COTTON JUMPS UP $5 A BALE.

WILD TIMES IN THE PIT AND PANIC AMONG BEARS.

Low Figures of the Government July Report Take the Market by Surprise Condition of the Crop Put 5 Per Cent. Lower Than Was Expected.

At noon yesterday, when the time came for reading the July Government cotton report from the rostrum of the Cotton Exchange, cotton was selling at 9.50, slightly under the top price of the year, reached last week Tuesday, but two cents a pound higher than the price at the time of the June report, which was impeached by the Southern Cotton Growers' Association.

Brokers and dealers generally expected that the report would show a favorable condition of the crop and when this condition was announced by Supt. King as 77, 5 per cent. lower than expected, the market was thrown into a bear panic unequaled since the days of Sully's attempted corner.

In rapidity of advance there is nothing in the record of the Sully times to compare. The first sale of October after the announcement was at 9.77, an advance of 20 points. The next was at 9.80. Then the price reached 9.87, and while scores of brokers were endeavoring to execute stop orders, it jumped by leaps of 10 and 20 points to 10.50. In five minutes there was a gain of 100 points, or an average of a $1 bale a minute.

There was a frantic rush of brokers to cover for themselves or to execute orders for customers, and a resulting turbulence in the pit that was little short of a riot. In different parts of the room at the same instant sales at prices varying ten or fifteen points were being made, and he who could first fight his way to the group offering the low prices is the bear who has least to bewail to-day.

Quite as frenzied were the endeavors of those of the bull element anxious to dispose of their holdings while the bears were being squeezed the hardest. This profit taking soon showed in a reaction, in the course of which the price declined 40 points from the high price of 10.56 for October, which was a gain of 108 points from the opening. This price was reached ten minutes after the report was read and was the culmination of the upward movement. The decline which followed was not of long duration, for there succeeded to the profit taking by the bulls and professional operators a steady influx of foreign and outside buying which brought about a uniform advance to the closing. October closed at 10.51 offered and 10.52 asked, only 5 points behind the record mark of the day.

Options for five other months advanced commensurately with the advance in October, though October was most heavily dealt in. Spot cotton was also in sympathy, going up 80 points, to a basis of 10.80 cents a pound for middling.

The surprise at the figures of the Government report was the greater because of favorable weather reports since the date of the June report and indications in weekly Government reports that the crop was progressing favorably. After the dealings were over for the day many dealers pointed to the figures of the report as a substantiation of the assertion made by Richard Cheatham, secretary of the Southern Cotton Growers' Association, that the condition figures given by the Government in the June report were intentionally bearish, as were the estimates of the acreage. Others questioned the accuracy of the present report, declaring that it must be fully as wrong on the other way.

WASHINGTON, July 3.—The monthly report of the Chief of the Bureau of Statistics of the Department of Agriculture will show the average condition of cotton on June 25 to have been 77, as compared with 77.2 on May 25, 1905; 88 on June 25, 1904; 77.1 at the corresponding date in 1903, and a ten year average of 80.6.

The following table shows the condition by States on June 25 in each of the last three years, with the respective ten year average, also the condition on May 25, 1905:

	This Month.	Last Month.	June 25, 1904.	June. 25, 1903.	10 Yr. Aver.
Texas	72	90	89	79	88
Georgia	82	84	87	75	84
Alabama	83	87	85	76	81
Mississippi	72	73	89	81	85
South Carolina	78	88	74	85	85
Arkansas	75	73	90	78	88
Louisiana	80	73	90	83	86
North Carolina	82	83	80	75	86
Indian Territory	79	81	87	73	88
Tennessee	83	88	83	80	89
Oklahoma	81	88	92	67	85
Florida	87	88	92	84	86
Missouri	88	81	83	74	87
Virginia	83	87	87	76	88
United States	77	77.2	88	77.1	84.6

JOHN HYDE,
Chief of Bureau.

DEFENDS COTTON ESTIMATE.

Chief Statistician Hyde Brands the Cotton Exchange Report as a Canard.

WASHINGTON, July 3.—John Hyde, chief of the Division of Statistics, Department of Agriculture, to-night branded as "a Cotton Exchange canard, invented for the purpose of affecting prices," the report that he subtracted from eight to ten per cent. from the Government returns used in the preparation of the cotton report issued to-day, instead of adding that amount, which is alleged to have been the custom in the past.

Richard Cheatham of Atlanta, secretary of the Southern Cotton Growers' Association, said that criticisms of the report were unjust.

"You can say for me," said Mr. Cheatham, "that conditions in the cotton belt are a great deal worse than the 77 per cent. reported in to-day's statement. To-day's report is thoroughly reliable, and any attacks that may be made upon it are inspired by selfish motives."

Mr. Cheatham was the prime mover in the charges, now under investigation, that there was a leak in the Agricultural Department in connection with the cotton crop figures.

"The statement that I have adopted a different method from that usually followed in the preparation of my official estimate is entirely untrue," said Mr. Hyde. "It is undoubtedly put forth for the purpose of breaking the force of the Government's report. The returns used in the preparation of the official figures came from the usual sources, and I pursued precisely the course I always pursue in each case in determining the weight to be attached to each one where there was not absolute agreement, as of course there rarely is. I did not deviate in the slightest degree from the rule that I have followed during the last three years, and the figures are strictly comparable with those of last month and of the corresponding month of last year and also with the ten year average."

Relative to the accuracy of the division's returns Mr. Hyde said:

"The cotton crop of last year turns out to be in excess of 13,000,000 bales. Our estimate was 12,250,000 bales."

Mr. Cheatham has just returned from Memphis, where he had a conference with the executive committee of the Southern Cotton Growers' Association. Estimates were made at the meeting of the probable showing of the Government report, which Mr. Cheatham said agreed in almost every detail with the figures prepared unofficially by the cotton men at Memphis. The Memphis gathering was composed of men from every State in the South.

"The crop conditions warrant the report that came out to-day," said Mr. Cheatham. "While the report simply stated a condition of 77 per cent., it did not say anything in regard to the number of acres that have been abandoned on account of too much rain or scarcity of labor; neither did it say anything concerning the boll weevil, which has already made its appearance in Texas and Louisiana with the usual disastrous results. If it had stated the facts in regard to abandoned acreage or the weevil, it would have been a much more bullish report."

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GOSSIP OF WALL STREET.

When brokers left their offices on Saturday they anticipated a dull market until after the Fourth. The letters sent out by commission houses took this view of the market. One of the most prominent houses in last week's bullish demonstration sent out this despatch as late as Monday morning: "In view of to-morrow's holiday we think to-day's market likely to be fairly inactive, with price changes held within narrow limits." Other commission houses wrote in similar vein. But, as it turned out, the market was the broadest and strongest since the rise began a fortnight ago. It opened in the old Monday morning fashion of the bull campaign coincident with the birth of the Steel Corporation, and while the enthusiasm lagged at times during the day, especially while cotton was advancing a hundred points, the market showed remarkable strength through the session and closed nearly at the top prices. It was a market without any news to stimulate the active buying of securities; if it had been a day of declining prices the professional critics would have found a great deal in the news to account for the selling. The violent advance in cotton could not be interpreted as bullish on stocks, while the weather bulletins from the West, especially from the winter wheat country, where there were very heavy rains, would likely have caused an advance in wheat prices had the grain markets been open. But the spectacle of wheat, cotton and stocks advancing simultaneously no longer excites much comment.

Weather reports from Brooklyn Rapid Transit's beach terminals became a part of the market news yesterday.

The bull campaign in Reading is even more remarkable than last winter's campaign in Union Pacific. The bull crowd in Union Pacific advanced the stock $60 a share, and, while it had almost unlimited resources at its command, it had a pretty big task on its hands. At various times during the campaign it was aggressively opposed by some of the largest stockholders in the company, who appeared ready to sell the entire capital stock rather than have the advance carried any further. But whenever this opposition appeared the bull crowd opened its bag and took all the stock offered. The large owners of the stock, who tried to check the advance by sales of their own holdings, found themselves more than once in the uncomfortable position of being forced to buy back their stock at higher prices from the crowd to which they had sold it. But nothing of this nature seems to have occurred in the Reading campaign. All the large owners of the stock appear to think that Reading is entitled to sell higher, and they show no desire to check the efforts of the bull crowd to make it sell at higher prices. There was some heavy selling of the stock on the advance last year, when it was considerably below its present level, for the two railroads that own a very large share of the capital stock; but this selling was for reasons obvious to those acquainted with the manner in which the stock was acquired, and it was without significance as to the value of the stock. So long as the chief owners of Reading think that its intrinsic value is greater than its market quotation those who are bulling it will have things their own way. There is a price, of course, at which even the most bullish holders of securities are ready to sell them.

These two despatches from Topeka, Kan., appeared simultaneously yesterday on the news tickers: "Kansas is flooded with rain and loss of wheat is heavy. Harvesting is impossible in northern section. In southern and central districts much wheat rotting in shocks." "The wheat crop of Kansas this year will be from 95,000,000 to 100,000,000 bushels, a record crop, coming after three heavy previous crops."

Those who speculate in the stock of a railway or industrial on information received from an official of the company often find that this kind of "inside information" is not very helpful. The president of one of the leading industrial companies says the outlook in his business is rather gloomy, but the securities of his company have had a considerable advance in the past few days and the Street has been flooded with bullish news about the business the company is doing. There are two large companies that have a monopoly of a certain field of manufacturing. Last year the operating officials of these companies told their friends that there was nothing in the business outlook to warrant purchases of their stocks, but Wall Street was very bullish on them, and they each advanced $20 to $30 a share. One of the large sellers of Steel common at very near the bottom price was a well informed Pittsburg manufacturer.

September wheat sold on the Minneapolis curb yesterday at an advance of two cents over Saturday's closing price. Had the grain markets been open it is likely that there would have been heavy trading in wheat on the news of the heavy rains in Kansas and the seriousness of the Russian situation. Wall Street continues to show little concern over the reports of damage to wheat. It did not last year. The attitude taken by Wall Street is that all the experts are lying about the crop. If it is found later in the season that the experts are not lying then Wall Street will say that it does not matter anyway if the wheat crop is not quite so large as was anticipated. Next Tuesday's Government crop report may throw some light on the wheat yield. It is a very remarkable thing that all the professional investigators of the crops say that the wheat yield will not be large, while all the lay opinion is on the side of a bumper crop. One of the large commission houses wrote last night: "Reports from the crop districts to the present date are without exception favorable, and many conservative business men prophesy bumper crops." Those who are best entitled to express an opinion on the wheat situation feel the greatest confidence in saying that this year's yield, while it may be considerably larger than last season's small crop, cannot now, with the most favorable weather, come up to the expectations of those who are talking about a bumper crop.

One of the houses which has been bulling cotton ever since it sold below eight cents became conservative on last week's big advance and advised its following to trim sails. A telegram to one of its customers who was long of a big line of cotton was several days in finding him, as he was away on a fishing excursion. Just after the Government report came out yesterday noon this wire came from him: "Sell my cotton at 9.30 or better, and don't bother me with business." The house could not refrain from bothering the customer with this second telegram: "Cotton advanced 100 points to-day. Sold your line at extra profit of $6,000."

Some of the pools left stranded when the tide turned this spring are getting under sail again.

The Government report on cotton came out at noon. Within five minutes prices had advanced 100 points. The speculative storm burst so suddenly that no one could say that there had been any leak from Washington.

It is now nearly five years since Mr. Keene was publicly a bear on stocks, and there are those who believe that he will never again be an aggressive seller of stocks. In the last Bryan campaign, while he was in London, he predicted lower prices for securities, no matter which party won the election, but his view of the situation was reversed after his return to New York, and since then what few public statements he has made have favored the bull side of the market. The comment is made by some of Mr. Keene's friends that for several years he has been in the position of a rich man with vested interests, and that as a large holder of securities he can ill afford to assist in any campaign to depress prices. In his talks with his friends Mr. Keene has for a long time based his discussions of values on the principle that this country is growing in wealth year by year and that those who seek to anticipate the effects of this constant increase in wealth on the securities of railways and industrials will gain the greatest profit in their financial operations.

Suit Against Adrian Iselin, Jr., to Enforce Stockholder's Liability.

The Knickerbocker Trust Company has brought suit in the Supreme Court to enforce a claim against Adrian Iselin, Jr., as a shareholder of the City Trust and Banking Company, a Maryland corporation, for twice the par value of his stock therein. The City Trust and Banking Company went into the hands of receivers in October, 1903. The Kickerbocker Trust Company is a creditor for $49,000.

Jerome Off to Kansas.

District Attorney Jerome starts to-day for Ottawa, Kan., where on Friday he will speak before the Ottawa Chautauqua Assembly. Thomas Lawson of Boston is to be there on the same day. Mr. Jerome is to speak on "Independent Political Reform Movements." Lawson will talk on "Frenzied Finance."

Business Troubles.

William J. Walsh, formerly in the hat business at 12 Washington place, has filed a petition in bankruptcy with liabilities of $77,614 and no assets.

A creditors' petition in bankruptcy was filed yesterday against Jacob Worksman, dealer in bicycles at 36 Vesey street.

MARINE INTELLIGENCE.

MINIATURE ALMANAC THIS DAY.

Sun rises.....4:30 | Sun sets.....7:30 | Moon sets.....8:59

HIGH WATER THIS DAY.

Sandy Hook..8:17 | Gov. I'd.....8:49 | Hell Gate....10:42

Arrived—MONDAY, July 3.

U. S. Collier Abarenda, Norfolk, July 2.
Ss Statendam, Rotterdam, June 24.
Ss Minneapolis, London, June 24.
Ss Finland, Antwerp, June 24.
Ss Astoria, Glasgow, June 24.
Ss Prinzessin Alice, Lisbon, June 14.
Ss Excelsior, Hamburg, June 18.
Ss Buenos Aires, Havana, June 30.
Ss Philadelphia, Porto Cabello, June 23.
Ss Manzanillo, Guantanamo, June 16.
Ss Curityba, Maianzas, June 16.
Ss Bradford, Port Antonio, June 28.
Ss Kingswell, Cibarien, June 27.
Ss Aragon, Georgetown, June 30.
Ss City of Memphis, Savannah, June 30.
Ss Proteus, New Orleans, June 28.
Ss El Rio, Galveston, June 27.
Ss Hamilton, Norfolk, July 2.
Ss Manna Hata, Baltimore, July 1.
Bark Onaway, Buenos Ayres, May. 7.

ARRIVED OUT.

Ss Kroonland, from New York at Dover.
Ss Minnetonka, from New York at London.
Ss Koenigin Luise, from New York at Gibraltar.
Ss Heilig Olav, from New York at Copenhagen.
Ss Numidian, from New York at Glasgow.

SAILED FROM FOREIGN PORTS.

Ss Cretic, from Genoa for New York.
Ss Pennsylvania, from Boulogne for New York.

OUTGOING STEAMSHIPS.

	Sail To Mail Close.	Vessels Sail.
Kaiser Wilhelm der Grosse, Bremen	6 30 A M	10 00 A M
Armenian, Liverpool	.....	3 00 P M
Algonquin, Charleston	.....	3 00 P M
Hamilton, Norfolk	.....	3 00 P M
El Norte, Galveston	.....	3 00 P M
Sail To-morrow.		
Oceanic, Liverpool	4 00 A M	7 30 A M
Noordam, Rotterdam	7 30 A M	10 00 A M
United States, Copen'g'n	11 00 A M	2 00 P M
Citta di Napoli, Naples	9 30 A M	12 00 M
Valdivia, Hayti	9 30 A M	12 00 M
New York, Santo Domingo	12 30 P M	3 00 P M
Byron, Pernambuco	7 00 A M	10 00 A M
Seguranca, Colon	9 30 A M	1 00 P M
Bermudian, Bermuda	9 00 A M	11 00 A M
Lampasas, Galveston	.....	3 00 P M
Proteus, New Orleans	.....	12 00 M
Princess Anne, Norfolk	.....	3 00 P M
Sail Thursday, July 6.		
La Gascogne, Havre	7 00 A M	10 00 A M
Bluecher, Hamburg	.....	8 30 A M
Ultonia, Liverpool	.....	4 00 P M
Parisian, Glasgow	.....	1 00 P M
Romanic, Azores	10 00 A M	12 00 M
Grangenfse, Para	12 00 M	3 00 P M
Vigilancia, Havana	9 00 A M	12 00 M
Niagara, Progreso	12 00 M	3 00 P M
Maracas, Grenada	10 00 A M	12 00 M
Prins Willem II., Hayti	11 00 A M	1 00 P M
Algonquin, Charleston	.....	3 00 P M
Jamestown, Norfolk	.....	3 00 P M
El Valle, Galveston	.....	3 00 P M

INCOMING STEAMSHIPS.

Due To-day.		
Turbo	Hamburg	June 16
Algonquin	Jacksonville	June 28
Georgic	Liverpool	June 23
Chicago City	Swansea	June 19
Gerty	Gibraltar	June 19
Amazonense	Barbados	June 26
Advance	Colon	June 27
Sarnia	Kingston	June 28
Fontabelle	Barbados	June 28
Kaiser Wilhelm II	Bremen	June 27
Barbarossa	Bremen	June 24
Calabria	Naples	June 21
Concho	Galveston	June 28
Morro Castle	Havana	July 1
Comanche	Jacksonville	July 1
Due To-morrow.		
Majestic	Liverpool	June 28
Coronia	Liverpool	June 27
Princess Irene	Gibraltar	June 26
Apache	Jacksonville	July 2
Due Thursday, July 6.		
Batavia	Hamburg	June 24
British Princess	Antwerp	June 24
Margavi	Trinidad	June 28
El Dia	Galveston	June 29
Due Friday, July 7.		
La Savoie	Havre	July 1
Sicilia	Naples	June 22
Havana	Vera Cruz	June 29
El Cid	Galveston	June 29
El Dorado	New Orleans	July 2
Alamo	Galveston	July 1
Due Saturday, July 8.		
Lucania	Liverpool	July 1
St. Louis	Southampton	July 1

PROPOSALS.

ENGINEER OFFICE, U. S. ARMY, Room 2, Custom House, Norfolk, Va., July 1, 1905. Sealed proposals for dredging harbor at Cape Charles City, Va., will be received here until 12 M., Aug. 3, 1905, and then publicly opened. Information furnished on application. E. EVELETH WINSLOW, Capt., Engrs.

U. S. ENGINEER OFFICE, Baltimore, Md., June 3, 1905.—Sealed proposals for dredging rivers and harbors on east shore of Chesapeake Bay, Md., will be received here until noon, July 5, 1905, and then publicly opened. Information furnished on application. R. L. HOXIE, Lt. Col. Engrs.

Swift & Company's sales of fresh beef in New York City for week ending Saturday, July 1, 1905, averaged 7.44 cents per lb.—*Adv.*

FINANCIAL. | FINANCIAL.

SEABOARD AIR LINE RAILWAY

To the Holders of Certificates of Deposit of the Morton Trust Company for voting trust certificates of the Seaboard Air Line Railway:

The undersigned Committee hereby gives notice of its decision that the assent of enough of the holders of voting trust certificates representing stock of Seaboard Air Line Railway has been obtained to warrant it in declaring effective the Modified or New Plan set out in the Change or Modification of Plan, dated May 16, 1905, a copy of which was filed with the Morton Trust Company on May 17, 1905, and that it has declared such Modified or New Plan effective.

The Holders of Voting Trust Certificates for 503,208 shares of Seaboard Air Line Railway out of a total representing 609,000 shares outstanding, being over 82½% thereof, have assented to the Modified or New Plan.

Holders of Morton Trust Company certificates who have not surrendered their certificates for exchange are hereby notified to surrender them to the MORTON TRUST COMPANY, New York; CONTINENTAL TRUST COMPANY, Baltimore, Md., or OLD COLONY TRUST COMPANY, Boston, Mass., and receive their new securities.

The Committee, having declared the Plan operative and practically completed its work, will accept no further deposits.

Dated New York, June 26, 1905.

THOMAS F. RYAN, Chairman,
JAMES A. BLAIR,
ERNST THALMANN,
JAMES H. DOOLEY,
T. JEFFERSON COOLIDGE, JR.,
C. SIDNEY SHEPARD,
S. DAVIES WARFIELD,
Committee.

JAMES BYRNE,
SAMUEL UNTERMYER,
FRED'K B. VAN VORST,
Counsel.

N. S. MELDRUM, Secretary,
38 Nassau Street, New York City.

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Fortunes will be made surer and quicker than ever. Some stocks will advance enormously, many will go down amazingly rapid against the bull move. Others will be dead right through this bull market, and cost you interest and regrets and loss of judgment.

Where will the great money be? We know and will continue to know, as all our resources will be devoted toward paying for the right kind of information for our subscribers.

We know of three big moves to come off at once. To demonstrate our knowledge and sincerity we hereby publicly announce one by fearlessly and unreservedly advising immediate purchases of

Union Pacific

for 145 before August 24, and to keep buying it on every two point reaction until it sells there, regardless of Russia, Sweden and Norway or other unfavorable news. Reasons to be given in our next letters.

We claim they will be superior to any others heretofore published in Wall Street. Our monthly letter of advice is $15 per month, payable in advance; telegraph service, $30 per month, payable in advance, including daily letter and all prepaid telegrams. Remittances to be made to Carsten Boe, treasurer Speculators' Bureau, 44 Trinity place, New York.

Stock brokers will find our letters of special advantage to their interest. Speculators, trust companies, bankers, railroad presidents and investors will find our service of great value, as no pool or clique will ever be able to buy our pages—the usual custom thus broken.

Mr. Carsten Boe, the well known financial writer, will give his active attention to our news service and telegraph advices, and the benefit of his large operations and clear opinions will be exclusively given to the subscribers of the Speculators' Bureau.

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Try a subscription and judge for yourself. You will find that no speculator can afford to do without our service. If not profitable, stop at once. Never continue a losing deal, is our motto, and strict, fair business methods our fundamental principle.

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STEAMBOATS.

BOSTON AND POINTS IN NEW ENGLAND

FALL RIVER LINE for Newport, Fall River, Boston and all Eastern and Northern Points. Leave Pier 19, N. R., foot of Warren St., week days and Sundays, at 5:30 P. M. Strs. PRISCILLA and PURITAN. Orchestra on each.

PROVIDENCE LINE for Providence, Boston, East and North. Leave Pier 18, N. R., foot Murray St., week days only, at 6:00 P. M. Strs. PROVIDENCE (new) and PLYMOUTH. Orchestra on each.

NEW BEDFORD LINE for New Bedford, Cottage City and Nantucket. Leave Pier 40, N. R., foot Clarkson St., week days only, at 6:00 P. M. Strs. MAINE and NEW HAMPSHIRE.

NORWICH LINE for New London, Block Island, Norwich, Stonington, Watch Hill, Narragansett Pier, Worcester, East and North. Lve. Pier 40, N. R., foot Clarkson St., week days only, 6:00 P. M. Strs. CITY OF LOWELL and CHESTER W. CHAPIN.

NEW HAVEN LINE for New Haven, Springfield, and North. Week days Str. RICHARD PECK lvs. Pier 20, E. R., 2:45 P. M. foot 31st St., E. R., 3:00 P. M. Steamer CITY OF LAWRENCE lvs. Pier 20, E. R., 12:00 midnight. Sundays, Str. RICHARD PECK lvs. Pier 20, E. R., 9:30 A. M., foot East 31st St. 9:00 A. M. return, due New York 8:45 P. M. SPECIAL NOTICE—On Tuesday, July 4th, Str. RICHARD PECK will leave New York at 9:30 A. M., foot 31st St., E. R., 10:00 A. M., instead of 2:45 and 3:30 P. M. as usual. The trip from New York at 12:00 night will be omitted.

Tickets and Staterooms, all lines, at 3 Park Place, 261, 673, 1183 and 1354 Broadway, 25 Union Sq., 182 Fifth Ave., 245 Columbus Ave., 273 W. 125th St., 2798 Third Ave., and at Piers, New York: 342 and 860 Fulton St., and 390 Broadway, Brooklyn.

HUDSON RIVER BY DAYLIGHT

Palatial steamers "NEW YORK" and "ALBANY" of the Hudson River Day Line, fastest and finest river boats in the world.

Leave Brooklyn, Fulton St. (by Annex), 8:00 A.M.
" Desbrosses St. Pier ..... 8:40 "
NEW PIER WEST 42D ST ..... 9:00 "
West 129th St. ..... 9:20 "

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New Jersey Central

SANDY HOOK ROUTE

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From Pier 81, Foot W. 42d St.: 9.00, 9.35, 10.30 a.m., 12.30, 1.30, 3.00, 4.15, 5.40, 7.45 p.m.; Sundays, 9.25 a.m., 12.35, 3.35, 7.45 p.m.

From Pier 10, Foot Cedar St., N.R.: 9.20, 10.00, 11.00 a.m., and 1.00, 2.00, 3.45, 4.45, 6.00, 8.10 p.m.; Sundays, 10.00 a.m., 1.00, 4.00, 8.10 p.m.

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Leave New York, Pier 13, E. R., week days, except Saturdays and July 4th, at 6:00 P. M., arriving at Greenport at 6:30 A. M., connecting with Steamer "Montauk," arriving at Block Island at 9:30 A. M.

Saturdays, leave at 1:30 P. M., arrive at Shelter Island 5:30 P. M., Block Island 7:00 A. M. On these days steamer from New York runs through to Block Island.

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For Catskill, Hudson, Coxsackie, Cairo, Palenville, Haines Corners, Tannersville, week days, 6 P. M. from Christopher street, 7 P. M. from W. 129th st. Extra boat Saturdays, 1:30 P. M. from July 1. Special trains for Catskill Mountain points. Handsome illustrated Booklet mailed free.

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OCEAN STEAMERS.

AMERICAN LINE.
PLYMOUTH—CHERBOURG—SOUTHAMPTON.
Sailing Saturdays, 9:30 A. M., Pier 15, N. R.
New York.....July 8 | Philadelphia.....July 22
St. Louis.....July 15 | St. Paul.....Aug. 5

ATLANTIC TRANSPORT LINE.
NEW YORK—LONDON DIRECT. Pier 39, N. R.
MINNEAPOLIS.....July 8, 10:00 A. M.
MINNEHAHA.....July 15, 4:00 A. M.
MINNETONKA.....June 27, 10:00 A. M.
MESABA.....July 29, 9 A. M.

RED STAR LINE.
To Liverpool via Queenstown.
From Piers 51-52, North River.
Sailing Saturdays at 10:30 A. M., Pier 14, N. R.
Finland.....July 8 | Kroonland.....July 22
Vaderland.....July 15 | Zeeland.....July 29

WHITE STAR LINE.
NEW YORK—QUEENSTOWN—LIVERPOOL.
Sailing Wednesdays and Fridays, Pier 48, N. R.
Oceanic, July 5, 7:30 A. M. | Baltic.....July 26, 1 P. M.
Majestic, July 12, 10 A. M. | Teutonic, Aug. 2, 10 A. M.
Cedric.....July 19, 8 A. M. | Celtic.....Aug. 8, 8 A. M.
BOSTON—QUEENSTOWN—LIVERPOOL.
Republic.....July 6, Aug. 10, Sept. 7
Cymric.....July 13, Aug. 17, Sept. 14
Arabic.....July 20, Aug. 24, Sept. 21
VIA THE MEDITERRANEAN AZORES.
FROM NEW YORK.
ROMANIC.....July 6, noon
CRETIC.....July 27, noon, Sept. 26, Nov. 4
FROM BOSTON.
CANOPIC.....Aug. 5, 1:30 P. M., Sept. 16, Oct. 28
ROMANIC.....Oct. 7, 4:30 P. M., Nov. 18

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Passenger offices, 9 Broadway.
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ANCHOR LINE.
Glasgow via Londonderry.
Astoria.....July 8, noon | Furnessia.....July 12, noon
Columbia, July 15, 2 P.M. | Caledonia, July 29, 3 P. M.
Cabin, $55; Second Cabin, $37.50; Third Class, $27.50 and upwards, according to accommodation and steamship. For tours and information apply to HENDERSON BROTHERS, 17 and 19 Broadway.

RAILROADS

PENNSYLVANIA RAILROAD.

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

☞ The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station.

FOR THE WEST.

*7.55 A. M. CHICAGO SPECIAL.
*10.55 A. M. THE PENNSYLVANIA LIMITED—23 hours to Chicago.
*10.55 A. M. ST. LOUIS LIMITED. For Cincinnati and St. Louis.
*1.55 P. M. CHICAGO, CINCINNATI AND ST. LOUIS EXPRESS.
*3.55 P. M. THE PENNSYLVANIA SPECIAL. 18 hours to Chicago.
*4.55 P. M. CHICAGO LIMITED.
*5.55 P. M. ST. LOUIS AND CINCINNATI EXP.
*5.55 P. M. WESTERN EXPRESS.
7.55 P. M. PACIFIC EXPRESS.
*8.25 P. M. CLEVELAND AND CINCINNATI EXP.
*9.55 P. M. PITTSBURG SPECIAL.

WASHINGTON AND THE SOUTH.

7.55, 8.25, *9.25, *9.55, *10.55 a. m., 12.25, *12.55, 2.10 (*3.25, "Congressional Limited"), *3.25, *4.25, *4.55, 9.25 p. m., 12.10 night. Sunday, 8.25, *9.25, *10.55 a. m., 12.25, *12.55, (*3.25 "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.