HIS QUIET COUNTRY HOME.

MR. KENNY FINDS HIMSELF WITH DYNAMITE FOR A NEIGHBOR.

Delights of Rural Life in a House Founded on a Rock when Another Man is Founding a House on a Rock Next Door—Things that the Neighbor Calls All Right.

When Mr. John Kenny, who had lived all his life in the heart of New York, decided that the time had come for him to leave the crowded district, he spent considerable time in selecting a place where he could at once enjoy the delights of rural life and be within a reasonable distance of the city. Mr. Kenny is a contractor of long experience, and although much of his work is now performed by his superintendents, he likes to pay occasional visits to the jobs on which his men are at work in order that he may see for himself how things are going.

In his search for his future home he visited the towns of New Jersey and the suburbs of Brooklyn. In Jersey he found that mosquitoes and malariahad a first mortgage on all the available building sites, and that they absolutely refused to compromise their claims. Mr. Kenny did not want to have any trouble with the aboriginal inhabitants of his future place of abode, and learned that the original Jerseyites had never ceased to harass and torment the newer settlers, so he quickly gave up the idea of trying conclusions with the Jerseyites and turned his attention to Brooklyn. He liked Long Island, but on making close and reaching inquiries of his friend, Mr. Carpetslipper, he learned that the town gates were closed at 7½ o'clock each evening, and that curfew rang fifteen minutes later to warn all the inhabitants to go to bed. When Mr. Kenny heard this he gave up all hope of living in Brooklyn. He was in a quandary, and had about decided to remain in the city, when he met his friend, Mr. Wes T. Chester. Mr. Kenny spoke of his fruitless hunt to Mr. Chester.

"Why," said Mr. Chester, "you ought to come up with us. Fine up here, I tell you. No bugs, no fog, no damp. Nothing bad. Fine. View. Air. Everything. Trains all the time, never crowded, best place you ever heard of." Mr. Chester owned several lots that he didn't need, but Mr. Kenny didn't know that at the time.

Mr. Kenny was charmed at the picure and made an exploring trip to the annexed district. What he saw satisfied him, and he purchased a lot on Suburban street, between Briggs and Valentine avenues, in Bedford Park. Suburban street is a thoroughfare that was blasted out of the native rock, and when a cellar is made on either side it is blasted. Mr. Kenny, being a contractor, was not appalled at the thought of blasting, and being a close student of the Scriptures he knew the advantages that result from founding a house on a rock. So he dug the cellar with dynamite and built a house that was sheathed and reinforced and double decked in every way a model of stability and good workmanship.

Mr. Kenny moved with his family into the house when it was completed, and for a number of years lived in it in peace and security. His family liked the location, and, although it was not all that Mr. Wes T. Chester had claimed it would be, it was a pleasant and comfortable suburban home.

Mr. Kenny had built his house so well that he thought it would endure for ages, but recently something happened that made him think that it might be necessary for him to move out at any time. Bedford Park has grown recently, and the demand for building sites has increased. It came to pass that some one purchased the lot next to Mr. Kenny's, and drew up plans for a house. The new settler, in poking around his grounds, learned that beneath a thin coating of earth there was as fine a collection of solid rock as one could find in a day's hunt, and that he must blast it away to make room for his cellar. So he called in Mr. Thomas Johnson, a contractor, and explained matters to him.

"Dynamite," said Mr. Johnson, "and I'll use it for you."

So the deal was closed. A month ago Mr. Johnson began to blast a cellar for the new house next to Mr. Kenny's. Mr. Kenny did not mind it much, but he did say to Mr. Johnson that his house was there, and should be taken into consideration when the blasting was in progress. Mr. Johnson replied that he wasn't blind, and could see a house ten feet away on a clear day. There the matter rested.

The new cellar was to be made in a lot thirty feet wide, and its western side lay six feet from Mr. Kenny's house. The intervening six feet was solid rock. About May 1 Mr. Johnson began operations.

He drilled a hole down straight on the west line of the cellar and put in a charge of dynamite. To the east was twenty-five feet of rock. To the west was six feet, and beyond was Mr. Kenny's cellar. When the dynamite was in place several logs were piled on top of the hole, the discharge was arranged, and the blasters moved off with that hasty, but dignified movement peculiar to those accustomed to handling high explosives. After a due interval the dynamite went off. It moved in the line of the least resistance. That was toward Mr. Kenny's cellar, and a [illegible] of the cellar wall six feet square moved rapidly from its place in the building into the middle of the clear space, taking with it part of the furnace, a box or so of preserves, and making a noise like a well-grown earthquake. At the same time one of the logs that had been placed over the blast went into the air and hit Mr. Kenny's house a heavy blow on the side, making a sound like an imperative demand for admittance from an uneasy giant.

Mr. Kenny and his family rose suddenly from the table, where they had been eating dinner, and with one accord left the house to see what had happened. They found that a small section of the new cellar had been made, and that a large section of their house had been unmade. Mr. Kenny moved a vote to reconsider, but Mr. Johnson assured him it would be all right, and he moved back into the house. He thought the matter over, however, and finally went to a neighbor.

"Say," said Mr. Kenny, "do you know a piano is the finest thing in the world to have in the house? Have you got one?"

"No," replied his neighbor. "I cannot afford one. My oldest girl wants one, but since this McKinley talk began I haven't felt able to buy her one. I'd like to have one, though."

"What!" said Mr. Kenny. "Does Marie want a piano? Why, I like her. I'll tell you what I'll do. I'll loan you mine."

The neighbor was almost overcome, and protested that he couldn't think of borrowing a piano, but Mr. Kenny was stubborn, and finally convinced his friend that he was in earnest. The piano was moved out, and Mr. Kenny went home to hunt up something else that he could lend while the blasting was going on. While he was looking around there was a roar, and the whole house shook.

"Holy smoke!" he yelled.

He suspected that another part of the cellar was moving away from its moorings, and he heard a crash of bric-a-brac in the parlor. Another blast had gone off.

Then Mr. Kenny went out and protested. He was assured that it was all right by Mr. Johnson's assistant. Mr. Johnson was not on the ground. Mr. Kenny said very distinctly that it was not all right, and he mentioned several facts in support of his contention.

"Look at that leader," he said. "It's torn down. Is that all right? Look at my cellar wall. It's nothing but two holes and a pile of dust. What kind of a cellar wall is that? Is that all right? Look through that hole and see the furnace. All that's left of it is a banged up tomato can. Where were you born that you call that all right?"

Mr. Kenny continued his discourse for some time. Finally he reported to the police and the Fire Department, and saw his lawyer. Since then his home has not been hurt any more, principally because nothing else is in the way of the dynamite. Mr. Kenny has plans for a suit, provided he is not killed by a blast before he has time to arrange it.

Leading Up to It.

From the Detroit Free Press.

He had been taking as many of his meals down town as possible, and happening in only at odd intervals, as a man always does when there is work around the house that he might do in connection with the spring cleaning.

"Orlando," she said, "I have been brushing the moths out of your military uniform."

"I'm much obliged, I'm sure."

"It reminded me that I hadn't heard you say anything about your rifle practice for some time. You are keeping it up, are you not?"

"Of course."

"And you must have improved a great deal by this time?"

"Improved? Well, I should say so. I can hit the bull's-eye at 200 yards more times than any other man in the company."

"That's splendid. I wish I could see you do it. But, of course, you wouldn't want me following you around everywhere."

"Perhaps it wouldn't be best."

"I'll tell you what you might do."

"What is it?"

"You might come home early to-morrow afternoon and let me see how many times in succession you can hit the head of a carpet tack with the hammer. It seems simple, but you know, dear, you used to have a great deal of trouble doing even that, and I should so like to see how you have improved!"

PATENTS.—Wm. H. Babcock, Counsellor at Patent Law and Solicitor of U. S. and Foreign Patents, &c., 709 to 711 F. N. W. Washington, D. C. Formerly Examiner in Patent Office. Twenty years in continuous practice in the same place. Fees in U. S. cases sent during June and July need not be paid until allowance. Write for particulars.

PERSIMMON WITH WATTS UP.

The Handsome St. Simon Colt, Winner of the Recent English Derby.

The leaven of romance which lends so much glamour to the sport of horse racing has rarely shown itself to such an extent as in the recent race for the English Derby. Even non-believers in royalty were moved to unwonted enthusiasm by the result, and the scene at the historic Epsom Downs when Persimmon carried the royal colors of England's heir apparent first past the post was one which will be talked of for generations. The result was hailed as the triumph of a good sportsman pluckily persisting after nineteen years of almost unbroken bad luck. That he happened to be the Prince of Wales made little difference to the majority of the multitude that saw

PERSIMMON, THE DERBY WINNER.

the classic race. A good colt, well bred, well ridden, and well backed, had won the "blue ribbon," and the plaudits would probably have been just as hearty and vociferous if the winner belonged to a plain civilian instead of to "the first gentleman in Europe."

The race for the classic Derby always commands the attention of the racing world, but the latest struggle was an exceptional event in many respects. It marked the defeat of St. Frusquin, one of the hottest favorites which ever went to the post for the three-year-old championship, and it attained double significance as representing the first Derby captured by royalty for over a hundred years. George IV., when Prince of Wales, won the coveted trophy in 1788, but his racing methods did not earn him any popularity. The present holder of the title, however, is of an entirely different stamp, and his success is hailed not only as a well-merited climax to a sportsman-like career, but as the highest endorsement of racing as "the sport of kings."

The royal paddocks have produced many high-class colts and fillies from time to time, but the Prince of Wales never succeeded in retaining the right one of the annual crop until Florizel II. materialized. This grand colt carried the royal purple and gold to the front last year and the year before in some of the big handicap and cup races, and the Prince was highly elated last year when he discovered in Persimmon a worthy brother and successor to Florizel. Persimmon outclassed practically every youngster he met in his early two-year-old career, and until last fall was considered to be the best colt of his year. He was generally installed as a prominent Derby candidate, but St. Frusquin then came on the scene with such a brilliant display of form that the Prince's colt was passed over in the struggle to back the Rothschild flyer.

As St. Frusquin came to the front, Persimmon seemed to lose the classic qualities claimed for him, and although he wintered well and was said to have just the conformation needed to come down the hill at Epsom, the winter speculators would have none of him and the odds against him steadily grew. Some few remained loyal and kept nibbling at the odds until they must have laid the foundations for a series of small fortunes. How the colt pulled his backers through and landed the rich stake is now a matter of turf history. The accompanying cut, taken from the *Illustrated London News*, shows the Derby winner to advantage, with his masterly jockey, Watts, in the saddle.

In appending a tabulated pedigree of Persimmon, it should be mentioned that St. Frusquin is also by St. Simon, a sire who had previously failed to get any classic colts, although remarkably successful in transmitting great racing qualities to fillies. Persimmon is bred as follows:

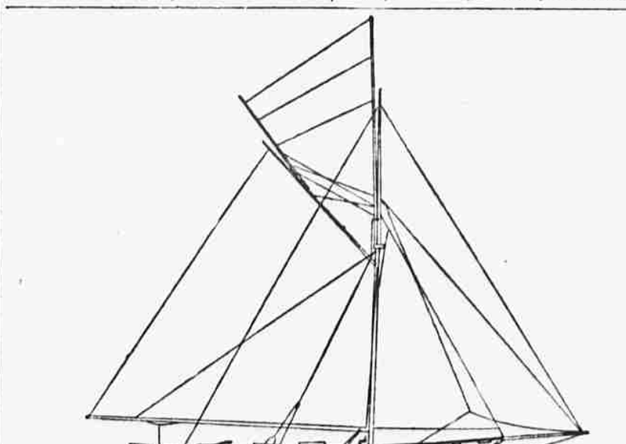
PERSIMMON, b. c., foaled 1893.	St. Simon.	Galopin.	Vedette.
			Voltigeur.
			Mrs. Ridgeway.
		St. Angela.	Flying Dutchman.
			Merope.
	Perdita II.	Hampton.	King Tom.
			Harkaway.
			Pocahontas.
		Hermione.	Adeline.
			Ion.
			Little Fairy.
			Lord Clifden.
			Newminster.
			The Slave.
			Lady Langden.
			Kettledrum.
			Haricot.
			Young Melbourne.
			Melbourne.
			Clarissa.
			La Belle Helene.
			St. Albans.
			Teterrima.

THE YACHT CANADA.

Designed by Fife for the Royal Toronto Yacht Club.

The new fin-keel yacht designed by Will Fife, Jr., the famous Farlie designer, which will represent Canada, and incidentally the Royal Corinthian Yacht Club of Toronto against the Chicago yacht Veneedor on Lake Erie in August, is fully described in the *Toledo Blade* on June 8. In its description of the new Canadian-Scotch craft it says:

"The Canada, which is the name of the new transatlantic racer, is now completely planked, the deck carlings are in position, and the work



PLAN OF THE CANADA.

of laying the deck will at once be pushed forward. From top to lead, within seven planks of water line, she is planked with white oak 1 1-16 inches thick, and from that to sheer streak one-inch white pine is used. The method of caulking the pine is comparatively new and rather ingenious. The V-shaped depressions are bruised into the centre of the planking. These are filled with cotton, brought together and fastened to frames. When the boat gets into the water the swell of wood brings the V-shaped depression back into place, the surfaces of cotton are pressed against one another with great force, and a perfectly water-tight joint is effected, while outside the surface is so smooth and the edges of the planking so close together that even before painting and launching hardly a place could be found where the point of a knife could be inserted between planks.

"The boat is to be painted up to the water line with white enamel paint, imported from England, which gives a surface like the top of a piano. Its top sides will be black, relieved by a gold band running along depression cut in edge of mahogany covering board to receive it. The decks will be laid in three-quarter inch white pine, covered with canvas. Deckain plates, of which there are four to a side, two for main shrouds, one for masthead shroud, and one for topmast shroud, run along the edge of frames inside the skin, as do its chain plates for the runners, so that no projection to mar the absolute smoothness of its hull sides will be seen. The iron work for deck, bowsprit cruise, boom ends, masthead, deck crossheads, scales for topsail yards, and turn buckles is a treat to look at, the perfection of lightness, strength, and finish. The boom and topsail yards are hollow and marvels of lightness. Peak and throat, and, indeed, all halyards are of wire, of a quality so soft and pliant that they can be belayed as readily as rope. They run over small, round, galvanized steel blocks, with brass sheaves. The masthead is some eight feet in length, and a very ingenious strut, serving the double purpose of counteracting the great strain of the peak halyards and acting as a fair lead to two parts of the jib halyards, is fitted to the foresiue of the mast, just below the hounds. To give drift to the bobstay a dolphin striker will be fitted."

TERROR THAT OVERCAME A HORSE.

Caused by a Big Blacksnake Being Entangled in the Halter.

From the Natchez Democrat.

Jesse McKinney, proprietor of the Greendale dairy, was attracted to his stable yesterday morning by the furious stamping and frightened snorting of his buggy horse. On entering the stall he saw the steed trembling in terror, streaming with perspiration, and throwing its head wildly while striving to break the strong halter which held it securely to the manger.

On looking for the explanation of the strange conduct of the animal Mr. McKinney saw, in surprise, coiled about the horse's neck a huge blacksnake, with its head and about a foot of its body protruding through one of the iron rings that connected the halter at the side of the horse's head. The serpent was striving to disengage itself from its position, and with open mouth and darting tongue it swayed its glistening head before the dilated eyes of the terrified horse and hissed into the distended ears of the distracted animal. The horse, in trying to escape from its stall, caused the halter to become so tightly drawn that it held the coiled and wriggling reptile in restraint and prevented it from getting away from the uncomfortable predicament into which it had crawled, and it was difficult to discover which was the worst frightened, the imprisoned snake or the helpless horse. Mr. McKinney summoned several of his hands to assist in killing the snake.

When freed from its dreaded foe the trembling steed sank to the ground from sheer exhaustion, so great had been the strain wrought by terror upon its nerves, and it did not show symptoms of recovering from the shock until some hours later. The snake measured 5 feet 9 inches, and it is supposed was transferred to the stable from a stack of hay that had been removed from a field to the barn, and had probably been forked into the manger with the hay that had been placed there for the animal's morning feed.

MADE A MAN OF ME.

CHICAGO, Dec. 23, 1895.

This is to certify (and I make this statement voluntarily and gladly) that one year ago I was a physical and mental wreck and had lost all hope of ever getting cured. Hearing of the celebrated specialist, Dr. H. H. Kane of 158 West 34th st., New York, I applied to him, and he has perfectly cured me and restored my power and manhood to a perfect condition. I had a varicocele of eight years' standing, which gave me much pain and discomfort, as well as destroying my powers, and that he cured without pain, cutting, or a day's confinement. I make this statement for the good of humanity and in order that others who have been quacked and humbugged may know where a safe and certain cure is to be found, and at but small expense.

[Signed] ROBERT W. REED,
1,695 Washington st., city.

Free, Sealed and Without Marks.

Dr. H. H. Kane's remarkable Clinical Lectures on the Positive and Lasting Cure of VARICOCELE, STRICTURE, HYDROCELE, and LOST POWERS, WITHOUT PAIN, CUTTING, OR CONFINEMENT. Consultation Free.

Hours, 10-12 A. M., 2-4 and 7-9 P. M. Sunday, 2-4. Dr. H. H. KANE, 158 West 34th st.

New Jersey Advertisements.

Hahne & Co.
ONE HUNDRED COMPLETE STORES UNDER ONE ROOF
NEWARK, N. J.

Five Times Larger than the Next Largest Store in the State.

Seasonable Comforts of Every Kind.
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Mattings, Carpets, Oilcloths, Linoleums.
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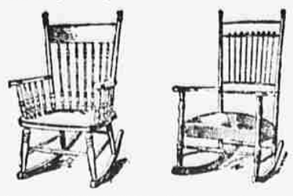
A Special Lot of 3-piece Reception Suits and Odd Pieces closing out at HALF Their Reg. Prices.

Estimates furnished for Upholstering Furniture of every kind, old or new. Slip Cover Work a Specialty.



200 of these Oak Gov. Hubbard Highly Polished Rockers, regular $3, at **2.19**

Extra Large Size Rocker (like cut), with spring seat, plush upholstery, antique oak and mahog. fin. frame, worth $4. **2.66**

Reed Couch (like cut), worth $10, $6.99. We show a full line of Reed Couches.

Roller-Top Desk (like cut), all corners rounded, heavy projecting base, red birch writing bed and pigeonholes, finished in somely finished, double drawer on right-hand side, partitioned for books, all drawers finished inside, raised fronts made in quartered oak, size 50 inches long, 32 inches deep and 48 inches high, regular price $25, special **19.98**

All goods marked in plain figures and sold at one price only. Goods delivered at any railroad station in New Jersey free of charge. No extra charge for packing.

HAHNE & CO., NEWARK, N. J.

DECLINE OF THE VETERANS.

A Turning Point in the Membership of the Grand Army of the Republic.

The National Encampment of the Grand Army of the Republic will be held this year in the month of September at St. Paul. Last year the encampment was held at Louisville, the year before at Pittsburgh, in 1893 at Indianapolis, in 1892 at Milwaukee, in 1891 at Detroit, and in 1890 at Boston. In 1889 the National Encampment was held at San Francisco, and the year previous at Portland, Me.

The number of delegates to Grand Army encampments is regulated in each State by the total membership of the posts participating, and this year the G. A. R. of New York State will have but thirty-eight delegates, one less than last year in the National Encampment at St. Paul. During the last year 2,000 veterans left the posts in this State, a decrease caused mostly by death. One effect of this reduced membership is the putting of New York below Ohio on the G. A. R. roster, Pennsylvania continuing to be at the head of the column.

The Grand Army reached its highest point of membership during the Administration of President Harrison, and its membership was boomed by the pension legislation adopted during his term, and particularly by the treatment given war claims by the Interior Department. On Jan. 1, 1891, the membership of the Grand Army of the Republic was 385,000, and it increased gradually until Jan 1, 1894, when it was 387,040. Then a decline began, and on Jan. 1, 1895, the total membership of all the posts had fallen to 369,000. On Jan. 1, 1896, the total membership of the Grand Army had fallen to 357,036. Since then there has been a loss of 7,036 member in New York, and of a sufficient number in other States to bring down the total below 350,000.

In respect of present membership, Pennsylvania stands at the head of all the States with 43,000. Until the year New York followed with 38,000, and this with 36,000, but now Ohio has taken the second place. Fourth on the list is Illinois, with 27,000; fifth, Massachusetts, with 22,000; sixth, Indiana, with 21,000; seventh, Kansas and Michigan and Missouri with 16,000 each; then Iowa, with 15,000 members, and Wisconsin, with 12,000.

The first encampment of the Grand Army order was held at Indianapolis on Nov. 20, 1866. The several Commanders-in-Chief of the Grand Army received much honor in American politics. John A. Logan, Commander-in-Chief for three years, was United States Senator and Republican candidate for Vice-President in 1884. A. E. Burnside, his successor, for two terms was United States Senator from Rhode Island. Charles Devens of Massachusetts, who succeeded Burnside, was Attorney-General of the United States, and John F. Hartranft was Governor of Pennsylvania and Collector of the Port of Philadelphia. Mr. Hartranft's successor, John C. Robinson, was a Brevet Lieutenant-Colonel of New York State, and Louis Wagner, elected in 1880, was director of the Philadelphia department of Public Works, of which, it is said, C. H. T. Collis, New York Commissioner of Public Works, is a graduate. The late Lucius Fairchild was Governor of Wisconsin. Russell A. Alger, elected in 1889, was Governor of Michigan, and John Palmer, elected at the Detroit encampment in 1891, is now Secretary of State in New York, and one of the numerous Republican candidates for Governor this year to succeed Levi P. Morton. Present circumstances are not favorable to the further growth in membership of the Grand Army of the Republic, and it is expected by the leading men in the organization that from now on there will be a steady and gradual decline, of which the falling off in New York's representation is one of the first tangible and visible evidences.

The City's Back Yards.

"To the stranger sojourning briefly within its gates," said a citizen, "it might easily seem that the city was nothing but a waste of bricks and mortar; but those who dwell here know that there are within its limits many bright oases. Why, bless us! there are back yards in this town that you'd never dream of, looking at the stone fronts of the houses, where they cut the grass regularly, and where they spread out lines to bleach just as they do in the country, and where men sit out to smoke after dinner; lovely green spots that are a comfort to those who own them, and a delight to the eye of those who look upon them from neighboring dwellings. Who says the city's nothing but bricks and mortar? Pooh! He doesn't know the city's back yards."

AGAINST BOY DRIVERS.

A Proposed Ordinance for Which There Seems to Be Great Need in This City.

The rate of speed prescribed by law for drivers in the city of New York south of the line of 110th street is five miles an hour, and north of 110th street the maximum speed authorized is twelve miles an hour, though why this radical distinction at 110th street was established is not altogether clear. The penalty for driving at a speed of more than five miles an hour south of 110th street or more than twelve miles an hour north of 110th street is $10 for each offence, recoverable from either the owner of the horse or its driver.

Section 207 of the somewhat confused city ordinances provides that no person shall "upon turning the corner of any street in the city of New York" drive any horse at a rate of speed greater than three miles an hour; and still another section of the revised ordinances provides that no horse shall be "suffered or permitted" to go loose or at large in any of the streets of New York, for shall any person "suffer or permit to go, or let go, or drive any horse upon any sidewalk" in the city of New York, under penalty of $5 for each offence, to be paid by the owner or person having the care or charge of the horse. Recently the objection has been made that some of these ordinances, adopted at a time when the distinction between the roadways and sidewalks was less marked than it is to-day, and when much of the city north of 110th street was an uninhabited region with a few sparse frame houses interspersing unopened streets and vacant lots, are not up to date and are not suited for the constantly growing requirements of the traffic of this city. Indeed, some of the provisions of the driving ordinances are better adapted to a small Western town than to the great American metropolis.

There is, for instance (section 213 of the ordinances), a provision that no man shall show or expose for sale at auction any horse or other animal in any street, lane, or avenue of the city." Again, which winters were more rigorous than they are nowadays in New York, it was provided by ordinance that no person should drive a sled or sleigh through the streets of New York unless "there should be a sufficient number of bells attached to the harness of such horse to warn persons of his approach" under penalty of $10. And all persons driving "one horse before another in the manner commonly called tandem," otherwise than on a walk, were to be fined $5.

In all these ordinances no provision was made in regard to what many truckmen, livery stable keepers, stablemen, and private carriage owners declare to be a serious and growing abuse. This is the intrusting of the driving of horses attached to grocers' and butchers' wagons to boys, who without practical knowledge of the requirements of proper driving, and without the strength requisite to guide or control a horse when unruly, are permitted to direct the course of heavily loaded wagons and trucks through the most crowded streets of New York to the imminent peril of pedestrians and other drivers. This abuse has grown more flagrant and serious since the large increase in the number of bicycles in the streets of New York. The larger number of these boys are light-haired Germans or German-Americans, who work for wages that include little more than board and clothing. A reduction in expenses is secured by employers who hire such boys; but the damage to pedestrians, to bicycle riders, and to the drivers is considerable, and there has recently been some agitation looking to the adoption of an ordinance which will make compulsory the employment of adults for such work. If, it is claimed, the Board of Aldermen has the right to regulate the rate of speed through the streets and rounding corners, it has equally the right to adopt an ordinance calling for adult drivers.

Railroads.

Pennsylvania RAILROAD.

STATIONS foot of Desbrosses and Cortlandt streets.
In effect May 24, 1896.

9:00 A. M. FAST LINE. Parlor Car to Pittsburgh, 10:00 P. M. Through Sleeping Car to Chicago, Compartment, Sleeping, Dining, Smoking, and Observation Cars. Arrives Chicago 9:45 P. M., Cleveland 4:40 A. M., Cincinnati 6:40 A. M., Indianapolis 8:40 A. M., Louisville 11 A. M., St. Louis 3 P. M., and Toledo 3:30 A. M.

2:00 P. M. CHICAGO AND ST. LOUIS EXPRESS.—Sleeping and Parlor Cars to St. Louis, Louisville, and Chicago. Arrives Cincinnati 10:45 A. M., St. Louis 7 P. M., Chicago 7:45 P. M.

6:00 P. M. ATLANTIC EXPRESS.—Sleeping and Dining Cars to Chicago and Cleveland. Arrives Cleveland 12:25 A. M., Chicago 9 P. M. next day.

7:45 P. M. SOUTHWESTERN EXPRESS.—Sleeping and Dining Cars to Cincinnati and St. Louis. Arrives Cincinnati 6 P. M., Indianapolis 10:15 P. M., St. Louis 7 A. M. second morning.

8:00 P. M. PACIFIC EXPRESS.—Parlor, Sleeping, Dining Cars to Pittsburgh. Connects for Chicago daily, and Cincinnati daily except Saturday.

WASHINGTON AND THE SOUTH.

8, 8:35, 9:00, 10:10 A. M., 12 M., 1:10, 2:10, 3:20, 5 (Congressional Ltd.), 6 (all Parlor and Dining Cars), 8 (Dining Car), 9:20 (Dining Car), 11:50 P. M. Sunday, 8:35, 9:00, 11 A. M., 3:20 (Congressional Ltd.), all Parlor and Dining Cars), 4:50 (Dining Car), 9 P. M., 12:15 midnight.

SOUTHERN RAILWAY.—4:30 P. M. daily. Sleepers to New Orleans, Memphis, Tampa, Asheville, and Hot Springs. 12:15 P. M. Night daily. Sleepers to New Orleans and Asheville.

ATLANTIC COAST LINE.—9:30 A. M. daily. Sleepers to Jacksonville and Macon. 9:00 P. M. daily. Sleeper to Jacksonville.

CHESAPEAKE AND OHIO RAILWAY. Express 5:20 P. M. daily. Through Sleeping and Dining Cars.

FLORIDA EXPRESS.—9:00 A. M. daily. Sleepers Cape Charles to Jacksonville, week days, and with through Sleeper S. F. M. daily.

ANTI-TRUST.—12 M., 3:30, 9 P. M. week days. Through Buffet Parlor Car and Dining Car.

FOR CAPE MAY, 7:00 P. M. week days.

For Long Branch, 9:00 A. M. week days, Ocean Grove, and Point Pleasant, 9:10 A. M., 12:10, 2:05, 3:40, 5:10, and 11:50 P. M. week days. Sundays, stop at intervals for Long Branch, 9:45, 11:45 A. M., 4:45 P. M.

FOR PHILADELPHIA.

6:20, 7:00, 8:35, 9:00, 10:10 (Penna Limited), 10:40 (Dining Car), 11 A. M., 12, 1:20, 2:10, 3:40, 4:30, 5:10 (Dining Car), 6:20 (Dining Car), 7:10, 8:00, 9 P. M., 12:15 night. Sundays, 6:15, 7:20, 9:10, 10:40 (Limited), 11:10 A. M., 12 Noon (Dining Car), 4, 4:30 (Dining Car), 5:10 (Dining Car), 6 (Dining Car), 7:40, 8, 9 P. M., 12 night.

Ticket offices: No. 235, 944, 1,106, 1,323, 1,11, and 1,261 Broadway, Astor House, and foot of Cortlandt and Desbrosses streets, 366 Fulton street, 1 Court street, 960 Fulton street, opposite Broadway, and Brooklyn Annex station, foot of Fulton street, Brooklyn; Station in Jersey City, The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

S. M. PREVOST, J. R. WOOD,
General Manager. General Passenger Agent.

LEHIGH VALLEY RAILROAD

Station foot of Cortlandt and Desbrosses sts.

6:50 A. M. daily (Sundays 7:00 A. M.), for MAUCH CHUNK and intermediate stations.

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

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

12:00 noon daily, except Sunday, "DIAMOND EXPRESS" arrives Buffalo 10:00 P. M. Through car to Rochester. Pullman Vestibuled Day Coaches and Parlor Cars. Dining car service. Meals a la carte.

1:00 P. M. daily, except Sunday, for Easton and intermediate points.

1:30 P. M. daily, except Sundays, for L. and H. and N. Y. and Lehigh and all intermediate stations, chair cars to Wilkesbarre.

3:30 P. M. Sundays only, for Mauch Chunk and Intermediate stations.

4:10 P. M. daily, except Sundays, for L. and H. and N. Y. and principal intermediate stations. Pullman Parlor Car to Wilkesbarre; connections for Reading.

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

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

8:00 P. M. daily for ITHACA, WAVERLY, BOMESTIC, BUFFALO, NIAGARA FALLS, and all points West. Pullman Sleeper to Chicago and Buffalo. Chair Car to Buffalo and Niagara Falls.

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

All express train stations are reached by cars before leaving Depot. Ticket offices at principal hotels and at the station. Baggage checked from hotels and residences through to destination.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD.

Stations in New York foot of Barclay and Christopher sts.

VESTIBULED TRAINS, PULLMAN BUFFET CARS, DINING CARS.

Direct route to Scranton, Binghamton, Elmira, the Oranges, Summit, Morristown, Dover, Hackettstown, Stanhope, Newton, Branchville, Lake Hopatcong, Hackettstown, Belvidere, Delaware, Water Gap, Stroudsburg, Pocono, Paterson, Hackensack, Passaic, Bloomfield, Montclair, Greenville, Jersey City, Bergen Hill, Rockaway, Dover, Chester, Gladstone, Peapack, Far Hills, Bernardsville, Basking Ridge, Lyons, Gillett's, Pluckemin, Bernardsville, Mt. Tabor, Dover, Stanhope, Netcong, Waterloo, Andover, Newton, Blairstown, Delaware, Manunka Chunk, Columbia, Danville, Northumberland, Montour, Bloomsburg, Bloomsburg, Catawissa, Berwick, Nanticoke, Wilkes-Barre, Pittston, Wilkes-Barre, Nanticoke, Danville, Northumberland, Montour, Bloomsburg, Bloomsburg, Catawissa, Berwick, Nanticoke, Wilkes-Barre, Pittston, Wilkes-Barre, Scranton, Binghamton, Oswego, Syracuse, Rochester, Buffalo, Niagara Falls, Suspension Bridge, Buffalo, Salamanca, Buffalo, Dunkirk, Ashtabula, Cleveland, Akron, Chicago, Detroit, Cincinnati, Indianapolis, St. Louis, Chicago, Stops at principal points in New Jersey, Pennsylvania, New York, Ohio, Indiana, Illinois, Michigan, Missouri, Kansas, Colorado, Utah, Nevada, California, Oregon, Washington, Idaho, Montana, British Columbia, and Colorado.

Lehigh Valley Railroad, Pullman Sleepers, Dining Cars, Buffet Parlor Cars, Coaches, Anthracite Coal Burned.

Ticket offices, 1,323 Broadway, 1 Court st., 960 Fulton st., opposite Broadway, Brooklyn, and Brooklyn Annex station, foot of Fulton st., Brooklyn; Station in Jersey City. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

A. W. NONNEMACHER, GEO. A. DE HAVEN,
General Manager. General Passenger Agent.

BALTIMORE & OHIO.

Leave New York, foot of Liberty st., daily.

CHICAGO, 7:20, 9:00 P. M. and 12:15 night.

PITTSBURG, 8:00 A. M., 2:00 P. M., 12:15 night.

CINCINNATI AND ST. LOUIS, 10 A. M., 10 P. M.

WASHINGTON, D. C., 8, 9:15, 10 (Metropolitan), 11:30 A. M. (Dining Car), 2:00, 3:30 (Dining Car), 4:30 (Dining Car), 6:30 (Dining Car), 8:00 P. M., 12:10 night. Sundays, 8:00 (Dining Car), 9:30 A. M., 4:30 (Dining Car), 8:00 P. M., 12:10 night.

ANNAPOLIS, 9:00 A. M. daily.

NEW ORLEANS, Honeoye, 5:00 P. M. daily.

All trains are illuminated with Pintsch light.

Offices: 115, 172, 261, 415, 1,140 Broadway, 81 East 125th st., 127 Bowery, New York; 339, 344 Fulton st., Brooklyn; Station foot of Liberty, N. R. R. of N. J. Baggage checked from hotel or residence to destination.

Railroads.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL & HUDSON RIVER R. R.

From Grand Central Station, 42d Street.

8:30 A. M.—Except Sunday. Empire State Express. Fastest train in the world. Stops at Albany, Utica, Syracuse, and Rochester. Due Buffalo 4:45 P. M., Niagara Falls 5:55 P. M. This train is limited to its seating capacity.

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

10:40 A. M.—Except Sunday. Day Express. For all important New York State points.

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

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

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

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

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

6:25 P. M.—Daily. For Troy, Saratoga, Burlington, Montreal, St. Albans, and Montreal.

7:00 P. M.—Daily. For Buffalo, Niagara Falls, Cleveland, Indianapolis, St. Louis, Chicago. Stops at Poughkeepsie, Albany, and Utica.

9:00 P. M.—Daily. For Albany and Troy, for passenger only, for points on Fall Brook Railway, via Lyons, and for Rochester.

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

11:10 Night.—Theatre train for Chicago and principal points on New York Central, every night except Sunday night. Sunday nights Gloversville and Johnstown sleeper leaves at 9:15 P. M. train.

9:00 A. M. and 3:35 P. M.—Daily except Sunday via Enfield, via Lehigh Division.

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

ALL NIGHT TRAINS TO YONKERS.

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

Wagner Palace Cars on all through trains.

Trains illuminated with Pintsch light.

Tickets and Wag