LITERARY NOTES.

Björnstjerne Björnson's publisher in Copenhagen, Herr Hegel, recently asked the poet to write him a short autobiography. The result was this: "I was born in 1832, and have been done to death in Christiania many times, the last time in November, 1901; but not quite completely."

Mr. R. H. Russell has been well advised to make a holiday book out of "The Heroes," a book in which Charles Kingsley wrote as successfully for children as he wrote elsewhere for their elders. There are as many as sixty drawings in this luxuriously printed volume, a fair proportion of them being fullpage plates in colors. M. H. Quire and E. Mars, the illustrators, have put forth some capital designs, and the color printing is uncommonly fine.

The momentous question of a proper stage curtain for the momentous production of Gabriel d'Annunzio's "Francesca da Rimini" in Rome, has recently been uppermost in the Eternal City. The "symbolical painter" Alessandro Merani has painted this important accessory, which is so full of symbolism that it seems likely to allow the audience no rest in the intermissions, if they look at it. The upper part shows a gigantic ash tree, whose trunk bears a monstrous gorgon's head—symbol of Tragedy—flanked by two Muses. The right hand Muse represents Greek tragedy; the one on the left, clad in a Pinturicchio costume, represents the Italian Renaissance; behind them stretches a dark mountainous landscape. A double garland of leaves, fruits and flowers in the style of Mantegna incloses this portion of the curtain. On the lower part there are gray gorgon heads and monograms on a background of gold. Among these, in a frame of a bluish white frieze, is a fountain, surrounded by peacocks, three streams from which discharge in perfect arches into a threefold basin.

An important work is announced by the Stock Exchange Historical Company. This is to be a "History of the New-York Stock Exchange," of which there will be two editions, one elaborately prepared for Stock Exchange members and another in cheaper form for popular circulation. The subject will be treated in the most thorough manner, the book containing not only all the facts relating to the place of the exchange in this city, but full treatment of its significance to the nation at large. That the history will have the utmost dignity is certain from the fact that Mr. Edmund Clarence Stedman has accepted the office of editor-in-chief. Thirty years of activity as a member of the Stock Exchange has given him peculiar qualifications for the task he has undertaken, and, of course, his distinction as a man of letters is assurance of the high literary standard which will be observed in the preparation of the book.

Few cities in the world have a more interesting history than this big metropolis, and Charles Hemstreet has demonstrated the fact in "The Story of Manhattan," which has just been published by Charles Scribner's Sons. While the story is written in few words, and intended for children, grown up persons who are pressed for time can spend an interesting hour among these pages, which trace the growth of New-York from the time Henry Hudson sailed up the Bay until the consolidation and formation of the greater city. The story is accurate as to history, though to prevent burdening the text the dates have been gathered into a table of events to which one can easily refer. The old Dutch Governors—Peter Stuyvesant, William Kieft, Peter Minuit, Wouter Van Twiller and others—are given chapters in the first of the book. There are stories of Indian raids, negro riots and the many stirring Revolutionary events which took place here. Captain William Kidd, the bold, bad pirate, is given a section to himself. Washington is brought to this city and inaugurated as first President of the United States. There is a bit of early Tammany history and much else that is interesting and instructive. The illustrations have been taken largely from old prints and wood engravings.

Maurus Jokai, the Hungarian novelist, has just been passing through a disagreeable experience, that has finally been put to an end in the police court of Budapest. It appears that on All Souls' Day the novelist's stepdaughter betook herself to the cemetery and rudely removed the memorial wreaths placed on the grave of Jokai's first wife by his second; whereupon he made a complaint against his undutiful stepdaughter, Frau Arpad Feszthy. The latter declared that she had no intention of insulting either Jokai or his second wife, whereupon he withdrew the complaint.

Douglas Cockerell's handbook for bookbinders, librarians and amateur collectors of books, "Bookbinding and the Care of Books," which was to be published this month by the Appletons, will not be issued until the latter part of January. Nearly every process and instrument used in bookbinding will be illustrated, and the suggestions as to the care of books are said to be valuable. It will be the first volume in "The Artistic Crafts Series of Technical Handbooks," edited by W. R. Lethaby.

One of the curious differences between American and English pronunciations is shown in the varying usage as regards the name "Powell." Dr. York Powell, professor of history at Oxford, who is editing a series of historical works, "The Great Peoples Series," for D. Appleton & Co., is called Powell with the short "o" by Americans. The English pronounce his name very much as if it was spelled "Pole," that is, in one syllable, with the "w" practically neglected and the "o" long.

The new edition of the writings of Colonel William Byrd, of Westover, Va., one of the ideal Southern gentlemen of his day, is published this week by Doubleday, Page & Co. It was promised some time ago, but its appearance has been necessarily delayed. The first edition of the writings of Colonel Byrd was not given to the public until nearly a hundred years after his death. The volume was small and incomplete. It was succeeded in 1866 by a privately printed edition in two volumes. Both of these editions have long been out of print, and, as the later one was limited, there has been a growing demand for a modern edition.

A Swedish historical novel will be one of the novelties of the first books to come from the presses of G. P. Putnam's Sons after New Year's. "Monsieur Martin" is the title selected by C. Grant Robertson, of London, who has written the story. It deals with one of the many Swedish wars and is said to be full of strenuous incident.

"Margaret Sidney," who is Mrs. Harriett Mulford Lothrop, is engaged in writing a new "Pepper" book, which will be brought out by the Lothrop Publishing Company, of Boston, early in the spring. Few series of children's books have been more popular than the "Pepper" series, which started with "Five Little Peppers and How They Grew." Mrs. Lothrop lives and works at The Wayside, one of the beautiful homes of Concord, Mass. The house was for some time the residence of Nathaniel Hawthorne.

Among the late importations of Longmans, Green & Co. is a volume, daintily bound in red, by an author who gave up his life for the British cause in South Africa. It is "Notes for Hunting Men," by Captain Cortlandt Gordon Mackenzie, of the Royal Artillery. He was known to his friends in and out of the regiment as "Corty," and was an experienced hunter. He went to South Africa at the first sign of trouble with the Boers, and died of enteric fever at De Aar, in Cape Colony. The book was prepared for publication by an army friend, and, at the request of Mrs. Gordon Mackenzie, the proceeds of the work will go to the Hunt Servants' Benefit Society.

Alfred T. Story, author of "The Building of the British Empire," has written the latest volume in Putnam's "European Neighbors" series. It deals with Swiss life in town and country; an illustrated edition will be published before Christmas.

A residence of many years in China in the service of the British Government provided E. H. Parker with a fund of anecdotes of the various sorts of people who make up the Dragon Empire. He has used these in his latest book, "John Chinaman," which will be published shortly by E. P. Dutton & Co. They illustrate the character and customs of the Chinese with a vividness that could hardly be obtained in any other way.

Mrs. Lois G. Hufford, who for many years has been a teacher of English literature in the Shortridge High School, of Indianapolis, is the author of the latest Shakespearian volume, "Shakespeare in Tale and Verse," which is published this week by the Macmillan Company. Her purpose in retelling the stories is to afford an introduction to the dramas themselves. She has endeavored to relate them from Shakespeare's point of view, as she understands it, and there is more verse interspersed than in the Lamb "Tales."

The latest book offered lovers of birds is "Birds and Man," by W. H. Hudson, author of "Birds in London," which is published this week by Longmans, Green & Co. There are chapters on daws, wood wrens, ravens, owls and even geese, the last named being "an appreciation and a memory."

The Christmas number of "The Theatre" is in some ways the best number of that sprightly periodical which we have yet seen. It contains an especially interesting contribution in "The Tale of François Villon," written by Mr. Justin Huntly McCarthy; Miss Julia Marlowe writes on "The Essentials of Stage Success;" Mr. Alfred Ayres, in a series of articles on American players, treats this month of Edwin Forrest; there is an interview with John Drew, and we note some pleasant remarks on "Personality Versus Originality," by Mr. J. E. Dodson. There is, as usual, a quantity of good illustrations, chiefly photographs of popular performers. Quite the most interesting of these is a striking photograph of Duse in D'Annunzio's tragedy, "The Dead City." A portrait of Miss Maude Adams in colors adorns the cover.

An edition de luxe is now being made by the Scribners of Dr. Henry van Dyke's "The Ruling Passion." The author will sign each of the five hundred copies which comprise the edition, and the prayer that precedes the stories, "A Writer's Request of His Master," is reproduced in autographic facsimile. The frontispiece is an original portrait of the author by Walter Appleton Clark, who has done three additional illustrations. The volume will appear in full russet leather stamped in gold.

Three of the fall publications of E. P. Dutton & Co. have been in such demand that a hurry call had to be sent to London for second editions. Clara Tschudi's "Elizabeth, Empress of Austria," translated by E. M. Cope, proved of interest to many more people than the publishers had reason to expect. The other second editions which will be forthcoming in a few weeks are "Life of François Fénelon," by Viscount St. Cyres, and "Ephemera Critica; or, Plain Truths About Current Literature," by John Churton Collins.

George Brandes, the Danish literary critic and historian, is to receive from the University of Copenhagen for the rest of his life an annual pension of about $1,250. This is generally regarded as a sort of indemnity for the many disappointments that Brandes has experienced from the Danish Government in the past, such as his failure to receive an appointment as professor of literature in the university, which, as Denmark's most eminent littérateur, he had a right to expect, as well as the neglect to give him a pension such as has been awarded to other and less distinguished literary men by the Danish Government.

M. PIODA SPEAKS TO SWISS.

ELOQUENT TRIBUTE TO PRESIDENT M'KINLEY'S MEMORY—PROTECTION AND RECIPROCITY.

The annual dinner of the New-York Swiss Club was held at Delmonico's on Saturday night. There was a large attendance of sons of the republic, including officials of the legation at Washington. An eloquent address was delivered by M. Pioda, the Swiss Minister. He spoke as follows:

I wish I could, at least once a year, meet every single one of the Swiss who live in this large country. I wish I could attend all the fêtes which the Swiss celebrate with feelings of loyalty toward the mother country. I endeavor, whenever it is possible, to respond to the many patriotic invitations which I receive. Ever since I have the high honor of representing Switzerland near the government of the United States, the Swiss Club has regularly given me the opportunity of accepting its invitation to its annual dinner, and I have had every year the honor and the pleasure to celebrate this festivity with you. Every year I find you more numerous and in better spirits, and every year your fête is more beautiful. This is a clear sign, not only of the success of the club and of the prosperity of this country, but also of the faithful love which binds you to the old country.

I have been on the other side this summer, and when I landed again in America I felt at once a longing toward this annual gathering, as if the beautiful Fatherland had sent me, through the afterglow of its icy peaks, a message of love for you, her sons.

I wish I could make you feel with me all the deep, elevating, sweet impressions I received at home. I wish I could find words to describe to you the beauty of the city of Lucerne, while in her natural and festive adornment she received the shooters who swarmed to the national marksmanship competition in July. I wish I could relate to you the magnificent order of the festivities, the feelings of the multitude, at once kind and lofty, and the generous hospitality of the inhabitants.

Basle, Liesthal and Schaphausen have celebrated in a brilliant and patriotic way the anniversary of their admission into the confederation, many centuries ago.

How satisfactory it has been for me to hear the foreign officers who had attended the difficult and interesting manœuvres which took place this autumn in the picturesque neighborhood of our capital, praise the plucky and courageous spirit with which our troops endured the inevitable hardships of the field!

But, alas! in the peaceful joy of the summer came across the sea a message of horror: The friend of mankind, the kind President of the great sister republic, had been killed by a depraved monster, at the very moment when the victim was offering him a brotherly hand! The Swiss people felt very keenly this blow to the country which receives their sons and wants to gather even more of them. Deep was the horror of the Swiss toward the despised criminal and his odious sect, which pollutes humanity, and they expressed the most heartfelt sympathy. The Federal Council would have sent me here at once if the funeral had not taken place so soon.

Gentlemen, the New-York Swiss Club is a striving agent in the binding together of the two sister republics. It is proper that you should, on this occasion also give a sign of the sympathy of both nations in joy and in sorrow. I therefore request you to stand up and empty your glasses in silent respect of the noble martyr.

In the fight for the ennoblement of humanity a guide has fallen. But the fight continues, and another has stepped courageously into the place of the fallen one—another, who understands how to storm heights! May he succeed in storming all the heights that still rise before him, for the good of this great country, for the good of humanity. For humanity is a great unit; the prosperity of one of its families is of use to the others, and all humanity suffers when some of its fractions are fighting one another.

Let us not give up such an idealism, for it is not in the clouds—it is in the laws of the balance of the forces of nature. The individuals, the families of humanity, have a right to a certain selfishness of purpose in their own development. This egotism, if it is not shortsighted, but logical and understanding, does not come in collision with the laws of equilibrium. With those ideals and the goodwill between the nations a reciprocal feeling is sure to grow of itself.

If we take a practical example, and call the selfishness of purpose protection and the reciprocal feeling reciprocity, we will come to the conclusion that an intelligent and broadminded protectionism leads to reciprocity. I have not the slightest doubt that a day will come when this reciprocity, which is to-day hardly allowed to put in an appearance as a handmaid, will, in this big country, where everything grows larger and nobler, be taken home as a great lady by a very rich gentleman, and introduced to all the world as his wife.

Gentlemen, Switzerland, prosperous, striving and vigorous, considers with joy and confidence the progress, development and prosperity of this daughter of Europe, with her overwhelming strength of life, and I request you to stand up and, with three cheers, to drink the health of the American people and the President of the United States.

MEETING OF THE GET-TOGETHER CLUB.

"The City Beautiful" will be the subject discussed to-night after the meeting of the Get-Together Club in the Pouch Mansion, in Clinton-ave., Brooklyn. Henry Sanger Snow will preside, and the following speakers will talk on various phases of the subject: John De Witt Warner, president of the Municipal Art Society, "The Problem of the Advertisement"; Frederick S. Lamb, of the National Arts Club, "The Lesson of the Expositions"; Nelson P. Lewis, civil engineer, "Public Works"; Professor A. D. T. Hamlin, "The City Architecturally Considered"; Dean Alvord, "Rus in Urbe." There will be stereopticon views to illustrate the speeches.

MAY ABANDON THE IRON PIER.

IT IS SAID THAT THE IRON STEAMBOAT COMPANY WILL MAKE A NEW LANDING IN GRAVESEND BAY.

Residents of Sea Gate and Coney Island and those who visit these resorts in the summertime will be much interested to learn that the Iron Steamboat Company is seriously considering the abandonment of the iron pier at Coney Island and establishing a new and safer landing place in Gravesend Bay. The proposed pier will extend into the bay for a distance of six hundred feet from the point where Neptune-ave. touches Sea Gate. This will form a landing at the mouth of Coney Island Creek, where sufficient depth of water may be obtained at all times. At the same time the boats will not be forced to put back to the city without landing, as has been the case in the use of the iron pier, whenever there was a particularly heavy sea running.

It has also been decided to extend Neptune-ave. through Sea Gate. It now ends at West Thirty-seventh-st.

THE FIRE RECORD YESTERDAY.

2:05 a. m.—No. 231 East Eighty-fourth-st.; Charles Puerner; $200.
2:10 a. m.—No. 423 East One-hundred-and-fourteenth-st.; Louis Flore; $5.
8:35 a. m.—No. 356 Greenwich-st.; P. S. Hanson; slight.
11 a. m.—No. 130 Clinton-st.; S. H. Paine & Son; $25.
1:45 p. m.—No. 137 West Forty-eighth-st.; Auto Storage and Repair Company; slight.
2:45 p. m.—No. 343 East Houston-st.; Burtell Brothers; slight.
4:50 p. m.—No. 1,584 Second-ave.; Isaac Glut; $10.
5 p. m.—No. 578 Eighth-ave.; Martin Arnerman; $100.
5:35 p. m.—No. 4,249 Third-ave.; E. Isaacs; $1,500.
7:25 p. m.—No. 719 Sixth-st.; Max Hasct; trifling.

Books and Publications.

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It is an account of the stories that were told at a gathering of famous American authors, the story tellers being introduced by
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The following twenty-five authors were invited. Twelve of them accepted, and each told one story.
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GEORGE W. CABLE	JOEL CHANDLER HARRIS	RUTH McENERY STUART
WINSTON CHURCHILL	Mrs. BURTON HARRISON	BOOTH TARKINGTON
F. MARION CRAWFORD	W. D. HOWELLS	OCTAVE THANET
MARGARET DELAND	SARAH ORNE JEWETT	MARK TWAIN
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The conditions of the contest are given in full in the book, together with guessing coupon, which is to be detached and mailed to the publishers. If more than one person guesses the correct authorship of the twelve stories, the thousand dollars will be divided among the winners. If no correct answer is received, the nearest correct will win the prize. All guesses must be in by December 31, 1901.
Ask for it at any bookstore, or send $1.50 to the publishers:
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Proposals.

SEALED PROPOSALS for furnishing Fresh and Condensed Milk for the Manhattan State Hospitals, for a period of six months, commencing January 1, 1902, may be sent by mail or delivered in person up to four o'clock p. m. on Wednesday, December 18, 1901, to the undersigned, at the office of the Hospitals, No. 1 Madison Avenue, New York City, (where full specifications may be obtained) at which time and place the Board of Managers will receive and open all proposals. No bids shall be considered except from parties who are actual dealers in the commodities for which they submit proposals.
Each bid must be accompanied by a certified check for 10 per cent. of the full amount, as a guarantee that a contract will be entered into if awarded. A bond of some approved surety company for at least 25 per cent. of the gross amount will be required after award for the faithful performance of the contract.
The Board of Managers reserves the right to reject any and all bids, as it may deem for the best interests of the State.
HENRY E. HOWLAND,
President, Board of Managers.

WEST POINT, N. Y., DECEMBER 14, 1901.
Sealed proposals in triplicate, will be received here until 12 M., January 14, 1902, for the construction of Officers' Mess and Quarters. Plans can be seen and forms and specifications obtained at this office or at the office of McKim, Mead & White, 160 Fifth Ave., New York, N. Y. U. S. reserves the right to accept or reject any or all proposals or any part thereof. Address Q. M., U. S. M. A.

SEALED PROPOSALS, endorsed "Proposals for Fire Alarm System," will be received at the Bureau of Yards and Docks, Navy Department, Washington, until 1 o'clock, January 4, 1902, and then and there publicly opened, for furnishing and installing a fire alarm system at the Navy Yard, Portsmouth, N. H. Plans and specifications can be seen at the navy yard named or will be furnished by the Bureau. MORDECAI T. ENDICOTT, Chief of Bureau. December 4, 1901.

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Cuba-Mexico Cruise through tropical waters on a magnificent steamer of the Ward Line, including Cuba, Progreso, Yucatan, Campeche, and the ancient cities of Mexico. Jan. 18, Feb. 8. $345.00, including all expenses.
Europe Egypt, Palestine, Syria, with visits to Smyrna, Ephesus, Constantinople, Greece and Italy. Jan. 18. $1,030, including all expenses. Austria, Bavaria, the Tyrol, Italian Lakes, Paris, London, France, etc. March 29. $1,044, including all expenses.
Other tours in April, June and July, through France and the British Isles, Norway, Land of the Midnight Sun, Central Europe, including Switzerland; Germany, Austria-Hungary, Northern Italy, France, Belgium, England; Switzerland and its Grandest Alpine Scenery, including the Rhine Country, Holland, Belgium, France and Rural England.
Mexico Special vestibuled trains with dining-car service, interpreters, etc., offer unusual facilities for travelling pleasantly and with every degree of comfort, and enable the passenger to visit many places of picturesque and historic interest that would otherwise be inaccessible. Jan. 16, Feb. 6. $420 and $430, including all expenses.
Porto Rico Two tours to Porto Rico on the magnificent new steamers the "Ponce" or "San Juan," of the New York and Porto Rico Steamship Company, embracing its towns, fortifications, battlefields, sugar and coffee plantations, drive over entire length of military road, etc. Feb. 1, March 1. $198, including all expenses.
Cuba Two cruises, via Munson Line steamers to the North Coast, the most beautiful part of the Island, including the famous Caves of Bellamar and visit to Havana, returning via Ward Line. Jan. 11, Feb. 8. $178.00, including all expenses.
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8.55 A. M. FAST LINE.—Pittsburg and Cleveland.
9.55 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment Sleeping, Dining, Smoking, and Observation Cars. For Chicago, Cleveland, Toledo, Cincinnati, Indianapolis, Louisville, St. Louis.
1.55 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Toledo, Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.
5.55 P. M. ST. LOUIS EXPRESS.—For Pittsburg, Indianapolis, Louisville, St. Louis. Dining Car.
5.55 P. M. WESTERN EXPRESS.—For Chicago. For Toledo, except Saturday. Dining Car.
7.55 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. For Knoxville, daily, via Shenandoah Valley Route. Connects for Cleveland, except Saturday.
8.25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg, Cleveland, and Cincinnati.
WASHINGTON AND THE SOUTH.
7.55, 8.25, 9.25, 10.10 (Desbrosses and Cortlandt Streets, 10.20) (Dining Car), 10.55 (Dining Car) a. m., 12.55 (Dining Car), 2.10 (Desbrosses and Cortlandt Streets, 2.20), (3.25 "Congressional Lim.," all Parlor and Dining Cars), 3.25 (Dining Car), 4.25 (Dining Car), 4.55 (Dining Car), 9.25 p. m., 12.10 night. Sunday, 8.25, 9.25, 10.55 (Dining Car) a. m., 12.55 (Dining Car), (3.25 "Congressional Lim.," all Parlor and Dining Cars), 3.25 (Dining Car), 4.25 (Dining Car), 4.55 (Dining Car), 9.25 p. m., 12.10 night.
SOUTHERN RAILWAY.—Express, 3.25, 4.25 p. m., 12.10 night daily.
ATLANTIC COAST LINE.—Express, 9.25 a. m. and 9.25 p. m. daily.
SEABOARD AIR LINE RAILWAY.—"Florida and Metropolitan Limited," 12.55 p. m. daily. Express, 12.10 night daily.
NORFOLK AND WESTERN RAILWAY.—For Memphis and New-Orleans, 3.25 p. m. daily.
CHESAPEAKE & OHIO RAILWAY.—7.55 a. m. week-days and 4.55 p. m. daily.
FOR OLD POINT COMFORT and NORFOLK.—7.55 a. m. week-days and 8.55 p. m. daily.
ATLANTIC CITY.—9.55 a. m. and 2.55 p. m. week-days. Through Vestibuled Trains. Buffet Parlor Cars and Standard Coaches.
CAPE MAY.—12.55 p. m. week-days.
For points on New York and Long Branch Railroad (from West Twenty-third Street Station), 8.55 a. m., 12.10, 3.25, 4.55, and 11.25 p. m. Sundays, 9.25 a. m., 4.55 p. m. (from Desbrosses and Cortlandt Streets), 9.00 a. m., 12.50, 3.40, 5.10, and 11.30 p. m. Sundays, 9.45 a. m., 5.15 p. m.
FOR PHILADELPHIA.
6.10 (Desbrosses and Cortlandt Streets, 6.20), 7.25, 7.55, 8.25, 8.55, 9.25 (9.55 Penna. Limited), 10.10 (Desbrosses and Cortlandt Streets, 10.20) (Dining Car), 10.55 (Dining Car), 11.55 a. m., 12.55 (Dining Car), 2.10 (Desbrosses and Cortlandt Streets, 2.20), 2.55, 3.25 (Dining Car), 3.55, 4.25, 4.25 (Dining Car), 4.55 (Dining Car), 5.55 (Dining Car), 7.55, 8.25, 8.55, 9.25 p. m., 12.10 night. Sundays, 6.10, 7.55 (no coaches), 8.25, 8.55, 9.25, 9.55 (Limited), 9.55, 10.55 (Dining Car) a. m., 12.55 (Dining Car), 1.55 (Dining Car), 3.25 (Dining Car), 3.55, 4.25 (Dining Car), 4.55 (Dining Car), 5.55 (Dining Car), 7.55, 8.25, 8.55, 9.25 p. m., 12.10 night.
Ticket offices Nos. 461, 1196, 1354, 111 and 261 Broadway; 182 Fifth Avenue (below 23d St.), 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 Pennsylvania 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 "914 Eighteenth Street" for Pennsylvania Railroad Cab Service.
J. B. HUTCHINSON, General Manager. J. R. WOOD, General Pass'r Agent.

NEW YORK CENTRAL
Trains arrive and depart from Grand Central Station, 42d Street, New York, as follows:

Leave New York.		Arrive New York.
*3.15 a. m.	Mail and Paper Train	*7.00 a. m.
*8.00 a. m.	Syracuse Local	†9.25 p. m.
*8.30 a. m.	Empire State Express	†10.00 p. m.
*8.45 a. m.	Fast Mail	*10.00 a. m.
†10.30 a. m.	Day Express	†7.00 p. m.
†11.30 a. m.	Rutland Express	†7.00 p. m.
*1.00 p. m.	Southwestern Limited	*6.00 p. m.
*2.00 p. m.	N. Y. & Chicago Special	*1.30 p. m.
†3.30 p. m.	Albany and Troy Flyer	†11.10 a. m.
*3.35 p. m.	Albany Special	†2.00 p. m.
*4.00 p. m.	Detroit Special	*10.00 a. m.
*5.30 p. m.	The Lake Shore Limited	*6.30 p. m.
*5.30 p. m.	St. Louis Limited	*2.55 p. m.
*6.00 p. m.	Western Express	*8.45 p. m.
*6.25 p. m.	Montreal Express	*7.20 a. m.
*7.30 p. m.	Adirondack & Montreal Express	*8.55 a. m.
*8.00 p. m.	Buffalo Special	*7.27 a. m.
*9.20 p. m.	S. W. Special	*7.50 a. m.
*9.30 p. m.	Pacific Express	*5.30 a. m.
*11.30 p. m.	Northern New York Exp.	*7.27 a. m.
†12.10 a. m.	Midnight Express	*5.30 a. m.

*Daily. †Daily, except Sunday. ‡Daily, except Monday.
HARLEM DIVISION.
9.08 A. M. and 3.35 P. M. Daily, except Sundays, to Pittsfield. Sundays only, at 9.20 A. M.
Pullman Cars on all through trains.
Trains illuminated with Pintsch Light.
Ticket offices at 113, 261, 415 and 1216 Broadway, 25 Union Sq. W., 275 Columbus Ave., 133 West 125th St., 125th St. and 135th St. Stations, New York; 338 and 128 Fulton St., and 106 Broadway, E. D., Brooklyn.
Telephone "900 38th Street" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company.
P. S. BLODGETT, General Superintendent. GEORGE H. DANIELS, General Passenger Agent.

NEW YORK TO BOSTON
SPRINGFIELD LINE
Via Springfield and the
BOSTON AND ALBANY RAILROAD.
(New York Central & Hudson River R. R., Lessee.)
Trains leave Grand Central Station, Fourth Avenue and 42d Street, New York, as follows:

Leave New York.	Arrive Springfield.	Arrive Boston.
†9.00 a. m.	12.45 noon.	3.30 p. m.
†12.00 noon.	3.18 p. m.	5.40 p. m.
*4.00 p. m.	7.27 p. m.	10.00 p. m.
*11.00 p. m.	3.11 a. m.	6.15 a. m.

Tickets at New York Central ticket offices, 415 and 1216 Broadway, and at Grand Central Station.

NEW JERSEY CENTRAL.
Liberty St. and South Ferry (time from South Ferry five minutes earlier than below, except as noted).

	Week days.	Sundays.
Easton Local	7.15 a. m.	.....
Easton Local	¶5.45 p. m.	.....
Scranton & Reading	9.10 a. m.	.....
Scranton & Reading	4.40 p. m.	.....
Mauch Chunk & Reading	1.20 p. m.	1.00 p. m.
Mauch Chunk & Reading	4.40 p. m.	5.30 p. m.
Lakewood & Atlantic City	9.40 a. m.	.....
Lakewood & Atlantic City	3.40 p. m.	.....
Lakewood & Barnegat	9.40 a. m.	¶10.15 a. m.
Lakewood & Barnegat	1.30 p. m.	.....
Lakewood & Bridgeton	¶4.10 p. m.	.....
Lakewood	5.00 p. m.	9.00 a. m.
Lakewood & Barnegat	8.30 a. m.	.....
N. Y. & Long Branch R. R.	11.30 a. m.	.....
N. Y. & Long Branch R. R.	*4.45 p. m.	¶4.00 p. m.
N. Y. & Long Branch R. R.	6.30 p. m.	.....
N. Y. & Long Branch R. R.		

ROYAL BLUE LINE
FOR PHILADELPHIA.
*†4.25, †8.00, *9.00, *10.00, *11.30 A. M., *1.00, †1.30, †3.00, *3.40, †4.00, §*4.00, *4.30, *5.00, *7.00, †7.30, §9.00, †10.25 P. M., *12.15 mdt.
BALTIMORE AND WASHINGTON.
†8.00, *10.00, *11.30 A. M., *1.00, †1.30, *3.40, *5.00, *7.00 P. M., *12.15 mdt.
Offices: Liberty St. Ferry, South Ferry, 113, 261, 434, 1300, 1354 Broadway, 182 5th Ave., 737 6th Ave., 25 Union Sq. West, 153 East 125th St., 273 West 125th St., 245 Columbus Ave., New York; 4 Court St., 344, 860 Fulton St., Brooklyn; 98 Broadway, Williamsburg. New York Transfer Co. calls for and checks baggage to destination.
*From Liberty St. only. *Daily. †Daily, except Sunday. §Sundays only.

BALTIMORE & OHIO RAILROAD.

Leave NEW YORK CITY.	South Ferry.	Liberty St.	
Chicago, Pittsburg	*12.10 nt.	*12.15 nt.	
Chicago, Columbus	*12.55 p. m.	*1.00 p. m.	Diner.
Pittsburg, Cleve.	§12.55 p. m.	§1.00 p. m.	Diner.
Pittsburg, Cleve.	*1.25 p. m.	*1.30 p. m.	Diner.
"Pittsburg Limited"	*8.55 p. m.	*7.00 p. m.	Buffet
Cincinnati, St. Louis	*12.10 nt.	*12.15 nt.	
Cincinnati, St. Louis	*9.55 a. m.	*10.00 a. m.	Diner.
Cincinnati, St. Louis	*8.55 p. m.	*7.00 p. m.	Buffet
Cincinnati, St. Louis	*1.00 p. m.	*1.00 p. m.	Diner.
Norfolk	*12.55 p. m.	*12.15 nt.	
ROYAL BLUE TRAINS.			
Washington, Balto.	*7.55 a. m.	*8.00 a. m.	Buffet
Washington, Balto.	*9.55 a. m.	*10.00 a. m.	Diner.
Washington, Balto.	*11.25 a. m.	*11.30 a. m.	Diner.
Washington, Balto.	*1.00 p. m.	*1.00 p. m.	Diner.
Washington, Balto.	*12.55 p. m.	*1.30 p. m.	Diner.
Washington, Balto.	*1.25 p. m.	*3.40 p. m.	Diner.
"Royal Limited"	*8.35 p. m.	*5.00 p. m.	Diner.
Washington, Balto.	*4.55 p. m.	*7.00 p. m.	Buffet
Washington, Balto.	*6.55 p. m.	*12.15 nt.	Sleepers
Washington, Balto.	*12.10 nt.		

*Daily. †Daily except