AUTO FALLS INTO BROOK.

ONLY WOMAN DRIVER IN GLIDDEN TOUR HAS MISHAP.

In Avoiding Collision With Harlan W. Whipple's Car on a Narrow Bridge, Mrs. Cuneo's Machine Breaks Guard Railing—She Continues Journey Unhurt

Mrs. Joan Newton Cuneo of Richmond Hill, L. I., was the first of the Glidden tourists to come to grief, her car and its occupants being tumbled into a shallow brook near Greenwich, Conn., just before noon. Mrs. Cuneo was the only woman driver who started away from the Automobile Club of America's headquarters at Fifth avenue and Fifty-eighth street yesterday morning, being one of the latest starters, just before 10 o clock. She is a skilled and resourceful driver and her husband has such faith in her ability that he recently offered to back his wife for $1,000 in a track race against any other woman driver. When she began what was intended as a journey of two weeks Mrs. Cuneo's white car carried as passengers her husband, Andrew Cuneo, Miss Disbrow and Lewis Disbrow.

The accident occurred at the bottom of a long incline east of Putts Hill in the town of Greenwich. The available roadway at this point is narrow, one side being torn up to put in telephone conduits, while there are trolley tracks on the other side. Mrs. Cuneo had been following Harlan W. Whipple, former president of the American Automobile Association, who had his wife and Mr. and Mrs. Winthrop E. Scarritt with him in his Pierce car.

Just as Mr. Whipple's car began to le ave the bridge over Brothers Brook the men employed in the conduit laying signaled that a blast was about to be set off and Mr. Whipple backed his big car onto the bridge. Mrs. Cuneo was about three hundred yards behind and the Whipple car was hidden by a bend in the road so that her car gathered quite some speed before she could have discovered that the big Pierce was at a standstill.

Several workmen tried to stop her by waving red flags, but for some reason Mrs. Cuneo kept on. She tried to squeeze between Mr. Whipple's car and the bridge railing, and one of the hubs of her machine struck a post of the railing. The passengers were thrown onto some bushes that broke their falls and were uninjured, while Mrs. Cuneo, sticking to her post like a good engineer, accompanied her machine in its six foot tumble into the shallow stream.

The car fell so that Mrs. Cuneo was wedged between it and the bottom of the stream, and comparatively helpless as she was she tried to shut off the steam and put out the fire. Her husband and Mr. Disbrow pulled her out of the uncomfortable position she was in and then with the help of some of the conduit layers the car was righted and hauled back onto the road. The steering wheel, mud guards and water tank were damaged, but after an hour had been spent in fixing the machine Mrs. Cuneo again took her seat and expressed herself as being quite confident of not only reaching Hartford, the stop for last night, but that she knew no good reason why she could not and would not continue to stay with the others on their two weeks journey.

In all forty-two entries had been made for the 1,000 mile journey of two weeks duration. Those who will not take part are James L. Breese, New York, who is in Europe; R. P. Scott of Baltimore, detained by personal business at home; W. B. Hulburt, New York, who could not get a car; Sidney B. Bowman, New York, too busy, and C. J. Glidden, donor of the cup, who was unable to bring his car with him from Singapore and will follow the tourists by rail to each of the stopping places. Eliot C. Lee, president of the American Automobile Association, will join the party in Boston to-night, as will Louis R. Speare, president of the Newton Automobile Club, if he can get his car ready. Robert Lee Morrell, chairman of the A. A. A. racing board, got away just after 10 o'clock for a loss of ten points and A. A. Grout of Orange, Mass., also lost ten points because he could not get his new gasoline machine out of the Harlem express station in time.

The first ones to get away were Harold L. Pope, Charles E. Walker, Albert L. Pope and Walter C. White, who left at two minutes after 8 o'clock. E. H. Cutler, E. A. Gilmore, E. H. Woods and J. C. Kerrison, all New Englanders, were the next ones to leave and the others started at different times up to 10 o'clock, after which these leaving were penalized ten points. There were quite a few women in the cars, among them being Mrs. W. E. Scarritt, Mrs. Harlan W. Whipple, Mrs. G. N. Pierce, Miss Moody, Mrs. W. C. Temple, Mrs. E. A. Gilmore, Mrs. Robert Lee, Morrell, Mrs. Hugh Thomas, Mrs. J. P. Holland, Mrs. Julius Mellin and Mrs. William A. Lamson. Mrs. Hutchinson was to join her husband at Boston.

The full list of those who will try for the trophy and the numbers of their cars is as follows:

1. Eliot C. Lee, Boston—10 h. p., White, 2 passengers.
2. H. W. Temple, Pittsburg—40 h. p. Pierce, 4 passengers.
3. H. W. Whipple, Andover—35 h. p., Peerless, 4 passengers.
5. Augustus Post, New York—15 h. p., White, 2 passengers.
6. Carl H. Page, New York—15 h. p., White, 4 passengers.
9. C. J. Edwards, Brooklyn—30 h. p., Cadillac, 4 passengers.
10. G. Oliver Cooper, Hopedale—22 h. p., Packard, 2 passengers.
12. A. W. Church, New York—35 h. p., Deeauville, 3 passengers.
14. Percy S. Pierce, Buffalo—28 h. p., Pierce, 5 passengers.
15. Harold L. Pope, Hagerstown—12 h. p., Pope-Tribune, 3 passengers.
16. C. E. Walker, Hartford—18 h. p., Pope-Hartford, 4 passengers.
17. Albert L. Pope, Hartford—45 h. p., Pope-Toledo, 4 passengers.
18. Benjamin Briscoe, Tarrytown—10 h. p., Maxwell, 5 passengers.
19. J. D. Maxwell, Tarrytown—8 h. p., Maxwell, 2 passengers.
20. R. C. Pardee, New York—16 h. p., Maxwell, 3 passengers.
21. S. E. Hutchinson, Philadelphia—60 h. p., Panhard, 5 passengers.
22. Mrs. John N. Cuneo, Richmond Hill—15 h. p., White, 5 passengers.
23. E. H. Woods, Boston—18 h. p., Napier, 3 passengers.
24. E. A. Gilmore, Boston—18 h. p., Rambler, 5 passengers.
25. G. H. Lowe, Boston—15 h. p., White, 5 passengers.
26. W. C. White, Cleveland—15 h. p., White, 5 passengers.
28. R. L. Morrell, New York—40 h. p., Locomobile, 5 passengers.
29. S. D. Stevens, Rome, N. Y.—20 h. p., Darracq, 3 passengers.
30. Hugh Thomas, New York—8 h. p., Maxwell, 2 passengers.
31. R. E. Olds, Lansing—16 h. p., Reo, 4 passengers.
32. R. M. Owen, New York—16 h. p., Reo, 5 passengers.
33. J. C. Kerrison, Boston—24 h. p., Cadillac, 5 passengers.
34. E. H. Fitch, Montclair—15 h. p., White, 4 passengers.
35. E. H. Cutler—15 h. p., Knox, 3 passengers.
36. W. N. Epping, Pittsburg—15 h. p., White, 5 passengers.
37. A. A. Grout, Orange—30 h. p. (gas), Grout, 3 passengers.
38. Julius Mellin, New Orleans—16 h. p., Knox, 3 passengers.
39. G. H. Tyrrell, New York—15 h. p., White, 3 passengers.
40. W. A. Lamson, New York—15 h. p., White, 4 passengers.
41. Ralph Coburn, Boston—16 h. p., Maxwell, 4 passengers.
42. C. W. Kelsey, Philadelphia—16 h. p., Maxwell, 3 passengers.

HARTFORD, July 11.—Mrs. Joan Newton Cuneo, the only woman driver in the Glidden thousand-mile tour, arrived here all right just at nightfall in spite of her accident.

The features of to-day's run were the fast time by the two early starters, A. L. Pope of Hartford and Walter C. White of Cleveland. The former made the run of 121 miles in 5 hours and 18 minutes and the latter in 5 hours and 23 minutes. Both started shortly after 3 o'clock this morning.

At 9 o'clock to-night, the hour when the cars were checked in for the night, thirty out of the thirty-three starters had registered. The last arrival was Robert Lee Morrell, chairman of the A. A. A. racing board, who was delayed by business in New York. He made the run in very fast time, partly after dark, and reached the hotel just before the registry closed.

The two baggage trucks, the use of which was something of an experiment, gave a creditable performance, safely carrying the trunks and hand baggage of the tourists and arriving in about six and seven hours respectively. To-night there was a banquet at the Allyn House, at which speeches were made by Charles J. Glidden, Col. George Pope and others. To-day the route will lead through Springfield and Worcester to Boston.

Chicago Whist Players Win.

CHICAGO, July 11.—Chicago took the first trick by winning the Brooklyn trophy from the other players who have gathered at the Auditorium Hotel to take part in the American Whist League's tournament.

The tournament will last a week. The Hamilton trophy carries with it the championship of the United States, and play for that prize began to-day. Teams of four members apiece represent all the principal whist clubs of the country in the competition for the Hamilton trophy.

Over 100 players are here from all parts of the United States and Canada.

CITY REAL ESTATE.

Doubtful Questions of Title

Doubtful questions of title are submitted to the most careful scrutiny and are referred to the Committee of Counsel, which is composed of the best known real estate conveyancers in the city. Applicant has selection of counsel should he so desire.

CAPITAL and SURPLUS $9,000,000

Lawyers Title Insurance and Trust Company

37 Liberty St., Manhattan. (Title Department).
59 Liberty St., Manhattan. (Trust Department).
38 Court St., Brooklyn.

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II.

Q.—What are the advantages to an investor of a Mortgage Bond over a Guaranteed Mortgage?

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Fourth—Absence of care of a multitude of papers, the Mortgage Bond, being registered if desired.

[To be continued.]

THE MORTGAGE-BOND CO. OF N. Y.
59 Liberty Street.

MIMOSA AGAIN WINS.

American Y. C. Entry Takes Second Race for Manhasset Cup.

The second race of the series for the Manhasset Bay challenge cup was sailed yesterday on the Sound off Milton Point and the defender of the cup, the Mimosa III., representing the American Yacht Club, was again the winner. The race was a very spirited one and was sailed in a spanking breeze from the southwest. It was so strong at times that the boats staggered along with lee rails awash and they all made fast time over the triangular course. They went twice around the triangle, starting from the Gas buoy off the Scotch Cap, then to Matinicock Point, then to Motts Point and then to the starting line. This triangle was 9¼ miles long and the total distance sailed was 18½ miles. On the first leg it was a reach, on the second a close fetch on the first round, and on the second round a beat, and it was a broad reach home. The Mimosa III. sailed the course in 2 hours 47 minutes, which is remarkably fast going.

Early in the morning there was a flat calm, but soon after 1 o'clock the breeze came from the southwest and was soon blowing quite strong. The committee at once sent the yachts off. The Alert was the first to cross the line. Astern of her was the Nike and last and to leeward of the others was the Mimosa III. The Mimosa at once drew up on the Nike and soon pulled through that yacht's lee and went after the Alert and as pretty a struggle as has been seen for a long time was witnessed. Try as she would the Mimosa could not pass the Alert, and finally Commodore Park gave up trying to draw through that yacht's lee, and dropping astern with the Mimosa he luffed and finally succeeded in passing the Alert to windward and at the first mark the Mimosa led by ten seconds and the Nike was thirty seconds astern of the Alert.

A slight shift in the wind allowed the yachts to almost lay their courses to the second mark. The Mimosa had to make one short hitch to fetch and on this leg she gained 4 minutes 5 seconds while the Alert and Nike sailed a very close race. On the third leg the Mimosa gained 15 seconds more and then they started the second round of the triangle.

On the first leg of this round Mimosa gained 1 minute 15 seconds. Then the wind shifted back to its original quarter and it was a beat to the next mark and the Mimosa increased her lead by 5 minutes, but on the run home she lost 13 seconds, because the wind lightened, and then after she finished it breezed again.

The Mimosa has now 6 points to her credit for the cup, the Alert 4 and the Nike 2, and if by any chance the Alert should win to-day and the Mimosa be the last boat these two will be tied as far as points are concerned. It seems a foregone conclusion that, barring accidents, the Mimosa will win the cup and the trophy will remain in the possession of the American Yacht Club for another season.

	MIMOSA. H. M. S.	ALERT. H. M. S.	NIKE. H. M. S.
Start	1 25 00	1 25 00	1 25 00
First mark	1 49 45	1 40 55	1 50 25
Second mark	2 18 25	1 24 40	2 25 20
Third mark	2 46 10	2 53 00	2 58 40
Fourth mark	3 10 50	3 18 55	3 19 45
Fifth mark	3 31 50	3 55 20	3 56 25
Finish	4 13 07	4 26 24	4 27 35
Elapsed time	2 48 07	3 01 24	3 02 35

The Mimosa III. beat the Alert 13 minutes 17 seconds and the Nike 14 minutes 28 seconds.

Hudson and Mohawk Valley Harness Races.

UTICA, July 11.—A five day meet of the Hudson and Mohawk Valley Circuit was inaugurated here to-day before a crowd exceeding 3,000 persons. The track was in fine condition up to 4 o'clock, when a cloudburst descended on this neighborhood and caused the two races that were started to go over unfinished to to-morrow. The third race on to-day's card, the 2:30 pace, in which there were twelve entries, will also be run to-morrow.

2:30 class, trotting, purse $400 (unfinished).

Ephraim Toodles, b. s. (Earing)	1	1
J. B., b. g. (Rush)	2	2
Timely, b. s. (Snow)	3	3
Gaine, b. g. (Camp)	4	4
Jim Bayard, b. g. (Nicholson)	5	7
Frank Wilkes, b. g. (Cherrier)	8	5
Earl, b. g. (Kirby)	6	6
Col. Osborn, br. s. (Frame)	7	8
J. C. L., b. g. (Larock)	dis.	
Mary C., b. m. (Johnson)	dr.	

Time—2:21¼, 2:18¼.

2:12 class, pacing, purse $400 (unfinished).

La Points, b. m. (Rombaugh)	1	1
John R., b. g. (Bush)	2	2
Mary Dell, ch. m. (Nicholson)	3	3
Al Crane, b. g. (Lyker)	dr.	

Time—2:12¾, 2:13¼.

Rain Stops Harness Races at Bradford.

BRADFORD, Pa., July 11.—After two heats had been paced in the first two events of the opening day of the Lake Erie circuit races in this city, a heavy thunderstorm came up and necessitated the postponement of the card until to-morrow.

2:18 class, pacing; purse, $400;

Uneeda, b. m., by Lee Cuyler (Kelly)	1	1
Minnie Florence, b. m. (Lee)	2	2
Fannie Russell, b. m. (Houghton)	3	4
Golden Thorn, ch. g. (Smith)	5	3
Gene Whitcomb, b. g. (Vanbloom)	4	5
Sewing Machine, s. m. (Biggs)	6	6

Time—2:17¼, 2:17¼.

2:15 class, pacing; purse, $400;

Gitchie Manito, b. s., by Jay Bird (Abrahams)	1	1
Newsboy, g. g. (McGrath)	2	2
Conroy, b. g. (Smith)	3	3
Sapphire, g. m. (Foster)	5	4
Butcher Boy, b. g. (Bodine)	4	6
Maggie S., b. m. (Biggs)	6	5
Olgus, s. g. (Kahler)	7	7

Time—2:17¼, 2:14¼.

Yesterday's Auction Sales.

[At 14 Vesey Street.]

BY JAMES L. WELLS.

181st street, southwest side, lot 16 map of village of East Tremont, 66x150; Matthew Gress vs. George Stolz et al.; due on judgment, $4,102.17, subject to taxes, &c., $2,855.68; to the plaintiff $4,000

BY JOSEPH P. DAY.

Eagle avenue, No. 870, east side, 27 feet south of 161st street, 16.7x71, two story frame dwelling; P. M. Wilkens et al., trustees, vs. Charles Ogden et al.; action 1; due on judgment, $3,437.91; subject to taxes, &c., $587.29; to the plaintiff $3,500

Eagle avenue, No. 868, east side, 43.7 feet south of 161st street, 16.7x71, two story frame dwelling; same vs. same; action 2; due on judgment, $3,437.91; subject to taxes, &c., $556.56; to the plaintiff 3,500

Eagle avenue, No. 866, east side, 60.2 feet south of 161st street, 16.7x71, two story frame dwelling; same vs. same; action 3; due on judgment, $3,437.91; subject to taxes, &c., $556.56; to the plaintiff 3,500

Eagle avenue, No. 864, east side, 76.9 feet south of 161st street, 16.7x71, two story frame dwelling; same vs. same; action 4; due on judgment, $3,437.91; subject to taxes, &c., $556.56; to the plaintiff 3,500

Eagle avenue, No. 862, east side, 93.5 feet south of 161st sstreet, 16.7x71, two story frame dwelling; same vs. same; action 5; due on judgment, $3,437.91; subject to taxes, &c., $555.51; to the plaintiff 3,500

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THE REAL ESTATE MARKET.

PRIVATE SALES, LEASES AND PUBLIC AUCTIONS.

The Abingdon Warehouse in Thirteenth Street, Used by W. & J. Sloane, Figures in an Investment Purchase—Keen Activity in Flats and Tenements.

According to real estate agents on the West Side the season for renting apartment houses is opening this year unusually early. Tenants have learned from experience during the past two summers that, under present housing conditions, it is advisable to look over agents' to let books as early as possible.

The number of apartments for rent on the West Side this year is very small, and rents are being raised to new tenents. Old tenants are generally allowed to remain at last years' figures. This applies to housekeeping apartments especially. In apartment hotels higher rents are, as a rule, being demanded of old as well as of new tenants. For instance, suites of two rooms and bath, which last year cost $1,000, will hereafter cost $1,200 to $1,250.

Most of the new apartment houses in upper Harlem and on Washington Heights that were put under construction last spring are not yet completed. Many of them, however, are renting from the plans, and the prices asked are only a shade less than those which prevail on the West Side.

Private Sales.

THIRTEENTH STREET.—The Abingdon Warehousing Company (United Warehouses Company) has sold No. 421 to 425 West Thirteenth street, a six story fireproof storage warehouse, on plot 73x103.3. The building is leased to W. & J. Sloane for a term of five years from May 1, 1905, at $14,000 a year.

SEDGWICK AVENUE.—Richard M. Montgomery has sold to a builder a plot of six lots on the west side of Sedgwick avenue, 150 feet south of Kingsbridge road, for the Kingsbridge Real Estate Company. The buyer will erect two 75 foot apartment houses.

SEVENTY-FIFTH STREET.—Osk & Edelstein have sold for Israel Crystal No. 313 East Seventy-fifth street, a four story and basement double tenement, on lot 25x102.2.

PARK AVENUE.—Harris Wolf has sold to Block & Feinberg No. 1312 Park avenue, a five story flat, on lot 25.3x73.

SEVENTEENTH STREET.—Frederick Ohmeis has sold to Hyman Claman Nos. 512 and 514 East Seventeenth street, front and rear tenement, on plot 42.5x93.

ALLEN STREET.—H. Brown and M. Tarshes have sold to Michael Josephson No. 167 Allen street, a five story front and rear tenement, on lot 25x87.6.

WILLIAMSBRIDGE.—The Irving Realty Company has sold to Joseph Shapiro a plot, 100x100, at Laconia Park, Williamsbridge.

WEST END AVENUE.—Francis B. Roberts has sold for Mrs. S. Van Rensselaer Cruger to Winchester Fitch the southwest corner of West End avenue and Eighty-first street, a five story American basement dwelling, on plot 25.6x56.

SPRING STREET.—Harry Shwitzer has resold to a builder Nos. 286 and 288 Spring street, two three story tenements, on plot 28.2x100x irregular, adjoining the southeast corner of Hudson street.

LEXINGTON AVENUE.—M. Morgenthau, Jr. & Co. have resold for Leo J. Kreshover to Bernard Naumberg the southeast corner of Lexington avenue and Eighty-seventh street, a five story triple flat, with stores, on plot 100.8x35.2.

FIRST AVENUE.—Harvey P. Miller has sold for Harris Maran & Son two of a row of eight six story flats in course of construction on the west side of First avenue, between Sixty-sixth and Sixty-seventh streets.

FIFTY-SEVENTH STREET.—Abram Bachrach has sold to a Mr. Maier No. 450 West Fifty-seventh street, a five story double flat, on plot 33.4x100.5.

109TH STREET.—Steinmann & Jackson have sold for Friedman & Paschman to Harry Abrams No. 236 to 242 East 109th street, four five story flats, on plot 100x100.11.

HORATIO STREET.—Van Vliet & Place have sold for the estate of John P. Van Buskirk the four story tenement at No. 53 Horatio street, on lot 16x75x36x irregular.

ELEVENTH AVENUE.—Tucker, Speyers & Co. have sold for Susan A. Ludin No. 471 and 473 Eleventh avenue, southwest corner of Thirty-eighth street, two three story buildings, on plot 49.4x100.

120TH STREET.—The firm of J. B. Ketcham, in conjunction with Gerhard Kuehne, Jr., has sold for William Waddell the three story dwelling at No. 153 West 120th street, on lot 18x100.11.

SECOND AVENUE.—Samuel Klang has bought the five story tenement with stores at No. 2053 Second avenue, on lot 26.6x100.

TWENTY-SEVENTH STREET.—Abram S. Jaffer and Samuel Levin have bought the six story tenement with stores at No. 505 West Twenty-seventh street, on lot 25x98.9.

135TH STREET. — The Mishkind-Feinberg Realty Company has sold the plot, 125x99.11, on the north side of 135th street 283 feet west of Fifth avenue to Abraham Goodman, who gives in exchange Nos. 334 and 336 Broome street, a six story tenement, on plot 40x93.4.

THIRD AVENUE.—Richard Dickson has sold for Susan Hagan No. 3311 Third avenue, a three story brick building, on lot 25x123.

UNION AVENUE.—Alexander Grant has sold the southwest corner of Union avenue and 163d street, two five story flats, on plot 90x101.

BROOK AVENUE.—M. Shwitzer has sold for Haber & Dworkowitz to A. Kahn No. 149 Brook avnnue, a four story flat, on lot 25x90.

JEROME AVENUE.—M. Shwitzer has sold for A. Murray to Edward F. Robinson the plot, 106x198, on the east side of Jerome avenue, running through to Cromwell avenue, 87 feet north of 165th street.

Miscellaneous.

J. N. Kalley & Son have sold four acres of waterfront property on Newtown Creek, Long Is and City, near Greenpoint avenue, to a large chemical company.

The Third Church of Christ, Scientist, took title yesterday to the plot, 100x99.11, on the north side of 125th street 285 feet east of Fifth avenue, at a nominal consideration. A new house of worship will be erected.

The Manhattan building plans include two six story flats, to cost $90,000, for Newmark & Jacobs, on the south side of 148th street, twenty-five feet east of Convent avenue, two five story flats, to cost $84,000, for the McKinley Construction Company, on the north side of 151st street sixty-two feet west of Convent avenue, and two five story flats, to cost $84,000, for Murray & Hill, on the east side of St. Nicholas place 225 feet west of 150th street.

The Bronx plans included two six story flats with stores, $75,000; a five story flat, $50,000; five two story dwellings, $23,500; a three story dwelling, $25,000; a two story and attic dwelling, $6,500, and two three story tenements, $16,000.

Pease & Elliman were the brokers in the lease of Weedlawn, the country estate of the late Judge Hilton at Saratoga Springs, N. Y., to Clarence H. Mackay. Weedlawn is one of America's notable country places. It consists of about 1,200 acres.

CITY REAL ESTATE.
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COLONIAL COTTAGES, $4,500. MANSIONS, $6,500. TERMS VERY EASY.
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Lexington Ave., near Marcy Ave.
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Fine two-family house; 2 story and basement brick; good location; steam heat; beautifully decorated and contains 10 rooms and 2 baths; a bargain; price, $5,500; easy terms. JOHN C. GILES, 1628 FLATBUSH AV., BROOKLYN.

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overlooking Lower Bay, handsomest suburb Greater New York; houses with hardwood trim, decorate; $4,500 up. WALTER L. JOHNSON, 18th av. and 86th st., Brooklyn.

NEW CORNER ON KINGSTON AV., corner St. John's place; three stores and two apartments; rentals, $1,960; price $18,000; special. TEMPLE REALTY CO., 263 Kingston av., Brooklyn.

NEW HOUSE; seven rooms; all improvements; 5 cents; 35 minutes from New York. WM. J. CHITTY, 143 Maiden lane, New York.

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NORWICH LINE for New London, Block Island, Norwich, Stonington, Watch Hill, Narragansett Pier, Worcester, East and North. Lve. Pier 40, N. R., ft. 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. 10:00 A. M.; return, due New York 8:45 P. M.
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Hudson River by Searchlight.
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