BIG DAY IN STOCKS AGAIN.

INTERESTS THAT WERE MERGED EXPECTED TO BE FRIENDLY.

Northern Pacific and Great Northern "When Released" Already Dealt In—Biggest Day for Northern Securities on the Curb—Prices Generally Up.

Following the announcement of the return of Northern Pacific and Great Northern stock to holders of Northern Securities and the assurances in important quarters that there was harmony among the interests concerned in the Western and Northwestern railroad situation, the stock market was again extremely active yesterday, with transactions of over 1,350,000 shares, at prices in most instances higher than on Tuesday.

The curb market, with its usual vigilant business instinct, stole a march on the bigger exchange yesterday and began to deal in both Great Northern and Northern Pacific stocks, although neither of these will be released from the Northern Securities treasury until after the stockholders' meeting on April 21. The curb got around this fact by selling the stocks "when released," and in this way 4,100 shares of Northern Pacific were sold at prices running from 126 to 133. There were also 200 shares sold in the regular way for delivery at 128 for one block and 129 for the other.

In the auction room 20 shares of actual Northern Pacific sold at 145½. The sale at auction was the first sale in two years, and it was recalled that it was about two years and ten months ago when in the great corner the same stock sold at $1,000 a share. The 800 shares of Great Northern traded in on the curb "when released" ranged from 169 to 176, while on the Stock Exchange 550 shares sold from 180⅛ to 186.

The dealing in Northern Securities itself on the curb was the heaviest since the stock was first bought and sold in the curb market. Over 39,000 shares changed hands, and in transacting this big volume of business the curb had an exciting time of its own. The street was filled during trading hours from curb to curb, and the special policeman had his hands full keeping order. The stock opened at 99¼, and after selling up to 100¼, the high point for the day, it closed at 98, the low point. A number of blocks of over 1,000 shares changed hands.

The heavy buying of Union Pacific was set down by Wall Street as due to the desire of Northern Securities interests to secure representation in that road's directorate. A Union Pacific director said that while Mr. Hill had never asked for representation on the Union Pacific board he could have it at any time he wanted it. Wall Street is satisfied that there will be no clash between the interests heretofore bound together in the Northern Securities Company.

A great deal of interest was taken yesterday in the disparity between the statement of Northern Securities stock outstanding announced in the circular issued on Tuesday and the balance sheet of the company made public in January, 1903. That balance sheet, which was as of Dec. 31, 1902, gave the amount as $365,867,849, while Tuesday's circular put the amount at $395,400,000, an increase of nearly $30,000,000.

Three months and nine days after the 1902 balance sheet was issued the Northern Securities Company was restrained by the Circuit Court from purchasing any more stock of either the Great Northern or the Northern Pacific. It was thought in Wall Street, therefore, that the additional stock represented by the $30,000,000 increase must have been purchased before the court's decree. The proportion of Great Northern and Northern Pacific stock which is to be returned to stockholders shows that the stock taken in in this interim was Great Northern stock. It had been supposed that the company held only $62,880,000 of Great Northern, but the proposition to return 30 per cent. in Great Northern stock shows that the company really holds $118,620,000 of Great Northern. A director of the company said yesterday that it was his understanding that this stock was turned in long before the Circuit Court issued its decree that no more should be taken over.

MERGER DECISION'S EFFECT.

Interstate Commerce Commissioner Prouty Says It Wasn't an Anti-Trust Blow.

CHICAGO March 23.—Charles A. Prouty, a member of the Interstate Commerce Commission, says he does not believe the decision in the Northern Securities case will result in the breaking up of any other railroad combination.

"In my opinion the Government should not attempt any further action to destroy these combinations, but should regulate their rates," said Mr. Prouty. "The public does not care how the roads are combined so long as the rates offered them are just and fair. I doubt whether it would be just to destroy such corporations as the Pennsylvania road, for example, because the stock was bought by the public, who imagined that the combinations were legal. The rights have become vested and a hardship might result if the court interfered.

"It was absurd to announce the decision of the merger case as a great blow at the trusts. It affects no other concern than the Northern Securities, and the reason why the Government cannot go ahead and dissolve other combinations is this: In the Northern Securities Company Mr. Hill and others got together, and by a scheme and device merged the Great Northern and Northern Pacific, which was a conspiracy directly contrary to law."

Southwest Pennsylvania Ordered Sold.

PITTSBURG, March 23.—Judge Buffington in the United States Circuit Court to-day ordered the sale of the Southwest Pennsylvania Railroad unless to the Union Trust Company of New York there is paid $9,246,000 within the next twenty days. The sale will be made in Somerset county, Pa. The Southwest Pennsylvania was the line used by Andrew Carnegie to force the Pensylvania into giving his steel company lower freight rates.

Inquiry for Gold.

As a result of the steadiness with which sterling exchange holds at $4.8710@$4.8715, with strong cables, there was made at the United States Assay Office yesterday an inquiry concerning the condition of gold bars available for export.

The Sub-Treasury paid out yesterday $2,205,000 on telegraphic transfer from San Francisco, the payment representing Japanese gold, much of which, it is understood, will find its way to London, which perhaps accounts in part for the strength of sterling exchange.

American Telephone Report.

The report of the American Telephone and Telegraph Company for 1903, issued yesterday, shows gross revenue of $16,545,632, an increase of $3,268,175; net revenue, $10,564,665, an increase of $2,729,393; dividends, $8,619,150, an increase of $2,035,000, and balance, $1,945,514, an increase of $694,000. In the course of the year $35,368,700 was spent for exchanges, toll lines and land and buildings, and 677,229 miles of wire were added to the plant.

Building Contracts Help the Iron Trade.

In its issue to-day the *Iron Age* says that the better feeling in the iron trade has gained headway, with an improving tonnage and indications of further orders. There was a slight halt in foundry iron, but the market for Bessemer pig is decidedly firm. Many good sized contracts for material for buildings have been placed.

STOCK EXCHANGE LISTINGS.

The New York Stock Exchange yesterday admitted to its list of securities $7,000,000 additional capital stock of the Delaware and Hudson Company.

GOSSIP OF WALL STREET.

The governors of the New York Stock Exchange voted yesterday to close the Exchange on Good Friday and to keep it open on the following Saturday. The members petitioned for a double holiday.

It seemed to be the unanimous opinion of critical observers last night that those responsible for the advance had disposed of a great many stocks in the course of the day's trading. It was believed, also, that the vulnerable short interest had been largely eliminated, a result that would ordinarily be supposed to weaken the technical position of the market after a violent advance. The borrowing demand for stocks in the loan department yesterday afternoon was reported to be much reduced. Pennsylvania and Steel preferred were still being heavily borrowed, but the general demand was normal. In the forenoon the borrowing of Pennsylvania and Steel preferred for delivery before 2:15 P. M. on Tuesday's contracts was of a very urgent character. It continued until nearly 1 o'clock before being satisfied.

The opening was wild, as was expected, but the prediction that Union Pacific would be opened away up was not fulfilled. That stock opened with 15,500 shares at a running quotation of 85 to 84½. Southern Pacific opened with 10,000 shares at a running quotation of 49¾ to 49⅝. Almost immediately there appeared on the tape a sequence of fourteen transactions in Southern Pacific, involving 10,700 shares at prices ranging from 49½ to 50. Erie opened with 7,000 shares from 26½ to 27¼. Housman & Co. were the most conspicuous buyers of the market in the first hour, taking 10,000 Southern Pacific, 8,000 Erie, and large amounts of St. Paul, Union Pacific and other stocks. The trading element was disposed to sell Union Pacific and buy Southern Pacific. The selling of Union Pacific looked better to them than the buying, whereas the most active manipulation appeared to be in Southern Pacific. An operator who has long been identified with Southern Pacific in a speculative way was reported to be distributing orders both ways in the stock, and the presumption in the board room seemed to be that he was selling it on balance. Brokers reported from the floor in the forenoon that it was impossible to judge of the character of either the buying or the selling, owing to the excitement under which the trading proceeded, but they were strongly of the impression even then that the big factors in the market were distributing stocks.

Transactions in the first hour exceeded 500,000 shares. The total up to noon was approximately 825,000 shares, and nearly one-half of this enormous trading, or more than 400,000 shares, had been in three stocks, namely, Pennsylvania, Union Pacific and Southern Pacific. The total transactions for the day approximated 1,400,000 shares, and of this total the four most active stocks, namely, Union Pacific, Southern Pacific, Pennsylvania and Erie, contributed considerably more than one-half. This undue prominence of four stocks in the day's trading was pointed to last night as evidence that the market had not been so broad as it seemed.

Commission business was more active yesterday than on any previous day of the year, but it was somewhat irregularly distributed, and had no pronounced tendency. The speculative houses, under which designation most of the big wire houses would fall, did the lion's share of the commission business, and brokers representing these institutions, when asked to describe the character of their business, generally replied: "Our people seem to be selling about as many stocks as they are buying. We do not expect to do much on balance either way." Houses like Dick Bros., McIntyre & Marshall and Wolf Bros., having a large semi-professional clientèle, bought and sold about equally. One of these did 20,000 shares both ways in the first half hour, and reported that it had sold in that time 3,000 more than it bought. A number of the old line commission houses have been selling very freely for two days. Stocks that clients had been carrying many months have been turned out at a loss, the sellers believing that they were getting the highest prices that were likely to be seen for some time. A lot of Union Pacific, for example, that was bought above par has been sold on this advance.

St. Paul will sell ex-dividend 3½ per cent. and Metropolitan ex-dividend 1¾ per cent. this morning.

The prominence of Erie in yesterday's trading recalled to mind the fact that the market's advance following the announcement of the Northern Securities decision began in that stock.

The leader of the market in point of activity was Southern Pacific, which had a volume approximating 280,000 shares. The heaviest buying on the opening was done by Housman & Co. Wrenn Bros. sold 5,000 shares in one lot to Currie Bros. at 49¾. Brokers said the manipulation of the stock was rather flagrant. Lockwood, Hurd & Co. were prominent as sellers on the reaction in the afternoon, putting out possibly 5,000 shares from 50 down to 49½. From its high price of 51⅛ the stock reacted 1⅞ per cent. and closed at a net gain of but ½ per cent. Union Pacific closed at 81¾, showing a net loss of 2¾ per cent. It sold as low as 81⅜ in the last few minutes of trading, after having repeated on the opening Tuesday's high price of 85.

There was a good deal of comment yesterday on the amount of Union Pacific delivered out by one banking house. The aggregate of deliveries from this one source was estimated at as much as 70,000 shares. The banking house making these deliveries is supposed to be close to the financial management of the company. It was also reported last night that a considerable amount of Atchison had been delivered during the day in the name of a prominent inside holder. The deliveries of Union Pacific, however, were of much greater interest. Those receiving it were bewildered when they began to compare notes with each other and found that so much of the stock was coming from one place. It was estimated yesterday that the purchases of Union Pacific on Tuesday by interests that presumably wanted the stock in order to get a certain strength of representation on the Union Pacific board had aggregated 100,000 shares, and the impression was that that was all they wanted, at least for the present.

Harriman & Co. and Yates, Ritchie & Pope bought Consolidated Gas.

Some critics think Steel preferred is likely to be the key stock in the market for a while. It was firm yesterday without distinguishing itself in any way. The buying, some thought, was largely for short account.

It was said to be principally at the expense of the short interest that Pennsylvania was run up to 120 in the early forenoon trading. The transactions on this advance attained to large proportions. Persons familiar with the extent and character of the short interest in the stock had been predicting a squeeze. The demonstration was sensational while it lasted, but after the price had touched 120 the fireworks went abruptly out of the stock and it reacted to 118¾ in the late trading, closing at 118½, showing a net gain for the day of but ⅛ per cent. The furious bidding up of that stock and the bringing forward of several minor stocks, notably Erie, Rock Island and Reading, were regarded with some scepticism by critical traders. The object of these demonstrations, some believed, was to obscure selling in other quarters of the market. There had been a large short interest in Erie, and the short account in Pennsylvania was known to be vulnerable.

The principal buyers of Rock Island on its advance to 24 were Provost Bros., J. R. Williston & Co., Henry Clews & Co., Gates & Co., C. I. Hudson & Co., E. & C. Randolph and Edey & Sons. Traders and specialists were said to be the principal sellers. The Moore party is said to be doing very little in the market, and yesterday's movement in Rock Island was thought to have had its origin at other than inside sources. The Western contingent is understood to be long of the stock as the result of pool operations that had to be suspended when the January bull movement so abruptly collapsed.

The room crowd was disposed yesterday, after the bear panic of the forenoon had subsided somewhat, to play the market for a reaction. Professional sentiment after the close of business was found to be greatly confused. Some of the heaviest room traders, however, were pronouncedly bullish, believing the tendency to be upward. Advocates of a further advance point out that a sharp reaction from the advance that has taken place would be very natural. It was considered, too, that the market had taken stocks easily, considering the extent of the realizing.

J. E. SCHWAB MAY RETIRE.

Rather Excited Meeting of American Steel Foundries Directors.

The directors of the American Steel Foundries Company, whose stocks were recently stricken from the list by the Stock Exchange on account of an overstatement of the assets by $500,000 in the company's listing papers filed in November, 1902, held a rather excited meeting yesterday at 74 Broadway. A report of the company's operations, which is to be made public within a few days, was gone over and is understood to have made a good showing, with the exception of the months of February and March, but the most interesting feature of the meeting was the strong opposition which it is understood developed against the continuance of the present executive management. Joseph E. Schwab, a brother of Charles M. Schwab, is president of the company.

The opposition to Mr. Schwab has been talked about in Wall Street for some time and it has been understood that he might resign the presidency. At the meeting some of the many duties of the executive were cut off, but it is believed that the majority of the directors of the company will insist on going further.

There is understood to be a disposition on the part of Stock Exchange authorities to permit a relisting of the securities in case the management is changed. It is also understood that in many of the proposed reforms Max Pam, who as counsel to the company was largely concerned in its listing on the Exchange, is in accord with the opposition directors.

AS TO A LEHIGH DIVIDEND.

President Thomas Says the Board Has Not Considered It.

Of a report that a director of the Lehigh Valley Railroad had said that dividends would be paid on the road's stock before July 1, President Eben B. Thomas said yesterday: "While there has been more or less informal discussion among stockholders and probably among directors individually, as to dividends, the matter has not come before the board in any way. The talk probably arises from the fact that the road has been doing exceptionally well. The earnings of the property up to March put it ahead about $3,400,000, but for the remaining four months of the fiscal year it is doubtful if we can come within striking distance of the $2,000,000 earned above charges in that period in 1903. It is probable that during the summer we will have to get on hand for Western consumption something like 2,000,000 tons of coal and it will take money to carry this coal until it is paid for and taken off our hands."

Withdrew Globe Security Recommendation.

Among the documents used by the Globe Security Company in furthering the sale of its bonds, was a letter purporting, as THE SUN has told, to be signed "Lathrop C. Haynes, Assistant Secretary," of the Guardian Trust Company. It is said now that the trust company official, when he wrote the letter recommending the Globe Security Company's bonds as an investment, did so, not in his official capacity, but in a personal capacity, and that "Assistant Secretary" was added to his signature. As soon as Mr. Haynes found that his letter was being misused he wrote to the Globe Security Company, he says, on Nov. 17, 1903, recalling his letter.

FINANCIAL NOTES.

The bondholders of the Standard Rope and Twine Company held another meeting yesterday, at the Manhattan Trust Company, and confirmed the appointment of the committee, consisting of W. A. Nash, Dumont Clarke, George W. Young and G. T. Montgomery, which is to formulate a plan for the rehabilitation of the company.

MARINE INTELLIGENCE.

MINIATURE ALMANAC—THIS DAY.

Sun rises ..... 5:59 | Sun sets ..... 6:15 | Moon sets .. 12:36

HIGH WATER—THIS DAY.

Sandy Hook 12:05 | Gov. I'd ... 12:37 | Hell Gate .. 2:30

Arrived—WEDNESDAY, March 23.

Ss Mesaba, London, March 10.
Ss Cevic, Liverpool, March 11.
Ss Neckar, Naples, March 10.
Ss Liguria, Genoa, March 7.
Ss Picqua, Venice, Feb. 11.
Ss Nubia, Yokohama, Dec. 12.
Ss Moorish Prince, Shields, March 5.
Ss Fernfield, Antofogasta, Jan. 14.
Ss Mexico, Havana, March 19.
Ss Sibiria, Savanilla, March 7.
Ss Allantic, Colon, March 16.
Ss Vidar, Belize, March 15.
Ss Matanzas, Santiago, March 9.
Ss Nile, Porto Padre, March 16.
Ss Suidal, Celba, March 15.
Ss El Valle, Galveston, March 17.
Ss Lampasas, Galveston, March 16.
Ss Monroe, Norfolk, March 22.
Ss Apache, Jacksonville, March 20.
Ss Alles, Port Arthur, Tex., March 14.
Ss Bluefields, Baltimore, March 20.
Ss Benefactor, Philadelphia, March 22.

ARRIVED OUT.

Ss Pretoria, from New York at Plymouth.
Ss Ethiopia, from New York at Glasgow.
Ss Menominee, from New York at London.

SAILED FROM FOREIGN PORTS.

Ss Oceanic, from Liverpool for New York.
Ss United States, from Christiansand for New York.

OUTGOING STEAMSHIPS.

Sail To-day.

	Mails Close.	Vessels Sail.
Main, Bremen		10 00 A M
La Savoie, Havre	7 00 A M	10 00 A M
Bluecher, Hamburg		10 00 A M
Vigilancia, Havana	8 00 A M	11 00 A M
Tintoretto, Argentina	10 30 A M	1 00 P M
Seneca, Tampico	12 00 M	3 00 P M
Citta di Messina, Martinique	12 30 P M	3 00 P M
City of Augusta, Savannah		3 00 P M
Princess Anne, Norfolk		3 00 P M

Sail To-morrow.

Valencia, Hayti	9 30 A M	12 00 M
Dunstan, Para	12 00 M	3 00 P M
Yumuri, Santiago	12 00 M	3 00 P M
Moorish Pr., Argentina	12 30 P M	3 00 P M
Sabine, Brunswick		3 00 P M
Apache, Charleston		3 00 P M
Jamestown, Norfolk		3 00 P M

Sail Saturday, March 26.

Zeeland, Antwerp	7 00 A M	10 30 A M
Campania, Liverpool	8 30 A M	12 00 M
Astoria, Glasgow	7 30 A M	1 00 P M
Neckar, Naples	8 30 A M	11 00 A M
Norge, Copenhagen	11 00 A M	2 00 P M
Mesaba, London		9 00 A M
Syracusa, Pernambuco	8 30 A M	7 00 A M
Maracaibo, Curacao	8 30 A M	12 00 M
Ponce, Porto Rico	9 00 A M	12 00 M
Parima, Grenada	9 30 A M	12 00 M
Mexico, Havana	10 00 A M	1 00 P M
Soldier Prince, Argentina	2 00 P M	4 00 P M
El Cid, New Orleans		12 00 M
Seguranca, Galveston		3 00 P M
El Valle, Galveston		3 00 P M
Jefferson, Norfolk		3 00 P M

INCOMING STEAMSHIPS.

Due To-day.

Cumbal	St. Lucia	March 12
Majestic	Liverpool	March 16
Regina Elena	Naples	March 10
Pennsylvania	Hamburg	March 12
Barbarossa	Bremen	March 16
California	Gibraltar	March 11
Citta di Milano	Gibraltar	March 12
Patria	Naples	March 16
Nacoochee	Savannah	March 21
Sabine	Brunswick	March 20

Due To-morrow.

Hildebrand	Para	March 13
Attivita	Gibraltar	March 10
Colorado	Galveston	March 18
El Mar	Galveston	March 19
City of Memphis	Savannah	March 23

Due Saturday, March 26.

St. Louis	Southampton	March 19
Minneapolis	London	March 17
Etruria	Liverpool	March 19
Columbia	Glasgow	March 18
British Princess	Antwerp	March 18
Ohio	Hull	March 12
Santiago	Nassau	March 19

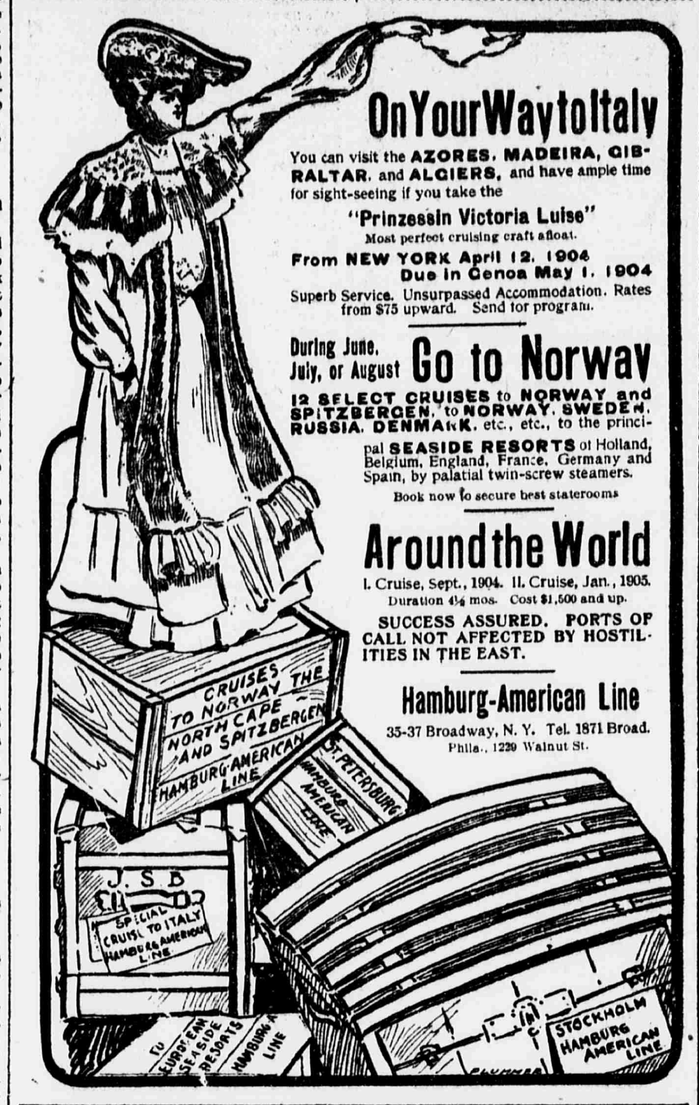
Due Sunday, March 27.

La Gascogne	Havre	March 19
Moltke	Hamburg	March 17
Kentucky	Copenhagen	March 10
Bordeaux	Havre	March 18

Due Monday, March 28.

Potsdam	Rotterdam	March 19
Finland	Antwerp	March 19
Palatia	Naples	March 14
Kansas City	Bristol	March 12
El Rio	Galveston	March 23

OCEAN STEAMERS. | OCEAN STEAMERS.



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THE GREAT OCEAN FLYER.
S. S. Deutschland
686½ ft. long—23½ knots average speed.
Sails Apr. 7, May 12, June 9, July 7.

**Bluecher, Mar. 24, 10 AM	Patricia, Apr. 9, 12:30 PM
**Moltke, Mar. 31, 10 AM	Belgravia, April 16, 4 PM
Pennsyl'a, Apr. 2, 6:30 AM	A. Victoria, Apr. 21, 10 AM
Deutschl'd, Apr. 7, 11 AM	Pretoria, Apr. 23, 11 AM

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Kaiser...Mar. 29, 10 AM	Kronprinz, May 3, 8 AM
K. Wm. II, Apr. 12, 1 PM	Werra, May 17, 7 AM
Kaiser...Apr. 26, 10 AM	Kaiser...May 24, 10 AM

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NEW YORK—LONDON DIRECT.
MESABA.....MAR. 26, 9 A. M.
MINNETONKA.....APR. 2, 7 A. M.
MARQUETTE.....APR. 9, 8 A. M.
MINNEHAHA.....APR. 16, 6 A. M.
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Sailing Tuesdays at 10 A. M.

Potsdam.....Apr. 5	Noordam.....Apr. 26
Rotterdam.....Apr. 12	Potsdam.....May 10
*Ryndam.....Apr. 19	Rotterdam.....May 17

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FINANCIAL.

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Write for our letter on "SO. PAC." And its relation with "U. P."

PROPOSALS.

$200,000 Newark, N. J. SCHOOL BONDS.

Sealed proposals for the purchase of Newark, N. J., thirty-year 4 per cent. registered School Bonds to the amount of $200,000, will be received at the office of the Comptroller in said city until 3 o'clock P. M. on Tuesday, the twenty-ninth day of March, 1904. For circulars containing conditions and information, address

FREDERICK T. JOHNSON,
Comptroller,
Newark, N. J.

Live Stock Market.

WEDNESDAY, March 23.

Receipts of beeves were 2,758 head, including 25 cars for exports alive, 98 for slaughterers, and 30 for the market. Good to choice steers were slow and generally 10c. lower; medium grades steady; bulls held up to Monday's prices; cows were slow and thin cows a trifle easier. The yards were cleared. Liverpool and London cables quoted live cattle lower; sheep slow; refrigerator beef selling at 8@8¼c. per lb. Dressed beef dull at 6½@8¼c. per lb. for native sides; light common Western beef selling as low as 5½@6c. Liverpool and London cables quoted live cattle lower; sheep dull; refrigerator beef selling at 8@8¼c. per lb. Exports to-day 405 beeves and 5,900 quarters of beef; none reported for to-morrow.

Receipts of calves were 1,640 head, including 90 for butchers and 1,550 for the market, making, with the stale stock, 1,697 on sale. Veals were in fair demand and a trifle firm; little calves and barnyard stock steady. Early arrivals were closed out. Common to choice veals sold at $4@$7.75 per 100 lbs., a few selected lots at $7.80@$8; little calves at $3@$3.50; barnyard and fed calves at $3@$3.50. City dressed veals steady at 7½@12c. per lb.; country dressed at 6@10c.

Receipts of sheep and lambs were 3,056 head, including 14 cars for slaughterers and 6 for the market. Sheep were almost nominal, but feeling strong; lambs firm to 10c. higher, quality considered. Early arrivals were all disposed of. A few bucks and ewes sold at $4@$4.25 per 100 lbs.; common to prime lambs at $5.50@$6.60½; culls at $5; yearlings at $5.50. Dressed mutton slow at 6@8c. per lb., dressed lambs at 8½@10c.

Receipts of hogs were 6,060 head, including 190 for the market. Feeling firm on Buffalo advices. Prime State hogs sold at $5.55 per 100 lbs. [illegible]

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.
10:23 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 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.—8:55 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 (Penna. Limited), *10:55, 11:35 a. m., *12:55, 1:55, 2:10 (Desbrosses and Cortlandt streets 2:20), 2:35, *3:25, 3:55, 4:25, *4:25, *4:55 (*4:55 Chicago Limited for North Philadelphia only), *5:55, 6:55, 7:55, 8:25, 9:25 *9:25 for North Philadelphia only), p. m., 12:10 night week days. Sundays, 6:05, *7:55, 8:25, *9:23 (*9:55 St. Louis Limited), 9:55, (*10:23 Penna. 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.); 1 Astor House and stations named above: Brooklyn, 4 Court street, 860 Fulton street; 340 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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Pier 48, North River. Office, 9 Broadway, New York.

CUNARD LINE To Liverpool via Queenstown

Campania...Mar. 26, noon	Umbria...Apr. 16, 6 A M
Etruria...Apr. 2, 7 A M	Campania, Apr. 23, 10 A M
Lucania...Apr. 9, 10 A M	Etruria...Apr. 30, 6 A M

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St. Louis, Apr. 2, 9:30 AM	St. Paul, Apr. 16, 9:30 AM

RED STAR LINE.

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Sailing Saturdays at 10:30 A. M.

Zeeland.....Mar. 26	Vaderland.....Apr. 9
Finland.....Apr