# ISMAY HEAD OF SHIP COMBINE

## SUCCEEDS CLEMENT A. GRISCOM, WHO RETIRES AS PRESIDENT.

**Former Chief of the White Star Line Will Live Here—Fulfilment of a Great Ambition Has Left Mr. Griscom Eager for More Rest—His Notable Career.**

At a special meeting of the directors of the International Mercantile Marine Company, held at 73 Broadway yesterday, Clement Acton Griscom resigned the presidency of the company and J. Bruce Ismay of Liverpool, managing director of the White Star Line, was elected president to succeed him. Mr. Griscom does not sever his connection with the company, but will remain as chairman of the board of directors. There were no other changes in the management of the line.

Mr. Ismay will make his home in New York after his return from Liverpool next month, and will manage the company from here. He sails to-day aboard the White Star liner Cedric to settle his affairs on the other side. Mr. Griscom and Mr. Ismay declined to talk about what occurred at the meeting or to discuss the election of Mr. Ismay and the resignation of Mr. Griscom. The company gave out a statement to the effect of the foregoing.

It has been known that Mr. Griscom only took the presidency of the combined White Star, American, Red Star, Atlantic Transport, Dominion and Leyland lines at the personal solicitation of J. Pierpont Morgan, and that he has been waiting until a suitable successor could be found. For the last few months he has been pressing the matter of his resignation.

It has been the ambition of Mr. Griscom's life to bring together under one management the greatest steamship combination in the world, one whose vessels would reach all principal ports and afford better service in the North Atlantic without the waste of duplicated service. This having been accomplished, Mr. Griscom feels perfectly free to relieve himself of the strain of active management.

In 1863, when he was 21 years old, Mr. Griscom was made a partner in the firm of Peter Wright & Sons, shipping merchants, and since that time has been in the active management of steamship lines. In 1871 he began the operation of the old American Line with the Indiana, Pennsylvania and Ohio, which were then the only ships flying the American flag in the North Atlantic, and which were so well built that they are still in active service.

During these forty years Mr. Griscom has made the unrivalled record of never having lost a ship, passenger or mail bag. In 1888 he started the new American Line, buying out the Inman Line. The American flag was raised by President Harrison on the steamers New York and Paris. Later the St. Louis and St. Paul were built by the Cramps, of which company Mr. Griscom is a director. President Cleveland attended the launching of the St. Louis, which was named by Mrs. Cleveland.

Mr. Griscom was also the principal owner of the Red Star Line, operating between New York and Philadelphia and Antwerp, Belgium. This line later built the Kroonland and Finland on this side. Three years ago Mr. Griscom secured the cooperation of J. Pierpont Morgan, and steps were taken for the foundation of the International Mercantile Marine Company.

For more than a generation Mr. Griscom, practically single-handed, kept the American flag in the North Atlantic and retained the interest of American capital in foreign shipping. His present interests are varied. He is a director in the Pennsylvania Railroad, the United States Steel Corporation, the William Cramp Ship & Engine Building Company, the Long Island Railroad, the United Gas Improvement Company and many banks, trust companies and insurance companies. He has been president of the Society of Naval Architects and Marine Engineers since its foundation, and is a member of many clubs and societies in New York, Philadelphia and London.

Mr. Ismay was reluctant to give up his English home, and it was only through the pressure of Mr. Griscom's desire to retire and the feeling of those principally interested in the company that he was an ideal man for the place that he decided to relieve Mr. Griscom of the active management. Mr. Ismay, although a young man, is recognized as one of the leading steamship men of the world. He succeeded his father as the head of the old firm of Ismay, Imrie & Co., the pioneers of modern steamship business. His fleets are operated on the North Atlantic, between England and Australia, and from San Francisco to the Orient.

Mr. Ismay, recognizing the advantages to investors and to the public in consolidation, was actively associated with Mr. Griscom and Mr. Morgan in the formation of the International Mercantile Marine Company. He is thoroughly in accord with modern methods, which are called in England "American methods," and will carry on the work already laid down.

## LACKAWANNA'S BIGGEST YEAR

**Surplus Increased by $6,000,000, After Payment of Charges and Dividends.**

President W. H. Truesdale of the Delaware, Lackawanna and Western Railroad Company, in his annual report for the year ended Dec. 31, issued yesterday, states that the earnings were the largest in the history of the company, due in great part to the increased anthracite tonnage, but that all branches showed gains. The total increase in earnings over the previous year was $7,782,199. The company's mines were run practically to the limit of their capacity, to enable dealers to restore their stocks to the normal basis. The earnings from the transportation of coal, Mr. Truesdale says, will probably not be equalled again for several years. Rate conditions through the year were perfectly satisfactory.

The most important item in the operating expenses was the increase in wages of all employees, which took effect on Jan. 1, 1903. The financial statement of the company in detail will be found in another column. It shows an increase in surplus after payment of all charges and dividends, of $6,431,891. Among other things, President Truesdale says in his report:

The growth in the company's general freight traffic seems to be steady and general and not due to any spurt of activity in any particular direction nor during any one portion of the year. The numerous new industries and business enterprises which the officials of the company have been instrumental in locating on the lines of the company during the past few years, have, no doubt, also contributed largely to this steady increase in its general freight business.

It is planned to construct new and modern passenger car repair shops near Hoboken during the coming year.

There is apparent to every observer of events a decided halt in the remarkable business and industrial activity of the past three years, and with the uncertainty that proverbially marks what is generally termed the Presidential year, together with other factors in the situation which tend to quiet and conservatism, it is too much to expect that the business and earnings of this company, or the railways generally, will continue to increase as they have since 1900. The business conditions of the country generally are certainly sound and prosperous; the crops of the past year were fully up to the average, and the prices being realized by the producers of them are above the average. It is difficult to see, therefore, how any severe setback from the prosperous conditions of the past four years can be possible during the coming year.

The stockholders at their annual meeting yesterday reelected the board of managers.

**May Wheat at $1.08 1-2 in Chicago.**

On the Chicago Board of Trade transactions in May wheat were made simultaneously yesterday at prices ranging all the way from $1.06½ to $1.08½, a new high record since the Leiter corner. The advance was not retained, a tremendous volume of selling to take profits being induced by the rise, and May wheat closed at $1.04 as compared with $1.05¾, Saturday's closing price. On the New York Produce Exchange the May wheat delivery, soon after the opening, sold at $1.05¼, but it closed at $1.03½ compared with $1.04 at the close on Saturday.

## GOSSIP OF WALL STREET.

The market's initial exhibition of strength yesterday morning was at first described as a natural reaction from the unrealized alarms that were abroad in the financial community at the close of business last week, but when, in the course of an hour's trading, it was seen by all close observers that the selling was better than the buying and that actual liquidation was in progress, the assertion followed that the market had been "opened up to sell." The Wormsers were conspicuous buyers on the opening. They bought and bid up St. Paul, Pennsylvania, Amalgamated Copper and other stocks, but failed to create any speculative enthusiasm for the long side. Efforts to bid up prices instead of attracting buyers seemed only to stimulate the selling. Yesterday's liquidation was the first of any consequence that had been seen since the culmination of the Western crowd's bull movement in January, and the bear contingent was quick to take advantage of it. When the character of the selling was understood, brokers acting for bear interests and bear traders moved from post to post around the room, offering stocks under those who were selling "at the market." Mendham Bros. continued to sell the market freely, their operations being most conspicuous in St. Paul and Atchison. Jacob Field also was reported to be selling heavily. In the last hour McIntrye & Marshall sold stocks actively all around the room.

The selling for foreign account, many brokers thought, was heavier than the international houses represented it to be. Foreign houses were said to have given out a large proportion of their orders to disguise the sources of the liquidation.

It is now believed that some rather significant selling has been accomplished during the last ten days without revelation of its character. Various speculative houses have lately been selling stocks on a scale that seemed greatly out of proportion to the size of the market. Their operations were regarded dubiously by conservative observers. Traders were afraid to follow the selling, partly because they thought it was being overdone and partly because they didn't altogether like such company as that of the sellers. There are those who in the light of yesterday's developments are now convinced that houses of this character were used to sell actual stocks, on the theory that their selling would be regarded with suspicion; and to make the effect even stronger a large proportion of the stocks thus sold might have been borrowed in the loan crowd from day to day, thereby creating the appearance of a large short interest. A speculative house can often get better results than one whose affiliations cause its operations to be taken seriously. It is for that reason that a "bear house" is frequently employed to sell long stocks.

Wasserman Bros. were reported to be buying coaler stocks freely in the last hour.

A prominent international house wrote last night: "Private advices received during the afternoon indicate that further failures are likely to take place in Berlin to-morrow."

"I hear too much bear talk," said a shrewd trader after the close yesterday, "and although I feel bearish myself for the long pull, I would rather buy the market than sell it on a weak opening to-morrow if the foreign news is no worse than it was to-day. I'm afraid the selling is being somewhat overdone. Traders sold the market just before noon to-day because they thought the Northern Securities decision was coming out, and then in the afternoon they sold it again because the decision had not come out, arguing that the prolonged suspense was worse than the decision they expected. That may be good enough as reasoning, but I'm not so sure that it's good trading. I don't remember ever finding sentiment more bearish than it is to-night, and that's the time to begin to think of taking the other side, according to my experience, unless, of course, there is something worse in the way of news yet to come."

Immediately after the announcement that the Northern Securities decision would not be handed down yesterday, calls on active stocks, ¾ per cent. from the market, good for one day, were offered in 500 share lots at $18 the hundred shares.

It has become a practice with many traders to sell the market just before noon on Mondays when the United States Supreme Court is in session. They are reasonably certain that if the Northern Securities decision is not forthcoming they can get their stocks back without loss or at a very small loss. They assume that the decision will be adverse to the merger, and are determined to be short of the market when it comes out.

It was said yesterday that Berlin had been short of wheat and long of Southern Pacific.

The heaviest liquidation yesterday was in Southern Pacific. The day's selling movement may be said to have started in that stock. L. Levy & Co. sold 4,000 shares on the opening of the market and continued until the total of their selling was estimated at 10,000 shares. De Witt & Co. also were heavy sellers in the forenoon. The buying was what brokers describe as scattering. There was no news on the stock, nor had the Street any very definite ideas as to the origin of the selling. It was variously credited to London, Berlin, Mr. Keene and several different groups of speculative persons. The stock had a volume of nearly 55,000 shares, and suffered a maximum decline of 2 per cent. Hallgarten & Co. were reported to have distributed some large selling orders. The explanation generally accepted was that the heaviest selling represented liquidation of foreign holdings, and that this was supplemented by active speculative selling on the part of operators here who had been apprised of the situation. The borrowing demand for the stock in the loan department after the close was not as urgent as might have been expected.

There was an active general demand for stocks in the loan department yesterday afternoon, but it was not so urgent as to suggest any abnormal increase of the short interest. Indeed, brokers who were in the loan crowd reported that from all they could see actual liquidation must have predominated heavily in the day's selling. The supply of stocks, they said, had evidently increased along with the short interest, and the borrowing demand was not what they would call urgent. The stocks in most request were St. Paul, Erie, Union Pacific, Baltimore and Ohio, Atchison, Missouri Pacific, Steel preferred, Pennsylvania and New York Central.

H. A. Harrison and Wormser bought and bid up Amalgamated Copper at the opening, and Scheftel came in and sold it down again. The stock afterward developed very pronounced weakness on comparatively small transactions, closing but ½ better than the lowest and at a net loss of 1¼ per cent.

Sentiment was influenced adversely in the forenoon by the selling of such high priced stocks as General Electric, Westinghouse and Consolidated Gas, and later Lackawanna was added to the list. The decline of the last named stock was the greatest of the four, or 11½ points, in spite of the flattering report of earnings published. Ladenburg, Thalmann & Co., Tailer, Robinson & Co and Chauncey & Co. sold Consolidated Gas. Yates, Ritchie & Pope bought. The weakness of General Electric and Westinghouse was ascribed to competition in their field by the Allis-Chalmers Company, but the Allis-Chalmers stocks also were weak, the common breaking 1 per cent., and the preferred, 4¾ per cent. Wasserman started the selling of General Electric. Other sellers were Sheffield & McCullough, J. M. Fiske & Co., E. & C. Randolph, J. S. Bache & Co. and Popper & Sternbach.

There was a speculative rise in General Electric and Westinghouse a few weeks ago, based upon glowing reports of the companies' earnings and prospects. The speculative interest was heaviest in General Electric, and it is said that a good deal of the stock was distributed around the Street in the course of the manipulation.

Strong expectations of a rally in the last hour were disappointed by the heavy selling of McIntyre & Marshall and other houses which up to that time had not figured conspicuously in the liquidation, and traders who had been buying the market for a recovery sold out on this renewed weakness.

## WEIDENFELD IN AGAIN.

**Damage Suit Against Stock Exchange Secretary Still Untried.**

Camille Weidenfeld, who was suspended from the Stock Exchange on Feb. 24, 1903, for one year on account of his connection with the suit of Peter Powers, the vanishing plaintiff, against the Northern Pacific Railway Company, will regain his exchange privileges to-day, the term of suspension having expired last night. The charges against Weidenfeld, which were prepared on Jan. 14, 1903, alleged that he had entered into a conspiracy with George Alfred Lamb and others to vex and harass the retirement of Northern Pacific preferred stock and that this was not done to protect a legitimate interest.

As soon as the decision was announced Weidenfeld served William McClure, who as secretary of the exchange preferred the charges, with papers in a suit against McClure personally for $500,000 damages. This suit was brought in Nassau county, where Weidenfeld lives, and trial has been postponed from time to time. A week ago it was set down for a hearing to-day in Mineola, but it is understood that it will go over again, probably until September.

## BERLIN BANKERS FAIL.

**Fritz Meyer & Co. Suspension Affects London Stock Market.**

*Special Cable Despatch to* THE SUN.

LONDON, Feb. 23.—There was a much better feeling in the opening of the stock market to-day on more favorable advices from Paris and the cessation of selling orders from the Continent. International stocks showed a general recovery, Russian, Portuguese and Japanese securities advancing 1 point and Chinese ½.

The announcement of the failure of Fritz Meyer & Co., the Berlin bankers, gave the market a setback, and the earlier improvement was lost.

**To Meet the 2.2 Cent Grain Rate.**

The executives of the trunk lines engaged in the rate cutting contest over grain transportation between Buffalo and Philadelphia and this city have not yet taken up the question of a settlement, and as a result it is understood, Chairman Harriott of the trunk line grain committee has been instructed by the New York lines to meet each cut by the Pennsylvania and Lehigh Valley. The Pennsylvania's rate of 2.2 cents a bushel goes into effect on Friday and will be met by the Lackawanna, the New York Central and the Erie, as will any further attempts to establish differentials in favor of Philadelphia.

## MONEY AND EXCHANGE.

Money on call, 1½@2 per cent.; last loan, 2 per cent.; ruling price, 1¾ per cent. Time money quoted at 3@3½ per cent. for sixty to ninety days and 4@4½ per cent. for four to six months. Commercial paper is quoted at 5@5½ per cent. for prime single names and bills receivable; other names at 6@6½ per cent.

The foreign exchange market exhibited considerable strength to-day, sterling bills showing gains of from 10 to 20 points over Saturday's close. Toward the end of the day the market quieted somewhat, but the tone continued firm. Posted rates were quoted at $4.83½ for long bills and $4.86½ for short. Actual rates: Long bills, $4.83@$4.83⅛; sight drafts, $4.8625@4.8635, and cable transfers, $4.867. Francs were quoted at 5.20⅝ for long and 5.17½ less 1-16 for short. Reichsmarks were quoted at 94½ for long and 94 15-16 for short. Guilders were quoted at 40 for long and 40⅛ for short.

Domestic exchange on New York: Boston—Par. Charleston—Banks, buying, 25c. premium. Chicago—Par. Cincinnati—10c. premium. New Orleans—Commercial, 25c to 50c. premium; banks, 75c. premium. Pittsburg—25c. premium. St. Paul—Selling, 30c. premium. Minneapolis—35c. premium. Montreal—Sight, 46⅞c. premium; wire, 79⅞c. premium. Louisville—25c. premium. San Francisco—$1.50 premium. St. Louis—25c. to 30c. premium.

Money in London, 3@3½ per cent. Rate of discount in open market for short and three months bills, 3⅜@3½ per cent. Consols for money closed at 86 3-16, and for the account at 86¼. Paris advices quote 3 per cents at 95 francs 45 centimes. The private rate of discount is 2 9-16 per cent. Exchange on London, 25 francs 19½ centimes. Berlin advices quote exchange on London, 20 marks 50 pfennigs. The private rate of discount is 3 per cent.

New York Clearing House statement: Exchanges, $139,944,772; balances, $5,519,951; Sub-Treasury debit balance, $980,816.

Commercial price of bar silver in New York, 59c. Bar silver in London closed at 27¼d. Mexican silver dollars were quoted at 46c.

## FINANCIAL NOTES.

The stockholders of the McVickar Realty Trust Company and the Empire State Trust Company met yesterday and ratified the proposed merger of the two companies.

The American Ice Company stockholders will meet in Jersey City on March 8. E. T. Bedford, Charles T. Barney, Charles Russell and John C. Hancock have issued a circular, as proxy committee for the annual meeting, which states their belief that the company can be put on a sound basis. John D. Schoonmaker has issued a circular to stockholders defending the management.


# Uncle Sam to Rule the Sea

When the Isthmian Canal has had its effect, our country will be Mistress of the Sea.

Standing between the two great oceans, this continent will be the Clearing House of the World's Commerce. From our shores the main currents of trade will flow East and West, to Europe and Asia. Here we shall build the world's market place, and our industries will be the most important on the Globe.

This will be the busiest country, and the Southeast will be the busiest part of it. With resources vast and varied, nature has prepared the Piedmont Region to sustain the greatest industries on the Planet. A climate on highlands, between the Gulf and the Atlantic, is the most delightful in the world. It stimulates to activity but does not stunt with cold. No country is more conducive to mental and physical vigor. With altitude varying from sea level to 3,000 feet above it, Georgia's four degrees of latitude equal ten in the variety of products.

The largest State east of the Mississippi river, with the richest resources, Georgia naturally became the Empire State of the South. There is reason for thinking she will become the Empire State of America. Her people have been called "the most American of all Americans," and ninety-nine per cent. of them are native born.

The Greater Georgia Association is an organization of the commercial bodies in thirty towns and cities, working together to build up the State. Elaborately illustrated booklets on Georgia containing reliable information sent free on request.

**W. C. COOPER, Secretary, Atlanta, Ga.**



FINANCIAL.

# ANNOUNCEMENT.

We have opened a branch office in the **"Hotel Metropole,"** 42d St. and Broadway, under the management of Mr. **Geo. C. Phillips**, who will be pleased to meet those to whom a brokerage office in that vicinity will be a convenience.

**EDW. T. C. SLEASE & CO.,**
BANKERS & BROKERS.

Members { N. Y. Consolidated Stock Exchange. N. Y. Produce Exchange.

Main office:—Hanover Bank Bldg., Wall & Nassau Sts., New York.

Branches { 34th St. & Broadway, N. Y. Broadway & Canal St., N. Y. Pittsburg, Pa. Wheeling, W. Va. Steubenville, Ohio. McKeesport, Pa. New Castle, Pa. Paterson, N. J.


PROPOSALS.

PROPOSALS FOR MILITARY SUPPLIES:—Phila. Depot, Q. M. Dep't, 1428 Arch Street, Phila., Pa., Feb. 18th, 1904—Sealed proposals, in triplicate, will be received here until one (1) o'clock P. M., Thursday, March 10th, 1904, for delivery at either the Philadelphia, Boston, Chicago or San Francisco Depots of the Quartermaster's Department, of Wool Blankets, Linen Collars, Canton Flannel Drawers, Berlin Gloves, Horsehide Gloves, Campaign Hats, Hat Cords, Leggins, Russet Shoes, Wool Stockings, Wool Undershirts, Corn Brooms, Scrubbing Brushes, Barrack Chairs, Telescope Cases, Khaki Duck, Tent Poles, Tripods and Pins. Bidders are requested to examine carefully the standard samples and specifications, so that proposals may be submitted with a full knowledge of the requirements. An absolute compliance with the standards and specifications will be insisted upon in the inspection of goods. Proposals for less quantities than those advertised for will be considered, but bids for delivery at other points than those designated will not be entertained. UNGUARANTEED BIDS and bids based upon samples differing from standards will not be entertained. The articles advertised for are the same as those for which bids are to be opened at other depots. Early deliveries are essential and bidders must state rate at which they will make deliveries in case contract is awarded to them. Government reserves the right to reject or accept any or all proposals or any part thereof. Preference given to articles of domestic production or manufacture, conditions of quality and price (including in the price of foreign production or manufacture the duty thereon) being equal. A GUARANTEE in 10 per cent. of the value of the articles proposed for must accompany all proposals. Blanks for proposals and all information will be furnished upon application. Envelopes containing proposals to be endorsed "Proposals for Military Supplies," to be opened Thursday, March 10th, 1904, and addressed to Colonel JAMES M. MARSHALL, Asst. Quartermaster-General, U. S. A., Depot Quartermaster.


OCEAN STEAMERS.

The Ocean Way to Florida and the South

50 Hours Ocean Voyage

Perfect Passenger and Fast Freight Service.

Part by Ocean, Part by Land. New Ships. Superior Cuisine.

Tickets include meals and Stateroom berth aboard ship. Much cheaper than all rail. Stopovers allowed on Excursion tickets.

Savannah Line

Ships sail at 3.00 P. M. from Pier 35 North River, New York, Tuesdays, Thursdays, Fridays and Saturdays. Personally Conducted Excursions, including all expenses: 9 days St. Augustine, $50; 16 days Palm Beach, $110; 28 days Florida and Cuba, $185. Send for booklets.

C. B. WALWORTH, G. P. A. 81 Beach St., N. Y.

OLD DOMINION LINE

For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.

Freight and passenger steamers sail from Pier 26, N. R., foot Beach st., every week day at 3 P. M.

H. B. WALKER, Vice-President & Traffic Manager.


## MORE REALTY DIRECTORS OUT.

**Messrs. Sands, Higginson and Clark Have Followed the Speyers.**

Following the resignations of President Bradish Johnson, James H. Hyde, James Speyer, Cornelius Vanderbilt and eight other directors of the United States Realty Company, who left the directorate on Jan. 15, it was learned yesterday that three other directors, B. Aymar Sands, Henry L. Higginson and George C. Clark, presented their resignations at a meeting of the board on Feb. 3. The resignations took effect at that meeting, but no announcement was made by the company.

The resignations of Messrs. Sands, Higginson and Clark were due to the same causes which led to the departure of President Johnson and his friends. They differed with the new controlling interests, H. S. Black and his Western friends, whose aim is said to be the development of the construction end of the company's business, that is, the department of the Fuller Company.

It was pointed out yesterday that the resignations were handed in at the meeting at which the proposed plan for the reorganization of the company came up. One of the retiring directors, at least, disliked that feature of the proposed plan which gave present common stockholders no participation in the contemplated issue of $21,000,000 bonds. Mr. Sands, who is a well known real estate lawyer, is known to be a close friend of Bradish Johnson.

Unless the company has elected other directors since these latest resignations—there have been no announcements—the board now consists of H. S. Black, Henry Budge, Robert E. Dowling, Albert Flake, John W. Gates, S. P. McConnell, K. K. MacLaren, Charles M. Schwab, James Stillman, P. A. Valentine, G. G. Haven, R. G. Babbage, B. M. Fellows, Faulkner Hill and W. B. Mead. The last four presented resignations last July, which, so far as is known, have not been acted on.

**Liverpool Corn Market Excited.**

*Special Cable Despatch to* THE SUN.

LIVERPOOL, Feb. 23.—The corn market is excited in consequence of Russian buying and the attempt of the Armour interest to corner the supply. Wheat advanced 6 pence the 100 pounds and flour 18 pence a sack.

## SUB-TREASURY TRANSACTIONS.

SATURDAY.

| | |
|---|---|
| Paid by Sub-Treasury to banks | $3,259,000 |
| Paid by banks to Sub-Treasury | 3,685,000 |
| Loss to banks on day's transactions | $426,000 |

SINCE FRIDAY LAST.

| | |
|---|---|
| Paid by Sub-Treasury to banks | $6,367,000 |
| Paid by banks to Sub-Treasury | 7,336,000 |
| Loss to banks | $969,000 |
| Gain to banks for same period previous week | 172,000 |


RAILROADS.

# Pennsylvania RAILROAD.

STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DESBROSSES AND CORTLAND 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.

9:35 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.

4:55 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, *9:25, *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, 12:55, 3:25, 4:25 p. m., 12:10 night daily. "Southern's Palm Limited," *12:40 p. m. week-days.

ATLANTIC COAST LINE.—Express, 9:25 a. m. and 9:25 p. m. daily. "New York and Florida Special," 2:10 p. m. week-days.

SEABOARD AIR LINE RAILWAY.—Express, 12:55 p. m. and 12:10 night daily. "Seaboard Florida Limited," 12:55 p. m. 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 Smoking Car, Parlor Cars, Dining Car and Standard Coaches on Sundays.

CAPE MAY.—12:55 p. m. week-days.

LONG BRANCH, ASBURY PARK.—(Interlaken Sundays), Ocean Grove and Point Pleasant (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 (Penn. 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, *9:25 (*9:55 St. Louis Limited), 9:55, (*10:25 Penn. Limited), *10:55 a. m., 12:55, 1:55, *3:25, 3:55, *4:25 (*4:55 Chicago Limited for North Philadelphia only), *4:55, *5:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), p. m. 12:10 night.

*Dining car.

Ticket offices: Nos. 461, 1354, 113 and 261 Broadway, 182 Fifth avenue (below 23d st.); 263 Fifth avenue (corner 29th st.); Astor House and stations named above; Brooklyn, 4 Court street, 860 Fulton street; 390 Broadway and Pennsylvania Annex Station. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

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Bi-weekly Twin-Screw Service.
FOR PLYMOUTH, CHERBOURG, HAMBURG.
Patricia, Feb. 27, 1:30 PM | *Blucher...Mar. 24, 10 AM
*Moltke, March 3, 10 AM | *Moltke...Mar. 31, 10 AM
Pretoria....Mar. 12, 1 PM | Pennsyl'a...Apr. 2, 6:30 AM
Waldersee..Mar. 19, 6 AM | *Deutschland, Apr. 7, 11 AM
*Grill Room and Gymnasium on board.

Mediterranean Service.
New York—Naples—Genoa.
By superb New Twin Screw Steamers.
Cabin, $50, $60, $75, Upward,
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4½ months' trip—$1,125 upward.
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Offices, 35 & 37 Broadway. Piers, Hoboken, N. J.

NORTH GERMAN LLOYD S. S. CO.
FAST EXPRESS SERVICE.
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Kaiser.....Mar. 5, 10 AM | Kaiser...Mar. 29, 10 AM
K. Wilh'l..Mar. 15, 5 AM | K. Wm. II...Apr. 12, 1 PM
Kronprinz, Mar. 22, 8 AM | Kaiser...Apr. 26, 10 AM
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Intended Steamship Sailings from Vancouver for Japan, China and Philippine Islands.
R. M. S. Athenian. Mar. 7 | Emp. of Japan....Apr. 11
Emp. of India..Mar. 21 | Emp. of China....May 2
R. M. S. Tartar...Mar. 28 | Emp. of India....May 23
Hawaiian, Fiji Islands, Australia and New Zealand.
Miowera.....Mar. 4 | Moana.....Apr. 1
For rates and information apply at 458 & 1 B'way.

CUNARD LINE TO LIVERPOOL, via Queenstown.
Campania, Feb. 27, noon | Lucania....Mar. 12, noon
Carpathia..Mar. 1, 2 P M | Aurania...Mar. 15, 2 P M
Etruria....Mar. 5, 8 A M | Umbria....Mar. 19, 7 A M
MEDITERRANEAN SERVICE.
Aurania..Jan. 26, 11 A. M.
Carrying Cabin and Steerage Passengers.
From Piers 51-52, North River.
Apply to the Cunard Steamship Co., Ltd., 29 Broadway, N. Y. VERNON H. BROWN, General Agent.

HOLLAND-AMERICA LINE
New Twin-Screw Steamers of 12,500 Tons.
NEW YORK—ROTTERDAM, via BOULOGNE.
Sailing Tuesdays, at 10 A. M.
†Amsterdam.....Mar. 1 | Statendam.....Mar. 29
Rotterdam.....Mar. 8 | Potsdam.....Apr. 5
Noordam.....Mar. 22 | Rotterdam.....Apr. 12
‡Steerage only.
Holland-America Line, 39 B'way, N. Y.

Atlantic Transport Line.
NEW YORK—LONDON DIRECT.
MINNETONKA.....FEB. 27, 2 P. M.
MARQUETTE.....MAR. 5, 9 A. M.
MINNEHAHA.....MAR. 12, 1:30 P. M.
MINNEAPOLIS.....MAR. 19, 7 A. M.
Only first-class passengers carried.
FOR RATES, ETC., APPLY AT 1 BROADWAY.

AMERICAN LINE.
PLYMOUTH—CHERBOURG—SOUTHAMPTON.
Phila....Feb. 27, 9:30 AM | New York, Mar. 12, 9:30 AM
St. Louis, Mar. 5, 9:30 AM | St. Paul, Mar. 19, 9:30 AM
RED STAR LINE.
NEW YORK—ANTWERP—PARIS.
Zeeland, Feb. 27, 10:30 AM | Vaderl'd, Mar. 12, 10:30 AM
Finland, Mar. 5, 10:30 AM | Kr'nl'd, Mar. 19, 10:30 AM
Piers 14 and 15, N. R. Office, 73 Broadway, N. Y.

WHITE STAR LINE.
NEW YORK—QUEENSTOWN—LIVERPOOL.
Cedric...Feb. 24, 11 A. M. | Oceanic....Mar. 9, noon
Majestic..Mar. 2, 10 A. M. | Celtic....Mar. 16, 4 P. M.
Pier 48, North River. Office, 9 Broadway, New York.

RAILROADS.

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Via Niagara Falls.

Trains arrive and depart from Grand Central Station, 42d Street, New York, as below:

North and westbound trains, except those leaving at 8:30, 11:30 A. M., 2:45, 3:30, 11:30 P. M. will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

12.10 A. M.—*MIDNIGHT EXPRESS.—Due Albany 5:55 A. M., Troy 6:40 A. M.
7.54 A. M.—*SYRACUSE LOCAL.—Stops at all important stations.
8.30 A. M.—†EMPIRE STATE EXPRESS.—Most famous train in the world. Due Buffalo 4:45, Niagara Falls, 5:35 P. M.
8.45 A. M.—*FAST MAIL.—24 hours to Chicago Due Buffalo 7:10, Niagara Falls, 8:07.
10.30 A. M.—†DAY EXPRESS.—Makes local stops. Due Rochester 11:10 P. M.
11.30 A. M.—*LOCAL EXPRESS.—For Albany and Troy. Local stops.
12.50 P. M.—*BUFFALO LIMITED.—Due Buffalo 11:00 P. M. Niagara Falls 11:55 P. M.
1.00 P. M.—*SOUTHWESTERN LIMITED.—Due Cincinnati 10:30, Indianapolis 11:30 A. M., St. Louis 6:45 P. M., next day.
1.00 P. M.—*CHICAGO LIMITED.—24 hours to Chicago via Michigan Central and Lake Shore Railroads.
2.45 P. M.—*"The 20th CENTURY LIMITED."—20-hour train to Chicago via Lake Shore, Electric light and fans.
3.30 P. M.—†ALBANY AND TROY FLYER.—Due Albany 6:40, Troy 7:05 P. M.
3.40 P. M.—*ALBANY EXPRESS.—Local stops.
4.00 P. M.—*DETROIT, GRAND RAPIDS and CHICAGO SPECIAL, 24 hours to