STOCK MARKET GETTING BACK

GENERAL RISE IN SECURITIES AFTER AN EARLY BRIEF DROP.

Street Taking Stock of Thursday's Slump—Average Decline of Ten Active Railroad Stocks $6.73, Biggest Since the Northern Pacific Corner Panic.

Wall Street came down to business yesterday morning with no settled convictions as to what the course of the market would be during the day, its confidence in prognostications having been badly shaken in the last three days. The interest of the Street centred in whether the clearing sheets from various Stock Exchange houses would go through without trouble. When an announcement that the sheets had gone through without a hitch was made, there was an evident relaxation of anxiety. With the stock market behaving itself much as usual, after some opening declines, which were quickly regained and advances made, the Street began to take stock of the happenings of Wednesday and Thursday. This table, which shows the extreme declines in market values of ten active railroad stocks from the close on Monday to the rock bottom prices of Thursday, attracted much attention:

Stock.	Monday's Close.	Thursday's Low.	Point Decrease.	Actual Money Decrease.
Baltimore and Ohio	100	94⅝	5⅜	$6,523,755
Erie	40⅛	34⅛	6	6,732,734
Louisville & Nash	145¼	138	7¼	4,350,000
Missouri Pacific	110½	102½	8	6,196,026
Pennsylvania	139¼	133	6¼	18,842,731
Reading	81⅝	73⅝	8⅛	5,766,750
Rock Island	36⅝	30	6⅝	5,666,869
Southern Pacific	66⅝	59⅛	7½	14,342,827
Southern Railway	37	33⅛	3⅞	4,196,500
Union Pacific	115	105⅝	9⅛	10,830,548
Total				$83,448,740

The average decline of these ten stocks was $6.73, which is the greatest drop since May 9, 1901, the day of the Northern Pacific corner panic.

The stock market gathered strength throughout the day, and at the close prices for practically every issue on the list were from a point to 2 points above the closing on Thursday night. Amalgamated Copper, which suffered most in Thursday's slump, closed at 68⅞, a rally of 2⅞ points as compared with the last sale on Thursday. The total transactions were about 1,600,000 shares.

MUNROE & MUNROE HAVE HOPES.

Montreal and Boston Stock Back to $1.50, So They Will Try to Take It Up.

The Stock Exchange creditors of Munroe & Munroe, the brokers who refused, in the crash of Montreal and Boston Consolidated Copper stock on the curb on Thursday, to receive 117,000 shares bought for them through these houses, held a meeting yesterday afternoon in the office of the firm of Judson & Judson to determine what action should be taken. Mr. Aaron of the law firm of Parker & Aaron, who is acting as attorney to the creditors' committee, made this statement after the meeting:

"There was some discussion by the creditors regarding the good faith of Munroe & Munroe in this whole transaction, but it seems to be the general opinion that they were acting in good faith. We find upon an investigation of the situation that the amount of money involved as a result of the firm's refusal to accept stock purchased on its order is about $200,000.

"After various deductions we find that the creditors are tied up with just about 100,000 shares of Montreal and Boston stock, and as this was purchased at about $3.50 a share and the market price to-day for it has been steady at $1.50, it leaves the loss of $200,000, providing no further amounts can be collected from Munroe & Munroe.

"We have been assured, however, that Munroe & Munroe and their friends are working very hard to get together money to take up this stock, or at least to come as near doing so as possible, and we believe they will succeed so nearly, at any rate, as to make the loss to the brokers concerned very small."

Mr. Aaron was asked if any steps looking to legal proceedings were contemplated.

"No," he replied. "We have not taken any such step, because we expect Munroe & Munroe to settle. We believe that a settlement of some sort will be reached to-morrow. If it is not reached at that time we will have to hold a further meeting to decide on our course of action."

Montreal and Boston stock held firmly in the curb market yesterday around 1½, selling at one time at 1⅝. The transactions in it were estimated at about 60,000 shares. There were sold out under the rule 500 shares of the stock by E. G. Titus for the account of W. D. Hatch, Jr. It was said on the curb that no less than forty-four curb and other brokers had been affected by the Munroe & Munroe tangle.

Munroe & Munroe made this statement last night:

We are not prepared at this time to make any definite announcement as to the future. Negotiations now under way are progressing satisfactorily. We can only ask a suspension of judgment on the part of the public, believing that the outcome will be satisfactory to all concerned.

TO HOLD COTTON FOR A RISE.

Texas Banks Agree to Help the Farmers—Seed Oil Mills Crippled.

NEW ORLEANS, Dec. 9.—The movement in the Southwest to enable the farmers to hold their cotton for a higher price seems to grow stronger. In Texas the Dallas, Fort Worth, Houston and Waco banks have expressed their willingness to join in a movement of this kind, advancing $30 a bale on all cotton held by the farmers for a rise. In Mississippi the State Board of Control of the Penitentiary, which is the largest grower of cotton in this country, has decided to sell no more of the State crop until prices improve. Similar action will be taken by nearly all the large planters of the Yazoo delta.

No action has yet been taken, as proposed, toward calling a convention of the Southern bankers to secure general cooperation in this movement to force a higher price for cotton. The cotton seed oil mills are suffering from present conditions. In Louisiana and Mississippi the fall in the price of seed from $14 to $12 a ton has completely shut off the supply, temporarily at least, and the mills are likely to run on short time as a consequence.

In Texas the low price of cotton seed oil products has severely crippled the mills. A convention of cotton seed oil crushers has been called to meet in Dallas Dec. 12. Its purpose is to fix a maximum price for seed and to make arrangements for borrowing money, so as to carry the present enormous stock of cotton seed meal and oil over until there is a revival in the market sufficient to prevent losses. The regular mills are friendly to this policy, but it is thought that the independent mills will not agree. If no agreement can be reached, the Texas mills will go into stock raising on their own hook as the only way out of the difficulty, using the meal and seed to fatten stock instead of selling it below cost to the stock and ranch men.

NEW U. S. LEATHER PLAN.

Includes an Issue of $25,000,000 Bonds to Pay Accumulated Dividends.

Owing to opposition on the part of preferred stockholders to the proposed exchange of their present stock for new 6 per cent. cumulative preferred stock on the basis of 120, United States Leather interests have under consideration an alternative plan. The features of this are an issue of $25,000,000 of 3 per cent. twenty year debenture bonds to pay off the accumulated 40 per cent. dividends on the present preferred stock, $2,000,000 of these bonds to be redeemed at 103 after 1906, and a proposition to the preferred stockholders to exchange the present 8 per cent., cumulative preferred stock for a 7 per cent. non-cumulative preferred on an equal basis.

Another point of the plan is the proposal to exchange 50 per cent. of the $25,000,000 of debentures for preferred stock at 110 and an agreement to cash the rest at a price to be hereafter determined.

It is understood that the profits of the company for 1905 are expected to amount to at least $10,000,000 which will be the best in the history of the company.

GOSSIP OF WALL STREET.

The cleaning up of an enormous liquidation for Western account was reported yesterday forenoon. There is no doubt that the heaviest selling from any quarter on the break this week has been of Western origin, which is not to be wondered at, in view of the fact, much commented upon during the last four or five points of the advance, that the accumulation of speculative stocks was heaviest in Western hands. It became known yesterday almost for a fact that large blocks of certain stocks, notably of Reading and Union Pacific, were taken from Western speculators on the break. The question is whether it was the Western clique, composed of comparatively few men, or the big Western following of this clique that got hurt. The vague term "Western crowd" is a loose designation. It might mean the four or five heavy operators in whom the leadership of a big Western speculative element is vested, or their following, or both. The invididual operations of the leaders are not readily distinguished from the speculations of their followers, conducted as they are largely through the same channels. It is true, however, that the market is no longer menaced by an enormous accumulation of speculative stocks for Western account. The liquidation in this quarter is believed to have been pretty thorough.

It is a fact which will doubtless be soon forgotten that a large accumulation of speculative stocks under the leadership of this Western clique has invariably produced a violent disturbance in the market. The theory that Wall Street interests quietly bide their time to shake the Western bull element out of its stock after it is sufficiently loaded up appeals strongly to the imagination.

In nine out of ten brokerage houses the buying account has been impaired this week. This, brokers think, is likely to result in a more quiet speculation for a while. The more conservative observers of yesterday's market regretted that operations for the advance, of whatever origin, were resumed aggressively so soon after speculative confidence had been badly shaken. They were afraid that a fresh speculation for the advance on a large scale could not be sustained and were inclined rather to favor a waiting policy, letting the market take the settling course that is natural after a disturbance such as occurred on Thursday. General buying on the part of commission houses did not follow the advances readily. The larger speculative houses appeared very prominently in the market.

Nothing terrible befell certain stocks or the stock market or any of the bull interests surviving therein, and it was Friday, the day appointed in Boston for the making of momentous disclosures. The reason for withholding them until Friday was that the public might have three days in which to get out of its malgamated Copper. With the general market Amalgamated Copper rallied sharply, showing at its highest price a recovery of more than 9 points from Thursday's lowest. The threatened attack upon the United States Steel Corporation and its securities did not materialize. The Steel stocks, in fact, were wholly in sympathy with the general recovery, the common stock advancing to 29⅝ and the preferred to 91½. There must have been an abrupt calling off in the telegraph business at Boston. The deluge of Boston telegrams upon Wall Street ceased and the pressure upon stocks from the same source as the telegrams was apparently withdrawn. The stock market community speculated deeply and at first suspiciously as to the meaning of this silence but could make nothing of it, and before the closing its interest was almost wholly absorbed in the spectacle of rising prices.

A good many bears probably overstayed their market.

A disinterested observer would have been impressed by the ease with which yesterday's incidents are dismissed from the speculative mind.

Theoretically it is a very simple operation for one who has the cash with which to purchase what others are forced to sell to make money in a stock market panic, but actually it is a very difficult matter for the cool headed purchaser to make contact with the panic stricken seller, unless the purchaser happens to be a member of the Stock Exchange himself. In a panic the ticker falls so far behind the market and prices are fluctuating so rapidly that the tape is not to be relied upon. The panic buyer sees his opportunity on the tape long after it has passed on the floor. He may limit his order at say 3 points above the ticker's price and still miss his market, for in their rebound prices recover sometimes even more rapidly than they have fallen, and if he doesn't limit his order, merely putting it in to be executed at the market, he is not likely to get the bargains he is after. In the Northern Pacific panic of May 9, 1901, four or five men were watching the tape in the office of a prominent operator. A stock with the value of which they all were more or less familiar fell to a point at which, if it could be bought, there would be a profit of 20 to 30 points in a few hours to the purchaser. The orders went in, accompanied by the cash, and only one man got any stock. It was an accident that he got it. He sold it out two hours later at a profit of something like $20,000.

There were comparatively few cash transactions on the break on Thursday forenoon. Brokers and specialists having their wits with them took the stocks that they saw were being slaughtered and sold them out either before the close on Thursday or yesterday at handsome profits. One of the younger brokers with 1,000 shares of a stock to sell rushed in and began to offer it down when there was nobody around but the specialists, general interest at that moment being almost wholly occupied elsewhere in the more active stocks. After he had offered it down 3 per cent. without waiting for a bid, even from the specialists, one of the older brokers happened to notice what he was doing and took the stock off his hands. It could have been sold out yesterday at a profit of about 10 points. Such instances as this were very numerous. The panic buyer who is outside does not have such opportunities.

At another time the announcement made on Thursday showing Kuhn, Loeb & Co. to be acting in a banking capacity for the Gould interests undoubtedly would have made a very favorable impression upon sentiment. The fact that the announcement was made on Thursday would seem to show that the bankers were indifferent as to the sentimental effect that might have been produced by bringing the news out at a more auspicious moment.

One of the most conservative bull houses in the Street writes: "We regard Thursday's break as the most senseless and causeless that we have ever known. Wall Street believes that heavy liquidation and profit taking have been indulged in by the Standard Oil party, and many quiet observers of the market predicate Mr. Lawson's violent attack upon Amalgamated Copper upon his knowledge that Standard Oil interests were liquidating largely. Certainly the moment turned out to be a propitious one for his escapade, but calm reflection and easy money, together with excellent normal conditions, have operated favorably and the course of prices to-day has been steadily upward."

Yesterday's closing prices must have seemed pretty high to many who were stopped out of their stocks on Thursday's break.

The further advance of 7 points in Northern Securities stock on the curb yesterday recalled attention to a buying movement in this stock that nobody seems quite to understand. The Hill following has been bullish on Northern Securities for some time, irrespective of the outcome of the litigation, but a speculative bull interest in the stock would not alone account for what appears to be going on in the market. Although the buying has not yet been called competitive, it is believed by some observers of the market that there are two sides to the accumulation.

Court of Appeals Calendar.

ALBANY, Dec. 9.—Court of Appeals calendar for Monday: Nos. 89, 90, 91, 87, 88, 84, 75, 89, 92, 93.

FINANCIAL.

A Wall Street Conspiracy

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NEW BOND ISSUES HELD UP.

STATE RAILROAD COMMISSION ASKS QUESTIONS.

Will Not Grant Permission for Debt Increases Without a Clear Statement of Their Purpose—The Coney Island and Brooklyn Company an Applicant.

Chairman George W. Dunn of the State Railroad Commission and Commissioner Joseph M. Dickey heard in the Whitehall Building yesterday applications from several railroad companies for permission to mortgage their properties or increase the capital stock. Before the hearing was over Col. Dunn made it plain to the representatives of the various roads that the applications were regarded by the commissioners as serious business and that none would be granted that could not be explained in minutest detail.

This was particularly true in the case of an application of the Coney Island and Brooklyn Railroad Company, which is not a part of the Brooklyn Rapid Transit system, for permission to execute a consolidated second mortgage of $10,000,000. The application was presented by the company's attorney, William N. Dykman.

Mr. Dykman explained that the company desired to execute the mortgage for the purpose of securing the payment of a new issue of $10,000,000 4 per cent. gold bonds, maturing Jan. 1, 1955. He stated that the Mercantile Trust Company was ready to underwrite the bonds as soon as the mortgage was issued.

Continuing, Mr. Dykman said that the entire present indebtedness of the company is $4,940,000, and that with the new mortgage the company would be able to clear away its present indebtedness and have left $5,060,000 for proposed betterments.

"Furthermore," added the lawyer, "we have been informed that it's the intention of Borough President Littleton to compel us to move our tracks along Coney Island avenue from the right of way which we own there to the middle of the road. This work alone will cost us about $1,500,000."

"This board," said Col. Dunn, when Mr. Dykman had concluded, "is favorable to the general proposition as you have stated it, but we must insist that the mortgage itself must contain an explicit statement as to how and for what the extra $5,000,000 is to be expended. You have mentioned one item of $1,500,000. You must be just as explicit about the other $3,500,000. And the oral statement is not enough. It must be nominated in the bond.

"It is assumed, of course, that the present management of the company is honest. Suppose, however, that, at some future time the road was not so fortunate. It is easily conceivable that unscrupulous persons might come to execute another mortgage to secure a new issue of securities for practically the same things that you have specified.

"In the case of the New York, Lake Erie and Western and the Ontario and Western roads, where similar bond issues were proposed, the board required that each mortgage state specifically the purposes for which the bonds were to be issued. We must insist that you follow the precedent established in those cases. Furthermore, the issue of bonds must be limited to the actual needs of the road."

It was suggested to Mr. Dykman that he confer with John B. Kerr and George F. Brownall, counsel respectively for the Ontario and Western and the Erie, in relation to the form adopted in the mortgages executed by those roads, and that the Coney Island and Brooklyn company follow that form. Mr. Dykman accepted the suggestion.

The South Shore Traction Company wanted to spread a $8,000,000 blanket over its property, and Arthur C. Hume, the company's attorney, said that all parties whose consent to the proposition was required by law had approved. Col. Dunn looked over the specifications carefully and found the items footed up only $2,500,000.

"What's the additional $500,000?" asked the Colonel.

"For possible contingencies," replied Mr. Hume.

"That won't do at all," said Col. Dunn. "This board can't permit properties to be mortgaged to pay for 'possible contingencies.'"

STAMPING CO. DIVIDENDS.

Three Declared for 1905—Cut of One-half of One Per Cent. on Common Stock.

The directors of the National Enameling and Stamping Company have declared three quarterly dividends of 1¾ per cent. each on the preferred stocks and three quarterly dividends of ½ of 1 per cent. each on the common stock, the dividends on each issue being payable Jan. 1, April 1 and July 1, 1905. The common dividend is a reduction of ½ of 1 per cent. for each quarter.

It was announced that the dividends were declared for three quarters instead of four as heretofore in order to make the dividend year and the fiscal year terminate at the same time, the fiscal year ending on June 30.

FRANK J. GOULD IN CONTROL.

Old Dominion Iron and Nail Works to Produce Railroad Material Hereafter.

Frank J. Gould, who controls the street railway system of Richmond and its suburbs, has secured a majority interest in the Old Dominion Iron and Nail Works and will hereafter direct its operations.

The plant will be operated for the production of railway material. With its puddle mills and bar and nail mills, it is equipped to produce a fair tonnage and this will be increased through the improvements planned.

SULLY RECEIVERS GET $40,000.

Cut of $15,000 in Their Charges in the Big Cotton Bankruptcy.

Macgrane Coxe, the referee who has had charge of the bankruptcy of Daniel J. Sully & Co., the cotton brokers, filed his report yesterday making an allowance to the receivers, Henry W. Taft and David H. Miller, and to Boothby & Baldwin, their attorneys. The referee finds that "proper and reasonable compensation and all that should be allowed out of the estates of the bankrupts as compensation to the two receivers and all of their counsel is $40,000." Mr. Denegre has received $1,250 and Mr. Root $2,500, which leaves $36,250. Of this sum he allows $16,000 to the two receivers and $20,250 to Boothby & Baldwin, exclusive of their reasonable and proper disbursements.

The receivers asked for $25,000 and Boothby & Baldwin for $30,000.

GOLD GOING AND COMING.

Million for Unknown Destination May Be to Help Mexican Readjustment.

Goldman, Sachs & Co. engaged at the Assay Office yesterday $1,070,000 of gold bars for export purposes. This brings the total takings of the firm for the week up to about $2,100,000 and, as was the case in its former engagements, the bankers refused yesterday to disclose the destination of the gold. In the absence of such a statement Wall Street suggested several points, including Mexico, where gold might, it was said, be useful in connection with the monetary readjustment.

The National City Bank engaged $500,000 in gold for export from Paris to this city yesterday, and this transaction, like others recently made by the City Bank, was thought to be due to French Government payments for Cuban tobacco.

SOUTHERN PACIFIC DIVIDEND.

Payment of 3 1-2 Per Cent. on New Stock Issue Ordered for January 16.

The directors of the Southern Pacific Railroad declared a dividend of 3½ per cent. on the newly issued 7 per cent. preferred stock yesterday, payable Jan. 16.

The stock is that issued in July, amounting to $40,000,000, the proceeds of which were to meet loans and expenditures of the company resulting from recent extensive improvements to its system. A great deal of the stock is held in the interest of the Union Pacific.

Fatal Blast of Steam in His Face.

Something went wrong with the boiler in Schwarzenbach, Huber & Co.'s big silk mill at Avenue E and Seventeenth street, Bayonne, N. J., yesterday. The engineer, William Nestel, aged 27, was trying to locate the trouble when he accidentally moved a valve, and steam at 80 pounds pressure belched forth. It caught the engineer full in the face and he fell unconscious. When workmen were able to enter the room they found him dead. He lived with his wife and child in West Eighteenth street.

RAILROAD EARNINGS.

Interoceanic Railway of Mexico:

	1904.	1903.	Changes.
4th week Nov.	$153,528	$144,383 Inc.	$9,145
Month	494,911	480,900 Inc.	14,011
From July 1	2,870,862	2,809,993 Inc.	60,869
Northern Pacific:			
Month Nov.	$4,945,567	$4,652,000 Inc.	$292,967
From July 1	23,462,744	22,734,725 Inc.	728,019
Southern Indiana:			
Month Nov.	$125,110	$115,472 Inc.	$9,638
From July 1	601,399	559,034 Inc.	42,335
Toronto, Hamilton and Buffalo:			
3d week Nov.	$14,958	$10,181 Inc.	$4,777
From July 1	262,580	242,042 Inc.	20,538
United Railways of St. Louis:			
Month Nov.	$875,524	$592,769 Inc.	$282,755
From Jan. 1	9,269,674	6,658,757 Inc.	2,610,917
Wisconsin Central:			
1st week Dec.	$124,000	$112,967 Inc.	$11,033
From July 1	3,116,080	3,054,591 Inc.	61,489
LONG ISLAND.			

The Long Island Railroad Company reports for October and for the four months ending Oct. 31 as follows:

	Month of October, 1904.	4 mos. ending Oct. 31, 1904.
Gross earnings	Inc. $100,726	Inc. $156,040
Oper. expenses	Dec. 14,671	Inc. 34,872
Net earnings	Inc. $115,396	Inc. $121,168

DAILY TREASURY STATEMENT.

WASHINGTON, Dec. 9.—The cash statement of the receipts and expenditures of the Treasury show:

	This day.	This month.	Fiscal year.
Receipts	$1,803,924	$15,098,296	$247,700,243
Expenditures	1,600,000	13,420,000	271,951,747
Surplus	$203,924	$1,678,296	def$24,251,504

The receipts from customs to-day were $1,068,259, internal revenue, $731,619; miscellaneous $9,046. National bank notes received for redemption, $1,343,257.

The cash statement of the United States Treasurer, for Dec. 9 shows:

RESERVE FUND.	
Gold coin	$150,000,000
TRUST FUND.	
Held against notes and certificates issued	$1,022,023,989
GENERAL FUND.	
Gold coin and bullion	$20,987,934
Gold certificates	66,724,480
Standard silver dollars	583,528
Silver certificates	5,806,016
Silver bullion	2,748,734
United States notes	4,791,929
National bank notes	13,504,161
Subsidiary silver and minor coin	10,116,130
Total	$124,562,912
In national banks	120,782,755
Awaiting reimbursement	104,240
Total	$245,419,907
Liabilities	100,848,515
Cash balance	$144,571,392

SUB-TREASURY TRANSACTIONS.

THURSDAY.

Paid by Sub-Treasury to banks	$5,922,000
Paid by banks to Sub-Treasury	5,988,000
Loss to banks on day's transactions	$34,000
SINCE FRIDAY LAST.	
Paid by Sub-Treasury to banks	$28,004,000
Paid by banks to Sub-Treasury	27,826,000
Loss to banks	$4,822,000
Loss to banks same period previous week	2,812,000

A PROMINENT BANKING HOUSE requires the services of an able and energetic bond salesman of experience; must be well acquainted with both local and out of town financial institutions and investors. Only those having the necessary qualifications need address, with full particulars, "BOND," box 118 Sun office.

HOLDING CO. FOR SEABOARD LINE.

Report That the Road's Directors Are Considering Such a Plan.

BALTIMORE, Dec. 9.—It became known in local financial circles to-day that at a meeting of the board of directors of the Seaboard Air Line in New York on Dec. 6, a plan relative to the finances of the company was discussed and that one of its features was the organization of a holding company that would control the Seaboard. The idea is fashioned after the Atlantic Coast Line Company of Connecticut, which controls the Coast Line system.

James Blair, of the New York banking house of Blair & Co., admitted to-day that the directors discussed such a proposition at the meeting of Dec. 6, but said:

"I cannot go into any details now, but just as soon as the plan is ready it will be announced. Anything of public interest regarding the Seaboard will be promptly made public. Our only aim in the property is to bring results that will be as satisfactory to the owner of ten shares as they will be to the owner of 10,000."

MO. PACIFIC'S BOND SALE.

Proceeds of the $25,000,000 Taken by Kuhn, Loeb & Co. Will Pay for Extensions.

The $25,000,000 of Missouri Pacific bonds bought by Kuhn, Loeb & Co. are secured by a mortgage known as the Missouri Pacific Railway Company 40 year 4 per cent. gold mortgage of 1905. The bonds will be secured by all the stock of the St. Louis, Iron Mountain and Southern, thus constituting a collateral trust issue.

It was said authoritatively yesterday that the proceeds of the sale would be used to reimburse the Missouri Pacific for the construction of branches and extensions, payment for much of which has already been made, and that the transaction had nothing to do with any extension of the Western Pacific or the other Gould projects.

W. E. Badeau Suspended.

W. E. Badeau, the Consolidated Stock Exchange trader who failed to meet his obligations on Thursday, was formally suspended by the exchange yesterday, having failed to arrange his affairs within the twenty-four hours allowed by the exchange. He estimates his liabilities at not more than $10,000.

MARINE INTELLIGENCE.

MINIATURE ALMANAC—THIS DAY.

Sun rises.....7:13 | Sun sets.....4:33 | Moon sets....8:15

HIGH WATER—THIS DAY.

Sandy Hook..9:41 | Gov. I'd.....10:13 | Hell Gate...12:06

Arrived—FRIDAY, Dec. 9.

Ss Astoria, Glasgow, Nov. 27.
Ss Amsterdam, Rotterdam, Nov. 26.
Ss Caprera, Paramaribo, Nov. 19.
Ss Erda, Tecalutla, Nov. 17.
Ss Esperanza, Progreso, Nov. 30.
Ss Verona, Haiti, Nov. 21.
Ss Comeric, Philadelphia, Dec. 8.
Ss El Valle, New Orleans, Dec. 4.
Ss El Sud, Galveston, Dec. 2.
Ss Monroe, Norfolk, Dec. 8.
Ss Chesapeake, Baltimore, Dec. 7.
Ss Oneida, Philadelphia, Dec. 8.
Bark St. Peter, Connetable Islands, Oct. 30.

ARRIVED OUT.

Ss Koenig Albert, from New York at Genoa.
Ss Campania, from New York at Queenstown.
Ss Pretoria, from New York at Hamburg.

SAILED FROM FOREIGN PORTS.

Ss Menominee, from London for New York.

OUTGOING STEAMSHIPS.

		Mails Close.	Vessels Sail.
Sail To-day.			
Etruria	Liverpool	4 00 A M	7 30 A M
Minnehaha	Southampton	4 30 A M	8 00 A M
Finland	Antwerp	8 30 A M	10 30 A M
Neckar	Naples	8 30 A M	11 00 A M
Liguria	Naples	8 30 A M	11 00 A M
Bluecher	Hamburg		7 30 A M
Arabistan	Argentina	4 00 A M	7 00 A M
Caracas	Venezuela	8 30 A M	12 00 M
Sibiria	Jamaica	9 30 A M	12 00 M
Pontabelle	Bermuda	9 30 A M	12 00 M
Morro Castle	Havana	10 00 A M	1 00 P M
Olinda	Matanzas	12 30 P M	3 00 P M
Santurce	Mayaguez	9 00 A M	12 00 M
El Cid	New Orleans		3 00 P M
El Alba	Galveston		3 00 P M
Iroquois	Charleston		3 00 P M
Concho	Galveston		3 00 P M
Hamilton	Norfolk		3 00 P M
Sail Monday, Dec. 12.			
Monterrat	Havana		3 00 P M
Monroe	Norfolk		3 00 P M
Sail Tuesday, Dec. 13			
Kaiser Wilh'm II.	Bremen	6 30 A M	10 00 A M
Ultonia	Naples		12 00 M
Advance	Orion	9 30 A M	1 00 P M
Apache	Charleston		3 00 P M
Princess Anne	Norfolk		3 00 P M

INCOMING STEAMSHIPS.

Due To-day.		
Hekla	Christiansand	Nov. 28
Hannover	Bremen	Nov. 26
Ultriken	Gibraltar	Nov. 28
Sagami	Gibraltar	Nov. 28
La Lorraine	Havre	Dec. 3
Slavonia	Gibraltar	Nov. 30
Belgravia	Hamburg	Nov. 26
Matanzas	Tampico	Dec. 2
Lucania	Liverpool	Dec. 3
New York	Southampton	Dec. 3
Chicago City	Swansea	Nov. 25
Alamo	Galveston	Dec. 3
Ceamo	Porto Rico	Dec. 6
Apache	Jacksonville	Dec. 7
City of Columbus	Savannah	Dec. 7
Due To-morrow.		
Manitou	London	Dec. 1
Bermudian	Sunderland	Nov. 29
El Paso	Galveston	Dec. 5
Montserrat	Cadiz	Nov. 30
Algonquin	Jacksonville	Dec. 8
Colorado	Galveston	Dec. 8
Due Monday, Dec. 12.		
Moltke	Hamburg	Dec. 2
Rotterdam	Rotterdam	Dec. 3
Zeeland	Antwerp	Dec. 3
United States	Christiansand	Dec. 2
Breta	Bremen	Nov. 30
El Mar	Galveston	Dec. 6
Zulia	Curacao	Dec. 5
Slavonia	Palermo	Nov. 27
Due Tuesday, Dec. 13.		
Kaiser Wilh'm der Grosse	Bremen	Dec. 6
Bovic	Liverpool	Dec. 3
San Jacinto	Galveston	Dec. 7
Due Wednesday, Dec. 14.		
Majestic	Liverpool	Dec. 7
Roma	Naples	Dec. 3
Hindustan	Gibraltar	Nov. 30
City of Washington	Colon	Dec. 7
El Monte	Galveston	Dec. 8

RAILROADS.

PENNSYLVANIA RAILROAD.

THE ONLY FOUR-TRACK LINE LEADING OUT OF NEW YORK.

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.

FOR THE WEST.

*7.55 A. M. CHICAGO SPECIAL.
*9.55 A. M. ST. LOUIS LIMITED.
*10.25 A. M. THE PENNSYLVANIA LIMITED.—72 hours to Chicago.
*1.55 P. M. CHICAGO AND ST. LOUIS EXPRESS.
*4.55 P. M. CHICAGO LIMITED.
*5.55 P. M. ST. LOUIS EXPRESS.
*5.55 P. M. WESTERN EXPRESS.
7.55 P. M. PACIFIC EXPRESS.
*8.25 P. M. CLEVELAND & CINCINNATI EXP.
*9.55 P. M. PITTSBURG SPECIAL.

WASHINGTON AND THE SOUTH.

7:55, 8:25, *9:25, *9:55, *10:35 a. m., 12:25, *12:55, 2:10 (*2:25 "Congressional Limited"), *3:25, *4:25, *4:55, 9:25 p. m., 12:10 night. Sundays, 8:25, *9:25, *10:55 a. m., 12:25, *12:55 (*2:25 "Congressional Limited,") *3:25, *4:25, *4:55, 9:25 p. m., 12:10 night.

SOUTHERN RAILWAY.—12:55, 3:25, 4:25 p. m., 12:10 a. m., daily.

ATLANTIC COAST LINE.—9:25 a. m. and 9:25 p. m. daily.

SEABOARD AIR LINE.—12:25 p. m. and 12:10 a. m. daily.

NORFOLK AND WESTERN RAILWAY.—3:25 p. m. daily.

CHESAPEAKE & OHIO RAILWAY.—7:55 a. m. week-days, 4:55 p. m. daily.

FOR OLD POINT COMFORT AND NORFOLK.—7:55 a. m. week-days, 8:25 p. m. daily.

ATLANTIC CITY.—9:55 a. m. and 2:55 p. m. week-days. Sundays, *7:55 a. m.

CAPE MAY.—12:55 p. m. week-days.

LONG BRANCH, ASBURY PARK (North Asbury Park Sundays), and Point Pleasant, 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.

FOR PHILADELPHIA.

6:05, 7:25, *7:55, 8:25, 8:55, *9:25, *19:55, *9:55, *10:25, *10:55, 11:55 a. m., 12:25, *12:55, *1:55, 2:10, 2:55, *3:25, 3:55, 4:25, *4:25, *4:55 (*14:55 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, *19:55, 9:55, *10:25, *10:55 a. m., 12:25, *12:55, *1:55, *3:25, 3:55, *4:25 (*14:55 for North Philadelphia only), *4:55, *5:55, 6:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only) p. m., 12:10 night.

*Dining Car. †Extra fare train.

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, 550 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.

Telephone "543 Chelsea" for Pennsylvania Railroad Cab Service.

W. W. ATTERBURY, General Manager. J. R. WOOD, Pass'r Traffic Manager. GEO. W. BOYD, General Passenger Agent.

"America's Greatest Railroad."

NEW YORK CENTRAL & HUDSON RIVER R. R.

THE SIX-TRACK TRUNK LINE.

Direct Route from New York & Boston to Niagara Falls

Trains depart from Grand Central Station, 42d street, New York, as below:

North and west bound trains, except those leaving at 8:30 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.
8:30 A. M.—*EMPIRE STATE EXPRESS.
8:45 A. M.—*FAST MAIL.—24 hours to Chicago.
10:20 A. M.—*DAY EXPRESS.
12:50 P. M.—*BUFFALO LIMITED.
1:00 P. M.—*SOUTHWESTERN LIMITED.
1:00 P. M.—*CHICAGO LIMITED.
2:45 P. M.—*The 20th CENTURY LIMITED.—20-hour train to Chicago, via Lake Shore.
3:30 P. M.—†ALBANY AND TROY FLYER.
4:00 P. M.—MICHIGAN CENTRAL EXPRESS.
5:30 P. M.—*LAKESHORE LIMITED.—29½ hour train to Chicago. All Pullman cars.
5:32 P. M.—*CLEVELAND, CINCINNATI, ST. LOUIS, DETROIT and CHICAGO LIMITED.
6:00 P. M.—*WESTERN EXPRESS.
7:00 P. M.—*MONTREAL EXPRESS.
7:30 P. M.—*ADIRONDACK & MONTREAL EX.
8:00 P. M.—*BUFFALO, NIAGARA FALLS, CLEVELAND & TORONTO SPECIAL.
9:20 P. M.—*WESTERN N. Y. and CHICAGO EX.
11:30 P. M.—*CHICAGO & ST. LOUIS EXPRESS.
*Daily. †Except Sunday. ‡Except Monday.

HARLEM DIVISION.

*9:06 A. M. and 3:35 P. M. daily except Sundays to Pittsfield and North Adams. Sundays at 9:20 A. M. Pullman cars on all through trains.

Trains illuminated with Pintsch light.

Ticket offices at 149, 261, 415 and 1216 Broadway, 25 Union Sq. W., 275 Columbus av., 275 West 125th st., Grand Central and 125th st. stations, New York; 338 and 726 Fulton st. and 105 Broadway, Brooklyn.

Telephone "900 38th Street" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company.

A. H. SMITH, General Manager. GEORGE H. DANIELS, Gen'l Passenger Agent.

WEST SHORE R. R.

(New York Central & Hudson River R. R., Lessee.)

Trains leave Franklin st. station, New York, as follows, and 15 minutes later foot West 42d st., N. R.

*1:00