stations.

*7:50, *9 A. M. daily for WILKESBARRE, SCRANTON, ELMIRA (week days), ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS and the West, and principal local points; dining car and chair car to Buffalo.

*11:50, 12:00 noon daily, except Sunday.

"BLACK DIAMOND EXPRESS"

arrives