RAILROAD TAKING CURSE FROM DESERT

WHAT RECLAMATION MEANS TO TEXAS.

Benjamin F. Yoakum, for Government Regulation, Says Enough Has Been Done for Present.

By James B. Morrow.

The vocal dynamite in his "Geddup" as he pushed his long legged mules to their limit and the nervous slam he gave the handles of the scraper as he spilled the red earth along the hot and torn right of way were noted by Richard Somers Hayes, the engineer in charge of construction.

It was in Texas, more than thirty years ago, but Benjamin Franklin Yoakum, the boy driver, was already a railroad man. However, Benjamin didn't know it. He was too busy by day for visions and too weary at night, when he slept in a tent, for dreams. Hayes himself saw no more than a slim and willing yokel, and so when the road was done he recommended Yoakum for a brakeman.

The intense energy and enterprise of the Southwest, with its millions of adventurous people, now find expression in Yoakum. In nine years he has built four thousand miles of railway—equivalent to a trunk line from New York to San Francisco, with adequate yards and sidings—and has spent $175,000,000 for labor, materials and equipment.

I talked to him in the directors' room of the Rock Island-'Frisco lines—his own system, in reality. He didn't sit down for a moment, but stood at a window and looked over the roofs toward the Hudson or walked up and down before a long table. Once he was gone for half an hour, to converse by telegraph with his officers somewhere in Texas. He is a slender six-footer, wiry, restless and gray. His sentences are terse and his manner is hurried, but he is decidedly human, and if he had time would be humorous."

"Your family," I said, "wanted you to be a clergyman?"

"Yes—in the newspapers. Never heard of it at home, however."

"Your father"—

"He was an educator—president of a Cumberland Presbyterian college in Texas. Raised a great many flowers. Was fond of trees. Liked to work in the ground."

"I have heard you were a brakeman?"

RAN FIRST TRAIN NEAR HIS HOME.

"So I was. Got the place through Richard S. Hayes, afterward a member of the Atchison Board. Then I was a conductor. Ran the first train into Palestine, second county west of my old home, in Limestone. Became acquainted with H. M. Hoxie. He sent me to an exhibition in St. Louis with Texas fruits and farm products. Never had been out of the state before.

"After that I went to Atlanta, and persuaded Northern men and foreigners looking for locations to go into the Southwest. When I was ordered to San Antonio to hustle for freight I hesitated, because I didn't know the business. 'Learn,' Hoxie said. I've been in freight, more or less, ever since. But here, I decline further to talk about myself."

"You have 15,000 miles of railway under your personal management?" I said.

"I don't like the way you put the question," Mr. Yoakum answered. "Men with whom I am associated own or operate about 15,000 miles of track, which, serving eighteen different states, touches Chicago on the East, New Orleans on the South, Galveston, Houston and Brownsville in the Southwest, Denver and El Paso on the West and Minneapolis and St. Paul in the Northwest."

"Eight years ago you said you believed railways should be controlled in part by the government to prevent injustice and extortion against the public. Have you changed your mind?"

"Take out the word controlled and substitute the word regulated, and I answer that my views are the same to-day as they were then. In the mean time, however, needed laws have been passed. Rebates can no longer be given. I approve of the section in the Hepburn act which makes imprisonment the penalty. The accounts of all railroads must now be kept by a uniform system. Publicity is assured through reports submitted to the Interstate Commerce Commission. I should go no further at present. Let the railways adjust themselves to the new conditions.

"Do you know that nine million tons of finished iron and steel, half the product of all the mills in the country, were purchased by the railroads in 1907? Fully 25 per cent of the lumber cut in our forests is sold to the railroads for cars, engines, ties, and so on. Stop building new lines of transportation, stop extending old ones into new territory and stop the manufacture of equipment, and there is very little left of prosperity.

"A mile of modern track, not including rolling stock or terminals, costs $25,000. Practically, it is all labor in one form or another. Rails, spikes and bolts will average $5,000 a mile. The rest goes into the pockets of the people. Feed for horses is bought of farmers. Groceries and clothing are bought of merchants. And then there is the item of wages for the workmen, a part of which is saved and not spent. A hundred miles of railway in the building alone, therefore, means the distribution of $2,500,000 cash on the spot.

"And when the road is completed and put into operation the money paid for the carrying of freight doesn't travel very far, but is strung along the line for one purpose or another. My figures relate to Texas, but are fairly representative. Forty-six and a half cents of every dollar are paid to the employes of the railway; materials and supplies cost 27½ cents, and the public gets 3½ cents for personal injuries and damage to freight and 21-10 cents in taxes.

STATE GETS 80 PER CENT OF EARNINGS

"About 80 cents of the dollar, consequently, remain in Texas. Interest on bonds amounts to 19½ cents. Bonds built the road, you know, and represent the money invested. The shareholders get the rest—about ½ cent. Right here let me say that the stockholders of the railroads in the United States are annually paid $240,000,000 in dividends, while the 1,500,000 employes of the roads receive $840,000,000 in wages, or three and a half times as much as the shareholders.

"My information shows that it requires five men to the mile to operate a railroad. When they move in they are followed by many others. A new line in a new country means a new town every ten or fifteen miles and new houses scattered along the right of way. Small cities also spring up in the course of time. Land increases tremendously in value. There is profitable activity on every hand.

"Last year, for instance, the railway with which I am connected hauled 8,400 families and their 6,500 cars of household freight into the West. Last year, too, the legislatures of fourteen states within the zone of the Rock Island-'Frisco system considered 560 laws bearing on railways, most of which were injuriously restrictive. Very little new track is being built anywhere this year. Regulation is proper. It is advantageous to all concerned. We have gone a long way in a short time, and in the right direction. Now let us pause for a while and wait for results.

"And while we wait let us consider what the railroads have done for the people in the little things which are unknown or have escaped general observation. After all, they are big things. Macaroni wheat, for instance, which was introduced among the farmers in the semi-arid regions of Colorado, New Mexico and Kansas, reclaiming thousands of acres from waste. Scientific men in the employment of railroads have given the country much practical information concerning beets and their manufacture into sugar.

"Railroad officers sent alfalfa, Kaffir corn and Milo maize into the desert sections along their lines, adding to the comfort, happiness and wealth of large numbers of discouraged and struggling people. The dairy interests of the country were developed almost entirely by the railroads, which established milk stations and milk trains.

MORE RAILROADS NEEDED.

"Lean cattle feeding on the sparse growth among the cacti of Texas have given way to fields of onions and other highly profitable crops. Everywhere the farmer is getting the benefit of the railroad man's experience in practical matters and his natural sense for business."

"Are more railways needed?"

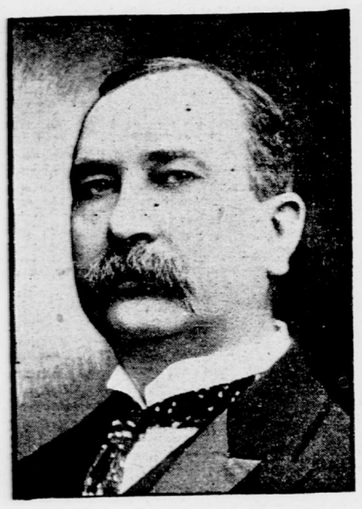
"Yes, everywhere except in New England. Missouri, especially, ought to have more. Texas requires ten thousand miles of new road. Fifty-five counties, containing thirty-five million acres of land, are absolutely without transportation facilities. Arkansas, rich in the rough, waits on means to get its natural wealth to market. Conditions are the same in Oklahoma. There are less than five thousand acres of land to every mile of railway east of the Mississippi River; west of it, the region which produces the bread and meat of the nation, there are thirteen thousand acres to every mile of road."

"Do you think the capitalization of railways should be regulated by law?"

"I do. The capitalization of railways should be controlled by the national government. Of course, the men who build roads must make a profit; but one profit is enough. Let the government fix the capitalization in the first place, and then permit no increase, unless it be for extensions, equipment or improvements."

"What are you doing in the Gulf Coast country in Southern Texas?"

"I am helping to irrigate some of it. In the near future a hundred thousand acres will have water. The rich lands of the Nile are no better—not so good, perhaps. For a dozen years sugar cane has been systematically grown along the Rio Grande. In one place it has been grown for nearly forty years, and in all that time the land has never been fertilized. The yield is thirty tons to the acre. Cut it off and it grows again. Replanting is done but once in seven years. Two bales of cotton to



BENJAMIN FRANKLIN YOAKUM.

the acre is a possible crop. At 15 cents a pound the gross return is $150. But the land is rather dear for cotton.

PROFIT OF $350 AN ACRE.

"Before we ran a railroad into the country vast stretches of mesquite and cacti could be bought for $3 an acre, and even less. Now, with water and shipping facilities, it is selling for $80. Two crops of corn and nine cuttings of alfalfa can be harvested in a year. Bermuda onions have actually yielded a net profit of $350 to the acre."

"You hope to make that particular part of Texas a vast grove of orange, lemon, date and fig trees?" I asked.

"That is our object. And an immense vegetable garden besides, with pecans and English walnuts at the sides of the roads and irrigation ditches. By and by we shall erect a modern sugar mill and refinery, so that farmers may have a convenient market for their cane. Tramways will extend in all directions. Cane will be loaded on cars in the fields and hauled to the mill by electric motors."

"What took you into the country?"

"A railroad. Five years ago we began to construct a line from Galveston and Houston to Brownsville, on the Rio Grande, four hundred miles away. We followed the coast, but at a considerable distance inland. From Brownsville to Sinton, one hundred and sixty miles, there wasn't a single village, not even a postoffice. The road cost $9,000,000, and we are now running fast trains and burning petroleum in our locomotives.

"At Kingsville, a station on the line, is the ranch of Mrs. H. W. King, containing 1,200,000 acres. South of it is the Kennedy ranch of 800,000 acres. Thousands of cattle have died in that country for want of water. Finally water was found at a great depth in the earth—an artesian well, you know. When it was applied to the soil marvellous crops were the result.

"It occurred to some of us interested in the railroad that a pumping station might be built on the banks of the Rio Grande and the water sent into the back lands through a large canal. The canal, together with its main branches and collaterals, is now in operation. It carries 100,000 gallons of water a second, is seven miles long and 140 feet wide from one bank to the other. It is the largest irrigation enterprise of the kind in the country. Near Yuma, in Arizona, the next largest undertaking, the federal government is preparing to irrigate an immense tract, using the Colorado River as a reservoir. Ordinarily, water flows into irrigated regions by gravity, but with us and at Yuma it is lifted with pumps to canals on the banks of the rivers.

"What does it cost to irrigate land?"

"The first cost of machinery and canals ranges between $20 and $30 an acre, and, of course, is added to the price of the land. After the water is in the annual charge with us will depend upon the crops. The charge probably will never be more than $5 an acre. It may be as low as $3 an acre."

"What does it cost to clear the land of cacti and brush?"

"Not to exceed $7 an acre."

"How much is your company spending?"

"About $1,500,000. Eight or ten other irrigating companies are also investing large sums in permanent improvements."

"Where will you get the skilled farmers for the semi-tropical crops you have in mind?"

"Haven't given that matter any attention. When water is ready for all the land, labor will be ready, too. There has been a suggestion that Italians be brought over from the fruit districts. Mexican farm hands—peons, Spaniards, mixed with Indians—can be hired for 50 cents a day."

"Is the Gulf Coast country below the frost line?"

"Yes and no. But frost is infrequent. Fruits and vegetables from Brownsville would reach Northern markets two weeks earlier than from any other point in the South. Moreover, Southern Texas is one thousand miles—or three days—nearer to the East than is California. Freights would be proportionately less."

"Where is the meat supply of the country to be obtained after the great ranches in the Southwest are broken up into small farms?"

"That is really a very important question. I suppose cattle will be brought to maturity in rough grazing regions and then fattened for market by the farmers of Texas and other adjoining states. One hundred and fifty thousand cattle are now fed in Texas every year, principally on cottonseed meal, which is crushed cotton seed with the oil pressed out."

"You recently said you could induce five million settlers to move to Texas during the next four years were you Governor of the state. Have you any desire for the office?"

"I shall go no further into that subject. As a matter of fact, I am not competent to be Governor of Texas."

"Surely a man who can operate fifteen thousand miles of railway could easily run a state," I said.

"Politics and business are different," Mr. Yoakum replied. "But I shall say no more on that topic."

"Would you advise Northern farmers to move to Texas and purchase land?"

"The Rock Island-'Frisco lines spread out in all directions west of the Mississippi. Manifestly, it would be poor policy for me to give advice as to locations."

"Will you tell me about your ship canal from Galveston to Houston?"

"The newspapers have had me digging that canal for some time. That is all the information I have on the subject. Houston is thirty-five miles from Galveston. If the two cities are ever to be connected by a canal the government will have to build it."

"You have done much for the Southwest. What are your plans for the further development of the Northwest?"

"If I knew I wouldn't talk—at present."

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ON THE PACIFIC SLOPE

Conviction of Walter J. Bartnett Due to Brown Confession.

[By Telegraph to The Tribune.]

San Francisco, June 27.—The conviction of Walter J. Bartnett, vice-president of the California Safe Deposit and Trust Company, of embezzling Colton trust funds, followed a trial of one week, the sensational feature of which was the damaging testimony given by J. Dalzell Brown, manager of the bank, against his former associate. Brown put all the blame for wrecking the bank on the shoulders of Bartnett, and produced letters that convicted the latter of selling the Colton funds in an attempt to save the bank from failure. The penalty for Bartnett's offence is ten years in state prison, but the indictment on which he was convicted is only one of several found against him. Brown was sentenced to only eighteen months in prison because he made a full confession, which it is believed will secure the conviction of all the officials of the wrecked bank who have been indicted for malfeasance or embezzlement.

The Spring Valley Water Company astonished San Franciscans this week by applying to the Circuit Court for authority to increase its rates for water to local consumers. The company declared that the rates fixed by the supervisors would not produce ordinary interest on the company's investment. Recently the company offered its entire plant to the city for $32,000,000, but this offer was not accepted. Instead the city has entered into negotiations for a water supply from Hetch-Hetchy Valley, in the high Sierras, a scheme which will entail an expenditure of over $50,000,000 for reservoirs and piping. The Spring Valley officials believe the city should rely on the Spring Valley Company for water for at least ten years until the Hetch-Hetchy plan can be developed, and in this interval they contend that reasonable water rates should be imposed.

Abraham Ruef, who has spent several months in the county jail, is extremely anxious to obtain his liberty on bail. He has submitted a list of bondsmen whose aggregate wealth he declares is $10,000,000, but District Attorney Langdon and Assistant District Attorney Heney insist upon an elaborate investigation of all his sureties, which at the present rate of progress will take several weeks. Ruef is willing to qualify in $830,000, but there is small prospect that Heney will accept more than half of Ruef's list. Among those willing to become bondsmen are Ruef's father, to whom he has transferred most of his property, and his sister, who is also wealthy.

Much attention is being given by government agents to the smuggling of Chinese and other Orientals over the Mexican border. The number of these smuggled Chinese caught in railroad cars recently shows that there is some central ring managing these operations. Local government agents believe the headquarters of the smugglers are in Los Angeles, and that most of the coolies who succeed in passing the border are destined for that city. Twenty-six Japanese and one Corean woman arrived here this week from El Paso, and will be deported. The Corean woman tried to swim the Rio Grande at Eagle Pass.

The San Francisco Gas and Electric Company is endeavoring to secure the testimony of Harry Orchard in its Linforth apartments explosion suit. Walter H. Linforth recently obtained damages of $10,800 against the gas company, because of an alleged gas explosion which damaged the apartment house owned by him. Afterward Orchard confessed he had tried to blow up Fred W. Bradley, who lived in the house. The gas company tried in the usual way to get Orchard as a witness, but failed. It has now appealed to the Supreme Court, the case being set for July 6. Orchard has been condemned to be hanged on July 2, unless again reprieved by Governor Gooding of Idaho.

The death in Berlin of Otto F. von Rhein removed one of the best known real estate agents in San Francisco. Since the fire he had been practically out of business because of poor health. Von Rhein was conspicuous in advocating public improvements and made a large fortune here.

The harbor commissioners propose to build the finest pier in the United States on the site of the old Pacific Mail wharf. The pier will be constructed of steel and cement and will cost upward of $400,000.

Jacob Eppinger, who was the main figure in a sensational trial for obtaining money under false pretences, died this week. Eppinger was one of the largest wheat dealers in the state, but just before the great fire he was accused of securing funds on wheat in Port Costa warehouses when the grain was not there. He was tried once, and the jury disagreed; then came the fire, which destroyed the records of the case, and the District Attorney's office was unable to revive the charge.

"The Thief," with Margaret Illington as the star, made a great hit at the Van Ness Theatre this week. Daniel Frohman came here specially to superintend the production, his first visit to San Francisco in twelve years.

State Mineralogist Aubury estimates that the total mineral production of California last year will exceed $50,000,000. This includes over forty million barrels of petroleum, valued at nearly $17,000,000, which is more than double the value of the oil produced in 1906.

The Southern Pacific Company will cut in half excess baggage rates on July 1. Heretofore the rates have been one cent a mile for every hundred pounds, but under the new rule the charge will be one-sixth of the passenger fare for the trip, or one-half cent a mile for each hundred pounds.

The new issue of $1,485,000 of Sacramento city bonds for municipal improvements was sold this week at a premium of $1,000, with accrued interest for six months. This is taken by local financiers to indicate an improved financial condition and to assure the ready sale of the $18,000,000 San Francisco bonds which will soon be offered.

The first shipment of new barley reached Stockton this week and sold at a premium. It was fine brewing grain and was grown on the west side of the San Joaquin Valley, near San Joaquin City. This year the river is so low that most of the San Joaquin grain crop will have to be moved by rail, which will cause great congestion, as there is not enough rolling stock to handle the crops.

After August 1 no American vessels in the Alaskan trade can call at British Columbia ports and pick up goods for Atlin, Dawson or other points on the Yukon. This is the enforcement on the Pacific of the coasting laws that prevail on the Atlantic side of the Dominion.

DISINFECTED TRANSMITTERS.

A number of suggestions have been made from time to time with a view of disinfecting properly the transmitters of public telephones, but the proposals have usually involved a great deal of expense. An Englishman has invented an inexpensive apparatus which can be fixed to any mouthpiece. The apparatus consists of a small nickel tube resembling a cartridge, which can be half filled with a disinfectant, and which is fixed immediately above the mouthpiece. From the tube a diminutive blind, soaking in the disinfectant, is drawn by means of a loop or hook. The little blind is drawn down over the mouthpiece and fastened to a button underneath it, so that the user of the telephone speaks through the blind, which springs back and disinfects itself when the subscriber has finished his conversation. A 40 per cent solution of formalin is suggested. The blind is made of ramie fibre, which is extremely strong, and becomes even stronger when soaked in water. Ordinary linen would probably wear badly. The blind is exactly one and seven-eighths of an inch wide and does not in the least interfere with the sound.—Philadelphia Record.

MR. PICKWICK'S TREE.

Owing to its having become very decayed and dangerous, the old sycamore standing near Dulwich College, known as "Mr. Pickwick's Tree," has had to be cut down, much to the regret of the residents of Dulwich village, among whom the tradition prevails that Dickens's hero was in the habit of a fine evening of resting on the seat beneath its branches toward the close of his career. The lovers of Dickens who are mourning this loss will have the sympathy of the admirers of Burns, who are lamenting a burglarious entry to the Kilmarnock memorial and the theft of a first edition.—London Globe.

WORTH A TRIAL.

A millionaire lay dying. He had lived a life of which, as he now looked back on it, he felt none too proud. To the minister at his bedside he muttered weakly:

"If I leave £50,000 or so to the Church will my salvation be assured?"

The minister replied cautiously:

"I wouldn't like to be positive, but it's well worth trying?"—London Opinion.

DRY GOODS. DRY GOODS.

O'NEILL-ADAMS CO.
Store Occupying Two Blocks,
Sixth Ave., 20th to 22d St., N.Y.

Our Delivery Service in New Jersey
Is the Most Complete of Any New York Store

July Sale of Furniture, Beds and Bedding
Will Be in Full Swing Here To-morrow (Monday) Morning

During this sale, which continues throughout the month of July, absolutely every piece of Furniture and Bedding in our stupendous stock (except a few lines of goods on which the price is restricted by the manufacturer)

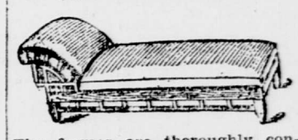
Is Reduced in Price from 10 to 50 Per Cent.

All regular lines are reduced ten per cent. and discontinued patterns from thirty to fifty per cent. It is an event of tremendous importance to housekeepers and hotel keepers—one of the great money saving opportunities of the year.

In drawing the attention of our patrons to the splendid values particularized below we would emphasize the fact that ALL THE MERCHANDISE IS FROM OUR REGULAR STOCK—new, up to date, well made Furniture—the product of the foremost makers in America—and not flimsily put together for special sale purposes. WE ABSOLUTELY STAND BY EVERY ARTICLE ADVERTISED IN THESE SALES.

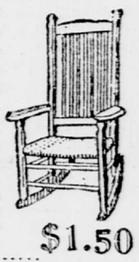
Our Patrons are invited to visit our enlarged Furniture Department in the Adams Building. Three entire floors devoted to the display of the largest collection of Furniture to be seen in New York City, selected with care from the products of the best makers in the land.

$18.00 Mission Couch, $12.00
(Just like illustration.)



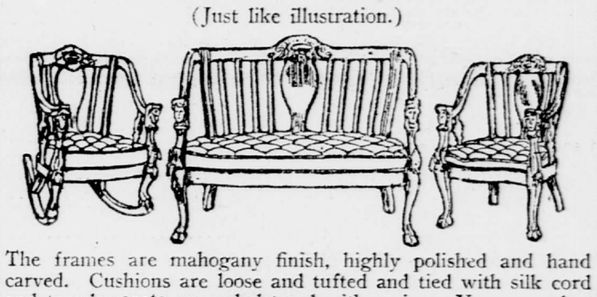
The frames are thoroughly constructed, the design is exceptionally good, the covering is Spanish Pagamoid leather, in green or brown shade, a piece of Furniture that will be an attractive addition to the furnishing of any home. Regular price $18.00; July sale price.....$12.00

$2.50 Porch Rockers, $1.50
(Like cut.) This is a large, high back Rocker—very comfortable, broad arms, seven spindle back, seven braces in base, double woven reed; maple wood, finished natural. The best value in Rockers we have ever offered. Regular price, $2.50; July sale price..... $1.50



$7 Chiffonier, $4.75
(Just like illustration.) Made of golden oak, brass trimmings, has five large drawers, with good locks, thoroughly constructed and finished. This is an exceptionally good article at a very small cost. Regular price $7.00; July sale price..... $4.75

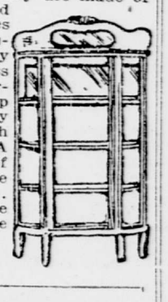
$80.00 Parlor Suit, $50.00
(Just like illustration.)



The frames are mahogany finish, highly polished and hand carved. Cushions are loose and tufted and tied with silk cord and tassels; seats are upholstered with springs. You can select your own covering. The covers have to be put on, so we require about a week to deliver. Regular price $80.00; July sale price..... $50.00

$18.00 Flat Top Desks, $13.75
Nice solid Oak Flat Top Office Desk—Length 50 inches, width 32 inches, six roomy drawers and large double drawer for large books, extra slides on ends, thoroughly constructed and finished. Regular price $18.00; July sale price..... $13.75

$22.50 China Closets, $17.75
Just fifty of these China Closets (like illustration) to offer at this bargain price. They are made of solid oak and stand 72 inches high and 40 inches wide. They have bent glass ends, French mirror back of top shelf and fancy shaped top with bevel mirror. A splendid piece of furniture at the special price. Regular price $22.50; July sale price, $17.75

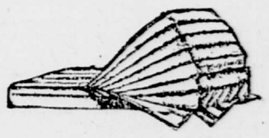


$9.00 Office Chairs at $6.50
(Just like illustration.) Built of golden oak, with saddle shaped seat and comfortable shaped arms; inclines to almost any angle and revolves as you wish it; a splendid chair in every particular; highly finished. Regular price $9.00; July sale price, $6.50

$18.00 Extension Table, $12.50
(Just like illustration.) Made of oak, in golden oak finish, highly polished, extends to 6 feet, top 44 inches, round pillar base, plain massive design, thoroughly constructed, and a great value at the price. Regular price $18.00; July sale price..... $12.50

$5.00 Willow Chair at $3.49
This is the celebrated "Bar Harbor" Willow Chair (like illustration. Known to be one of the best and most comfortable chairs of the kind; made very strong, and is of exceptionally good design; finished natural. Regular price $5.00; July sale price..... $3.49
Rocker to match. Regular price $5.25; July sale price..... $3.98
We require about ten days to deliver this chair.

$8.75 Felt Mattresses, $5.50
(Like illustration.) This is a very luxurious Mattress, perfectly sanitary, non-absorbent, dust proof and vermin proof; made to your order, in one or two parts; you select your own covering; thoroughly tufted. Regular price $8.75; July sale price... $5.50



Goods Purchased During This Sale Will Be Delivered As Late As September 1st if Desired.

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The Leading Specialty House. Forsythe $25 and $20 Hats Special For $10.

July Great White Sale:
10,000 Lingerie Waists
At About ½ Regular Prices
Starts Monday Morning, 9 o'Clock.

$1.85	$2.45	$2.65	$2.85
3.45	3.85	4.45	4.85
5.85	7.85	9.85	12.50

1,000 Linen Skirts
4 New Models
Pure Irish Linen, made in our own workrooms, will be offered at $5.85
Real value $12.50.

We respectfully suggest early selections, thus avoiding the afternoon rush which attends a sale of this importance.

Extraordinary Values:

Linen Coat Suits	$14.75	$22.50	$28.00
Linen Jumper Suits	9.75	12.75	18.00
Rajah Coat Suits	28.00	35.00	38.00
White Serge Suits	25.00	29.00	38.00
Blue Serge Suits	18.00	25.00	35.00
Panama Suits	18.75	24.75	38.00
Mohair Suits	22.50	28.00	35.00
Tropical Worsteds	24.75	29.00	38.00

Special Sale:
Dresses and Jumper Suits
Lingeries - - - -
French Voiles - - -
Fancy Taffeta - - -
Satin Foulards - -
$19.50
Regular price $30.00

JOHN FORSYTHE
Broadway and Eighteenth Street.

STEAMBOATS.

FALL RIVER LINE
best way to BOSTON
FARE $3.65
The Commonwealth—newest, largest and most magnificent steamer in American waters.
In service July second.
Telephone 6100 Cortlandt for information or send two cent stamp to Passenger Department, Pier 18, N. R., New York, for copy Fall River Line Journal.

HUDSON RIVER DAY LINE
Palatial Steamers "HENDRICK HUDSON," "NEW YORK," "ALBANY," and "MARY POWELL," of the Hudson River Day Line, fastest and finest river boats in the world.

Lv. Read Down. A.M.	A.M.	Daily, P.M. exc. Sun.	Ar. A.M.	Read Up. P.M.	P.M.
8:00	....	† ..Bklyn Annex. †		6:20	....
8:40	9:40	1:45..Desb's St.	11:45	6:00	9:00
9:00	10:00	2:00...W. 42d St.	11:20	5:30	8:40
9:20	10:20	2:20..W. 129th St.	11:00	5:10	8:10
9:45	10:50	.... Yonkers		4:30	7:30
....	....	4:50..H'ld Falls.	8:40	....	....
11:50	1:00	5:00...W. Point..	8:35	2:50	5:45
....	*1:25	5:25.. Cornwall ..	8:15	....	*5:20
12:25	1:45	5:45.. Newb'gh ..	8:00	2:15	5:05
....	....	6:15..N. Hamb'h.	7:30	....	....
....	....	6:30.... Milton ..	7:15	....	....
1:15	2:35	6:45.. P'keepsie ..	7:00	1:20	4:10
2:10	....	....Kingston Point...		12:25	....
....	....	7:45.. Kingston ..	6:00	....	....
3:25	....	..... Catskill		11:00	....
3:40	....	..... Hudson		10:40	....
6:10	....	..... Albany		8:20	....
P.M.	P.M.	P.M.	A.M.	A.M.	P.M.

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