"SOO" SALE BILLED TO GO ON.

LIQUIDATION ORDER IN CANADA MAY NOT PREVENT.

Threat From Philadelphia of an Application to Set Aside the Sale of It Is Made, With Allegations That U. S. Still Wants Some of the Properties.

The sale of the assets of the Consolidated Lake Superior Company, pledged with Speyer & Co. as collateral for a loan of $5,050,000 made to the company by a syndicate managed by the banking house, is scheduled for to-day at 12 o'clock in the Real Estate Salesroom, 161 Broadway. The sale of these assets, which comprise the stocks and bonds of all the subsidiary concerns of the $100,000,000 consolidated company, has been adjourned from time to time since Oct. 12 by Speyer & Co., to give the directors opportunity to rehabilitate the company. Two plans of reorganization have been put forward. No announcement of the fate of the last one, which called for stock assessments and bond sales to raise $8,000,000, has been made, but it, too, is said to have fallen so far below expectations that the sale will go on.

Last night a representative of Speyer & Co. said that there had up to the time been no change to the situation which would lead to a further postponement. Members of the reorganization committee from Philadelphia and John R. Dos Passos, of counsel to the committee, were in consultation with Speyer & Co., and afterward Mr. Dos Passos said that the situation was unchanged.

For some days there have been reports from Philadelphia that stockholders of the company and members of the reorganization committee would attempt to prevent the sale. These reports were borne out by steps taken in Toronto yesterday, where a liquidation order was granted by the courts at the request of shareholders.

It was said last night, however, that the news of this step in Toronto had reached Speyer & Co. and that it would probably be without effect on the proposed sale.

A number of the members of the Speyer syndicate are interested financially in the Consolidated company. It is understood that they are willing to fund their interest in the $5,050,000 loan in securities of the company, but cash payment must be made to the other members. A compromise on these lines is possible up to the time of the sale.

TORONTO, Ont., Dec. 14.—The court here will wind up the Consolidated Lake Superior Company, and all proceedings in any way relating to that company must now be with the consent of the Canadian courts. The voluntary liquidation order has been granted by Justice MacMahon to three Philadelphia shareholders, W. W. Kurtze, holding 20,000 preferred common; William R. Wister, 1,200 shares, and Nicholas Brice, 2,500 shares. Messrs. Wister and Brice are members of the reorganization committee. Spencer Love, representing here the Consolidated company, consented to the order being granted, and the Toronto General Trust's Corporation has been named to act with John G. Carruth of Philadelphia as provisional liquidators.

It is said this course will prevent the sale by Speyer & Co. in New York to-morrow, as under the winding up act all proceedings relating to the company must be with the sanction of the court, which, of course, has not been granted. It is also said that to-day's proceedings will bring the Speyer claim before the Canadian courts for examination. Mr. James Bicknell, representing the Speyer company, however, says that this move on behalf of the Consolidated company will not affect Speyer adversely or improve the conditions of the Soo concern.

Cornelius Shields, manager of the Soo Consolidated Industries, was here this afternoon and left for New York to-night. He was asked: "Will Speyer & Co.'s claim be made to-morrow?"

"Well, we hope something of that kind will be done," was the reply.

"What are the prospects as regards reorganization?"

"So far, they seem good. The next few days will tell what will be done."

PHILADELPHIA, Dec. 14.—If the sale is made to-day, stockholders, through Attorney P. F. Rothermel, will file a bill in equity in the New York courts to have the sale set aside.

The chief allegation in the bill of equity will be that when the Speyers lent the money for reorganization they acted as trustees and that they are now taking advantage of that trust by selling out the properties to others. The allegation will also be made that the $5,050,000 loan was made at a usurious rate of interest.

"Speyer & Co. have entered into an agreement with the Steel Trust," said one of the attorneys for the stockholders tonight. "This corporation wants the Algoma company on account of the valuable bounties offered by the Canadian Government, and the lenders of the money want to sell it out to the Steel Trust at a big profit."

STEEL WAGE CUT JAN. 1.

Runs From 5 to 20 Per Cent.—No Change in Price of Billets and Rails Looked For.

A representative of the United States Steel Corporation made this statement yesterday:

"On Jan. 1, the employees of the various subsidiary companies will have their wages cut from 5 to 20 per cent. This includes many employees whose wage contracts run to periods beyond Jan. 1, but under clauses contained in those contracts notification of a cut on Jan. 1 might be posted by the Steel Corporation three months prior to that date, and such notification was given on Oct. 1. This general cut in wages affects fully 90 per cent. of the Steel Corporation's employees, though there are some contracts with employees belonging to the Amalgamated Association of Iron, Steel and Tin Workers which do not come under the Oct. 1 arrangement and therefore will run until the time fixed for their expiration, namely, July 1."

The employees number between 160,000 and 170,000. For salaries and wages there were paid in 1902, $120,528,343.

E. H. Gary, chairman of the corporation, said yesterday of a report that he would resign on Jan. 1, "There is nothing in it."

It is expected that the steel billet pool will meet no penalty and reaffirm the price of $23 a ton to which billets were reduced some time ago; also that the steel rail pool will reaffirm its price of $28. According to a Wall Street report yesterday, E. H. Harriman of the Union Pacific Railroad had been trying to get a lower price for rails but had finally placed a contract with the United States Steel Corporation for the delivery of 100,000 tons of rails next year. This report, however, was denied by a representative of the corporation, who said that the Union Pacific "has bought some rails recently, but has placed no large order." He added, however, that "Mr. Harriman's road will need a lot of rails next year, and, no doubt, he will have to come to the manufacturers and buy them."

TO SELL ANTHRACITE DIRECT

Susquehanna Coal Co. Will Distribute the Pennsylvania's Product.

The Pennsylvania Railroad is planning to put into the hands of a subsidiary company, the Susquehanna Coal Company, the distribution of its output of anthracite coal. The new system, which will probably apply to the East after Jan. 1, will eliminate middlemen and deliver coal from the mines direct to consumers.

The Susquehanna company has announced the appointment of sales agents as follows: George H. Breslin, New York territory; H. W. Perrin, Philadelphia territory; C. F. Hitchcock, Baltimore territory, and W. H. Curtis, Wilkes-Barre, including the Buffalo and Allegheny districts.

GOSSIP OF WALL STREET.

The extraordinary borrowing demand for Steel preferred, which was so much commented upon last week, continued yesterday. It was reported from the loan department after the close of the market that there was simply not enough of the stock to go around. Brokers who went into the crowd a little late found that the supply had been almost exhausted. One who wanted 2,500 shares got only 500 and is waiting to get the other 2,000 this morning. A good many others are similarly situated. During the forenoon there was a constant and urgent demand for stock for delivery before 2:15, and it loaned at 1 and 1½ per cent. under the money rate. Some transactions were reported at 3½ per cent., but the prevailing rate was 4 per cent., whereas the average rate for call money was about 5½ per cent. It is always more difficult to borrow stocks in the forenoon for delivery the same day than it is to borrow them in the afternoon for delivery the next day, because it is customary for brokers to fix up their loans after the close of the market on the basis of that day's business, and they are reluctant to disturb them the next morning. It was thought yesterday forenoon, therefore, that tardiness on the part of borrowers might account for the fact that concessions had to be made for the use of the stock; but when it came to borrowing stock in the afternoon for delivery to-day in the regular order of business the borrowers had still to make concessions almost as great as those made in the forenoon. This is not the first time that the stock has loaned under the money rate. Once last week the demand was so urgent as to cause it to lend at 4 per cent.

In view of the enormous volume of Steel preferred, its lending at concessions of as much as 1 and 1½ per cent. under the money rate is a phenomenon that brokers do not pretend to understand. If it was any other stock some would believe that it had been almost cornered and would expect momentarily to see the short interest in a panic. It being Steel preferred, and there being some 3,000,000 shares of that stock, a majority of traders and a good many brokers affirm that the scarcity is artificial. There was heavy selling of the stock again yesterday by the same interests, apparently, who sold it freely on the advance to 59¾. This also caused much comment and led to the inference in some minds that the biggest shorts in the stock are men who could deliver the certificates in a pinch and for that reason are not vulnerable.

The principal buying of Steel preferred yesterday was thought to be for short account. H. Content & Co., Clinton Miller, J. J. Manning, Talbot J. Taylor & Co., Charles Minzesheimer, Coster, Knapp & Co. and Lee, Kretschmar & Co. were prominent as buyers on the advance to 54. Shearson & Hammill, Harris, Gates & Co., E. C. Potter and Wasserman were equally prominent as sellers. Brokers who watched the trading were divided as to the character of the buying. Some thought it was not so good as the selling, and declared that the stock showed good selling all day on prices that were made largely at the expense of the short interest.

There was an active demand for Pennsylvania in the loan department yesterday afternoon. It also loaned under the money rate, or at 4½ per cent. The inquiry for other stocks was about normal. It included Baltimore and Ohio, Union Pacific, New York Central and Brooklyn Rapid Transit.

The initial trading yesterday was marked by a good deal of speculative uncertainty. Traders were much impressed by the seeming scarcity of stocks. There was apparently no selling pressure anywhere. The buying by London houses during the first hour perceptibly reduced the floating supply of stocks, and the short interest began to show signs of uneasiness. When there developed an urgent borrowing demand for Steel preferred at 4 per cent. traders who were short of that and other stocks, Pennsylvania especially, among the others, began to bid rather anxiously. It was the published intention of the bull crowd to make a demonstration against the shorts in both Steel preferred and Pennsylvania, and the success with which these stocks were advanced showed that they had been oversold. J. J. Manning was a heavy buyer of Pennsylvania in the early trading. The stock had a large volume around 117, on which level, brokers said, the selling looked rather better than the buying. What was true of Steel preferred seemed equally true of Pennsylvania, viz., that the heaviest sellers of last week put out more stock on yesterday's advance.

The uptown contingent, represented until in the last hour by William B. Oliver, Jr., who was then joined by his confrère, Field, appeared to be operating for an advance at the expense of the short interest. The advance of Union Pacific across 79 in the late trading was due largely to the activities of Messrs. Field and Oliver. The Wormsers also were active on the bull side. In the afternoon they were reported to be bidding 142 for blocks of St. Paul. Harris, Gates & Co. and other Western houses were said after the close to have sold the market steadily all day. Chicago was reported to have sold stocks on balance, being sceptical of the advance.

There has been a large bear interest in Union Pacific for several weeks. The demonstration in the stock yesterday afternoon was supposed to have been undertaken with the idea that the short account could be embarrassed.

The latest quotations for London options on American stocks show a slight shading of prices. It is inferred that the option writers look for no great activity here during the next three months. Options, either the "put" or the "call," are offered on Atchison common, Union Pacific, Baltimore and Ohio and Canadian Pacific at 2⅝ per cent. to the end of January, 3 per cent. to the end of February and 3½ per cent. to the end of March. Thus for 7 per cent. one could buy a "spread" at the market on either of the stocks named, good until the end of March—more than three months. A "spread" is both the "put" and the "call." The recent activity of London houses in Erie gives a special interest to the options on that stock, which are quoted at 1⅝ per cent. to the end of January, 2½ per cent. to the end of February and 2½ per cent. to the end of March.

The First National Bank loaned money freely yesterday at 5½ per cent. on call. It was offering $1,000,000 at that rate when the money market opened. From the freedom with which the banks have been lending money on call it is inferred that they are friendly to the market.

Commission business yesterday was confined largely to the speculative houses, meaning such as represent the semi-professional class, composed of traders who can always be induced to operate upon information and whose activities increase in proportion to the trading opportunities presented. An active market appeals to them as it does to the professional element. Houses of this character both bought and sold, and what they did on balance was of no particular consequence.

The strength of the American stocks in the London market was rather surprising in view of the weakness with which stocks closed here on Friday. Quotations received from the other side for the opening of this market ranged from ½ to 1 per cent. above parity, and the London houses bought freely during the first hour. Their buying was most conspicuous in Erie and Southern Pacific, but it included besides Southern Railway and Pennsylvania. The London buying of Erie during the past four or five days has aggregated perhaps 30,000 shares. It is suspected that Wall Street orders have figured largely in these purchases.

There was what brokers called good buying of Erie again yesterday without any news to account for it except a revival of the old report that the second preferred is to get a dividend. That issue, however, made a net gain yesterday of only ¾ per cent. as compared with a net advance of 1¾ per cent. for the common stock. Wrenn Bros. and Currie Bros. were large buyers yesterday. There has been much bull talk on the stock for a week or more. The buying has impressed the brokers observing it rather favorably, and they are inclined to think the stock is being accumulated for some definite and non-speculative purpose.

COLORADO FUEL PLAN.

$13,600,000 Cash to Raise—$45,000,000 Bonds and $6,200,000 in New Stock.

The funding plan of the Colorado Fuel and Iron Company, for which George J. Gould and John D. Rockefeller, Jr., the proxy committee, will vote about 70 per cent. of the stock at Denver to-day, shows that the company's recent sales of properties amounted to $12,991,200 and were made to "Edward V. Cary, acting for persons owning large interests in the company." These persons are supposed to represent the Rockefeller-Gould interests. In July Mr. Cary bought $5,400,000 worth of the properties and last month agreed to pay $7,591,200 more for other properties, the money first raised having been insufficient.

To recover these properties the funding plan provides for raising $13,600,000 cash, besides providing for taking up outstanding debentures and first mortgage bonds.

The plan says that "at the time of these purchases Mr. Cary stated that it was the intention of the persons for whom he was acting that all stockholders of the Fuel company should be invited, as soon as practicable, to participate in these purchases, in proportion to their holdings of stock. The plan suggests two ways of effecting this:

1. That Mr. Cary convey the properties to the bondholders' protective committee, or a company to be organized under the direction of the committee and that an issue be authorized of thirty-year 5 per cent. convertible consolidated first mortgage bonds limited to $45,000,000, which shall be secured by a mortgage as a direct charge upon the properties conveyed and upon all the property of the Fuel company.

2. That Mr. Cary convey all the properties bought by him to a corporation organized or to be organized, which shall make an issue of $45,000,000 of 5 per cent. bonds, as a direct charge upon the properties conveyed and upon all debentures that may be acquired.

The bonds under either plan and the issue of $6,200,000 of new stock which is proposed to be appropriated as follows:

	Bonds.	*Stock.*
Holders outstanding deb. receive 20 per cent. in new common stock and 100 per cent. in new bonds	$14,000,000	$2,800,000
New bonds and stock for raising $13,600,000 for repurchase of properties and additional capital	17,000,000	3,400,000
Reserved for retirement of outstanding issue $6,000,000 1st mortgage bonds	6,000,000	.....
Balance in treasury available for additional capital and future requirements	8,000,000	.....
Total	$45,000,000	$6,200,000

TO REVIVE A MEXICAN BANK.

Proposition to Make 8 Banks, With Headquarters in the Capital.

A plan to revive the International Bank and Trust Company, which went to smash recently, causing severe losses to many hundreds of depositors of its banks in Mexico, where it did business, was presented at a meeting of stockholders yesterday afternoon by W. Hill Hunt, the president of the concern. Mr. Hunt said he had secured a promise of help from a number of financiers of this city, whose names he had been asked not to disclose, but who were willing to form a syndicate and advance $836,400, the equivalent of $2,040,000 in Mexican silver as part of the capital of a new holding company to be formed to take over the assets of the old concern. The capitalization of this new concern, Mr. Hunt said, was to be $3,400,000 in Mexican money, the present stockholders of the International Bank and Trust Company to furnish $517,600 of this.

This new company, should the plan be accepted, is to liquidate the affairs of the old company and to pay to depositors having $500 silver or less on deposit 50 per cent. of this deposit immediately and the remainder when collected from the assets of the present company. Large depositors would get 50 per cent. of their claims in capital stock of the new company and the remainder in cash realized from the assets.

There are various other features of the plan. It provides for the establishment of a national bank in the City of Mexico with a capital of $2,000,000 and of seven other banks in different Mexican cities under separate charters with a capital of $200,000 each, making the total capital $3,400,000, of which the holding company formed in this city would own $2,040,000.

A committee on reorganization was appointed. Should the stockholders accept the plan, it is proposed to apply for the discharge of the eleven receivers now in charge of the company's several offices.

AMERICAN EXPORT TRADE.

November Exports Larger Than in Any Month Except October, 1900.

WASHINGTON, Dec. 14.—The exports of merchandise from the United States last month were larger than in any month in the history of the country, except October, 1900. Barring that month and October of the present year, last month's exports were $15,000,000 in excess of the best month on record. The November shipments were valued at $160,455,590, which is about $35,000,000 more than the November record of last year.

The exports in October, 1900, which reached the high water mark of the American export trade, so far as the record of a single month is concerned, were $163,389,680. The exports of the last eleven months have amounted to $1,310,120,326, as against $1,212,693,530 in the corresponding months of last year, and $1,328,434,321 in 1901, the banner year.

The imports last month aggregated $77,061,806, as against $85,386,170 in November of last year. Since the first of the calendar year the imports have been $917,782,381, a record breaking amount.

$2,150,000 More Gold Engaged.

The National City Bank engaged yesterday in London $1,150,000 gold for import here, and Lazard Frères engaged $1,000,000. These engagements bring the total gold import movement up to $21,315,053. The actual receipts of gold so far on the movement have been $12,530,290.

Currency to the amount of $100,000 was transferred to New Orleans yesterday by telegraph through the United States Sub-Treasury.

Court Calendars This Day.

Appellate Division—Supreme Court—Nos. 49, 33, 50, 51, 45, 40, 60, 61, 62, 69, 72, 73, 74, 75, 76.

Supreme Court—Special Term—Part I.—Motion calendar called at 10:30 A. M. Part II.—Ex parte matters. Part III.—Case unfinished. Motions. Demurrer—No. 379. Preferred causes—Nos. 3961, 3607, 3640. General calendar—Nos. 3016, 2528, 3094, 3098, 3170, 340, 3125, 3129, 3150, 3190, 2365, 1876, 2227, 2243, 2060, 872, 2824, 2589, 3122, 1642, 2410. Part IV.—Case unfinished. Cases from Part III. Part V.—Clear. Cases from Part III. Part VI.—Clear. Elevated Railroad case No. 2196—Wohlers—Manhattan Railway Company. Trial Term—Part II.—Case unfinished. Short causes—Nos. 11923, 11945, 12458, 11579, 13258, 13257, 12825, 12824, 12389, 13346, 12821, 12270, 9407, 13585, 12277, 12591, 13560, 13584, 13538, 13604, 13190, 13234, 11476, 12687, 13781, 12353, 13203, 13204, 13003, 13611, 12612, 12667, 13708, 10771, 13451, 13770. Part III.—Case unfinished.—Nos. 3952, 3958, 19034, 9201, 1880, 2440, 1343, 3007, 1912, 3736, 3751, 3792, 3156, 2604¼, 3764, 3717, 3800, 3530, 3767, 3667, 3390, 3772, 3611, 3856, 3970, 3964, 4024, 2864½, 4031, 4045, 4083, 4112, 4123, 4133, 8322, 13358, 11176. Part IV. Case unfinished. Cases from Part III. Part V.—Case unfinished. Cases from Part III. Part VI.—Case unfinished. Cases from Part III. Part VII.—Case unfinished. Cases from Part III. Part VIII.—Case unfinished.—Nos. 10100, 12059, 12066, 13317, 13189, 13081, 13121, 13123, 3477, 4019, 3742, 2873, 2874, 3789, 3400, 4150, 3788, 13080, 13023, 13088, 1538, 3344, 3791, 3700, 3346, 12106, 12012, 11753, 2607¼, 3072, 3180, 1814, 3840, 3844, 3066, 3207. Part IX.—Adjourned until Monday, Dec. 21, 1903. Part X.—Clear. Cases from Part VIII. Part XI.—Clear. Cases from Part VIII. Part XII.—Clear. Cases from Part VII. Part XIII.—Clear. Cases from Part VIII.

Surrogates' Court—Chambers—Motion calendar called at 10:30 A. M. For Probate—Wills of Leonard Paget, Maria Schlafer, Francis M. Britton, James Johnston, Caroline Boley, Dramin Jones, Henry W. Whiting, Charlotte A. Schmerhorn, at 10:30 A. M.; Henry Schoen, at 2 P. M. Trial Term—No day calendar.

City Court Special Term—Court opens at 10 A. M. Motions. Trial Term—Part I.—Case unfinished. Nos. 1924, 1910, 1920, 1821, 1811, 1981½, 1542, 167, 1172, 594¾, 1213, 1912, 1913, 1917, 5068, 946, 513, 805, 1093, 1803¼, 1919, 1805, 1920, 1931, 1933. Part II.—Case unfinished. Nos. 1675, 682, 1690, 1105, 1677, 1678, 1529, 1391, 1663, 1738, 1409, 1410, 1402, 1845. Part III.—Clear. Nos. 1151, 1961, 1962, 1997, 1998, 2003, 2015, 1901, 1948, 1949, 1950, 1951, 1953, 1953, 1568, 1954, 1971, 1973, 1978. Part IV.—Clear. Short causes—Nos. 5001, 5034, 5431, 4882, 5050, 5111, 5032½, 5030, 5075, 5008, 5993, 6097, 5402, 5897, 6244, 6245, 5705. Part V.—Clear. Nos. 1788, 2075½, 2096, 2098, 1790, 2523, 3462½, 1477, 1763, 838, 839, 1771, 1679, 1591, 1962, 1786, 1337, 1778, 375, 1772, 2053, 2093, 2902, 2043, 2044, 2078, 1878.

Court of Appeals Calendar.

ALBANY, Dec. 14.—Court of Appeals calendar for Tuesday, Dec. 15: Nos. 161, 135, 147, 49, 84, 114, 113 and 156.

14

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CUNARD LINE, TO LIVERPOOL via Queenstown.

Umbria	Dec. 19, 6 A M	Ivernia	Jan. 9, 10 A M
Lucania	Dec. 26, 10 A M	Umbria	Jan. 16, 2 P M
Etruria	Jan. 2, 2 P M	Lucania	Jan. 23, 9 A M

From Pier 51-52 North River. VERNON H. BROWN & CO., Agts., 29 B'way.

AMERICAN LINE.

NEW YORK—SOUTHAMPTON—LONDON.
New York, Dec. 19 10:30 AM | Philadelphia, Jan. 2, 9:30 AM
St. Paul, Dec. 26 9:30 AM | St. Louis, Jan. 8, 9:30 AM

SPECIAL NOTICE.

After January 1st, 1904, American Line steamers from New York for Southampton will call at Plymouth and Cherbourg to land mails and passengers for London and Paris.

RED STAR LINE.

NEW YORK—ANTWERP—PARIS.
Zeeland, Dec. 26, 10:30 AM | Vaderl'd, Jan. 9, 10:30 AM
Finland, Jan. 2 10:30 AM | Kr'nl'd, Jan. 16, 10:30 AM
Piers 14 and 15 N. R. Office, 73 Broadway, N. Y.

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Doric	Dec. 22	Coptic	Jan. 15
Nippon Maru	Dec. 30	America Maru	Jan. 25
Siberia	Jan. 7	Korea	Feb. 2

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STATE TAX ON BANKS.

Levyable This Year on $266,000,000 in the City of New York.

The Tax Department sent yesterday to the Comptroller the completed returns of the capital, surplus and undivided earnings of the State and national banks and trust companies of the city, upon which a tax of 1 per cent. is made for State revenue. The assessable values show an increase this year of $64,119,394 over last year's. These are the comparative figures for the two years:

	1902.	1903.
Manhattan	$199,041,256	$257,000,000
The Bronx	419,000	399,500
Brooklyn	7,369,900	7,094,350
Queens	370,000	670,750
Richmond	349,500	514,500
Total	$202,049,656	$266,109,050

The receipts from this year's tax will be $2,661,090. Increases are shown in all the boroughs except The Bronx.

SHIPYARD HEARINGS SHIFT.

Neutral Ground in the Federal Building Henceforth to Be Occupied.

The hearings in the suit of certain bondholders of the United States Shipbuilding Company for a permanent receivership, which have heretofore been held in the office of Samuel Untermyer, counsel to the bondholders, will be held hereafter in the Federal Building. The next hearing will be on Thursday morning.

The change in place caused some comment yesterday on account of the repeated statements by W. D. Guthrie, counsel to the defendant company, at the hearings in Mr. Untermyer's office, to the effect that he was in the enemy's country. Mr. Untermyer said yesterday in explanation of the change that the Federal Building would afford better facilities for the hearings.

Court Forbids Texas Merger.

AUSTIN, Tex., Dec. 14.—The Southern Pacific Railway Company was perpetually enjoined by the District Court here to-day from voting any of the stock of the San Antonio and Aransas Pass Railway Company, and the latter was perpetually enjoined from in any way recognizing the Southern Pacific as the holder or owner of any of its stock.

RAILROADS.

Pennsylvania RAILROAD.

STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DESBROSSES AND CORTLANDT STREETS.

The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station, except where otherwise noted

7:55 A. M. FAST MAIL.—Parlor, Sleeping and Dining Cars. For Chicago, Indianapolis and Louisville.
9:55 A. M. ST. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Cincinnati, Indianapolis, St. Louis. Dining Car.
10:25 A. M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Compartment Cars. For Chicago, Cleveland, Toledo and Detroit.
1:55 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.
1:55 P. M. CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.
5:55 P. M. ST. LOUIS EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, Louisville, St. Louis. Dining Car. For Gary, W. Va. (via Shenandoah Valley Route).
5:55 P. M. WESTERN EXPRESS.—For Chicago. For Toledo, except Saturday. Dining Car.
7:55 P. M. PACIFIC EXPRESS.—For Pittsburg, Toledo 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, Cincinnati, Indianapolis and St. Louis.
9:55 P. M. PITTSBURG SPECIAL.—Daily for Pittsburg. Dining Car.

WASHINGTON AND THE SOUTH.

7:55, 8:25, *9:26, *10:10 (Desbrosses and Cortlandt Streets, 10:20), *10:55 a. m., *12:55, 2:10 (Desbrosses and Cortlandt Streets, 2:20), (3:25 "Congressional Limited," all Parlor and Dining Cars), *3:25, *4:25, 4:55 (Desbrosses and Cortlandt Streets, 5:10), 9:25 p. m., 12:10 night. Sunday, 8:25, *9:25, *10:55 a. m., *12:55 (3:25 "Congressional Limited," all Parlor and Dining Cars), *3:25, *4:25, 4:55 (Desbrosses and Cortlandt Streets, 5:15), 9:25 p. m., 12:10 night.

SOUTHERN RAILWAY.—Express, 8:25, 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.—Express, 12:55 p. m. and 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 8:25 p. m. daily.

ATLANTIC CITY.—9:55 a. m. and 2:55 p. m. week-days. Sundays, 7:55 a. m. Through Vestibuled Trains. Buffet Parlor Cars and Standard Coaches on week-days. Parlor Sleeping Car. Parlor Cars, Dining Car and Standard Coaches on Sundays.

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., 12:25, 3:25, 4:55 p. m., and 12:10 night week-days. Sundays, 12:10, 9:25 a. m. and 4:55 p. m.

From Desbrosses and Cortlandt Streets, 9:00 a. m., 12:30, 3:40, 5:10 p. m. and 12:15 night week-days Sundays, 12:15, 9:45 a. m., 5:00 p. m.

FOR PHILADELPHIA.

6:05, 7:25, *7:55, 8:25, 8:55, *9:25, (9:55 St. Louis Limited), *10:10 (Desbrosses and Cortlandt streets, 10:20, *10:25 (Penna. Limited), *10:55, 11:55 a. m., *12:55, *1:55, 2:10 (Desbrosses and Cortlandt Streets, 2:20), 2:55, *3:25, 3:55, 4:25, 4:55 (*4:55 Chicago Limited for North Philadelphia only), *5:55, 6:55, 7:55 8:25, 9:25, (9:55 for North Philadelphia only) p. m., 12:10 night week days. Sundays, 6:05, 7:55, 8:25, *9:26 (*9:55 St. Louis Limited), 9:55 (*10:25 Penna. Limited), *10:55 a. m., *12:55, *1:55, *3:25, 3:55, *4:25 (*4:55 Chicago Limited for North Philadelphia only), 5:55, 7:55, 8:25, 9:26 (9:55 for North Philadelphia only) p. m., 12:10 night.

*Dining Car.

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