STREET CAR MAKERS COMBINE

NINETEEN TO UNITE, WITH A $43,000,000 CAPITAL.

E. H. Power and President Van Brunt of Harriman's Furnaceville Company the Promoters—The New Trust Can Build Railroad Cars if Found Advisable.

A company is now being formed to acquire nineteen of the leading street car building companies in the United States and organize a new company, with a capital of $43,000,000. The consolidation embraces nearly all of the plants engaged in the building of street cars in this country.

The promoters are E. H. Power and W. T. Van Brunt, president of E. H. Harriman's Furnaceville Iron Company. Mr. Van Brunt has also been closely associated with Mr. Harriman in other ways. He is president of the St. Joseph and Grand Island Railway.

The news of the consolidation came out yesterday in a circular describing the plan addressed to Kean, Van Cortlandt & Co., the bankers, who will act as syndicate managers and who will float the new securities. The nineteen companies are:

J. G. Brill Company, John Stephenson Car Company, Laclede Car Company, St. Louis Malleable Casting Company, American Car Company, G. C. Kuhlman Car Company, Cincinnati Car Company, St. Louis Car Company, Wason Manufacturing Company, Osgood, Bradley & Sons, John J. Cummings Car Company, Jewett Car Company, J. M. Jones's Sons, agents; Laconia Car Company, McGuire-Cummings Manufacturing Company, Peckham Manufacturing Company, Niles Car Manufacturing Company, Journal Bearing Company, Easy Access Door Company.

The circular does not state the terms at which the companies are to be taken over nor does it state what the new concern will be called. The capital of $43,000,000 will consist of $15,500,000 6 per cent. cumulative preferred stock and $27,500,000 common stock. A $13,000,000 issue of first mortgage and collateral trust sinking fund 5 per cent. thirty year bonds is proposed, $11,000,000 to be issued upon the formation of the company and $2,000,000 to be reserved for future requirements.

The annual average of net earnings of the constituent companies is put at $1,263,391 and the estimated earnings of the first year of the consolidated company will amount to $2,400,000, the promoters say.

The company will be organized and the properties transferred to it under the supervision of the attorneys, Davies, Stone & Auerbach and Guthrie, Cravath & Henderson. It is estimated that the consolidated company will acquire quick assets of $6,400,000 consisting of cash, raw materials, cars and accounts receivable. The company will acquire many valuable patents and patent rights, and by the control of these patents will avoid considerable litigation that has troubled the constituent companies.

Of the advantages of the consolidation the circular says:

"The consolidation will, with the increased capacity which can be easily attained at the several plants by standardization of certain features of construction, and with the combined facilities for economical handling, be able to make great savings in the cost of manufacture and at the same time be in a position to meet the growing demand for cars in every city in this country, as is made evident by the fact that during the last five years (a period during which the income of most industrial enterprises has been subject to enormous ups and downs) the aggregate earnings of the street car building concerns included in the present combination have hardly varied.

"Some of the companies are equipped for the manufacture of and have successfully turned out steam railroad cars, so that the new company is in a position to take up the business of steam railroad car building also should it be found advisable. The companies are likewise in a position to economically turn out steel cars should this be found desirable, though we are advised on competent authority that the advantages of the wooden car over the steel car for street railroad purposes are still such as to make the adoption of steel cars to street railroad uses unlikely to any considerable extent.

"The company will receive contracts from important officials, whereby in the event of their services not being required they shall refrain, either directly or indirectly, from engaging in the business of car construction for periods of, from five to ten years within districts where the operations of the new company will be carried on. Such agreements to thus refrain from entering the excluded territory for carrying on business have been fully sustained in the highest courts.

MARINE INTELLIGENCE.

MINIATURE ALMANAC THIS DAY.

Sun rises.....4:49 | Sun sets.....7:16 | Moon rises...3:24

HIGH WATER THIS DAY.

Sandy Hook..4:43 | Gov. I'd.....5:15 | Hell Gate....7:08

ARRIVED—FRIDAY, July 28.

Ss Vigilancia, Havana, July 25.
Ss Alamo, Galveston, July 22.
Ss Bi Cid, Galveston, July 22.
Ss Northtown, Port Arthur, Tex., July 19.
Ss Catania, Port Arthur, Tex., July 20.
Ss Valdivia, Cape Haytien, July 12.
Ss Bodo, Port Maria, July 18.
Ss Bermudian, Bermuda, July 26.
Ss Hamilton, Norfolk, July 27.
Ss Cheapeake, Baltimore, July 27.
Ss Mascot, Tilt Cove, N. F., July 20.

ARRIVED OUT.

Ss Friedrich der Grosse, from New York at Bremen.

SAILED FROM FOREIGN PORTS.

Ss United States, from Christiansand for New York.

OUTGOING STEAMSHIPS.

Sail To-day.	Mails Close.	Vessels Sail.
Zeeland, Antwerp	8 30 A M	10 30 A M
Campania, Liverpool	9 30 A M	1 00 P M
Caledonia, Glasgow	12 30 P M	3 00 P M
Mesaba, London		9 00 A M
Rhaetia, Hamburg		2 30 P M
Monterey, Havana	10 00 A M	1 00 P M
Silvia, Newfoundland	7 30 A M	11 00 A M
Zulia, Caracas	8 30 A M	12 00 M
Osamo, Porto Rico	9 00 A M	12 00 M
Altai, Jamaica	8 30 A M	12 00 M
Grenada, Grenada	10 00 A M	1 00 P M
Grande Nassau, Param'bo	10 00 A M	1 00 P M
El Rio, Galveston		3 00 P M
Hamilton, Norfolk		3 00 P M
El Monte, New Orleans		3 00 P M
Concho, Galveston		3 00 P M
Sail Monday, July 31.		
Jefferson, Norfolk		3 00 P M
Apache, Charleston		3 00 P M
Sail Tuesday, Aug. 1.		
Kronprinz Wilhelm, Bre'm	3 30 A M	6 00 A M
Pannonia, Naples		12 00 M
Jamestown, Norfolk		3 00 P M

INCOMING STEAMSHIPS.

Due To-day.		
Brooklyn City	Swansea	July 14
El Dorado	New Orleans	July 22
Celtic	Liverpool	July 21
St. Paul	Southampton	July 22
La Touraine	Havre	July 22
Umbria	Liverpool	July 22
Sicilia	Gibraltar	July 15
Seguranca	Colon	July 22
Arapahoe	Jacksonville	July 26
Niagara	Havana	July 25
Due To-morrow.		
Bluecher	Hamburg	July 21
Parisian	Glasgow	July 21
Proteus	New Orleans	July 25
Moorish Prince	Barbados	July 23
Maracas	Grenada	July 23
Due Monday, July 31.		
Koenigin Luise	Gibraltar	July 22
Finland	Antwerp	July 22
Bremen	Bremen	July 22
Minneapolis	London	July 22
Potsdam	Rotterdam	July 22
Philadelphia	La Guayra	July 22
El Sud	Galveston	July 22
Due Tuesday, Aug. 1.		
Astoria	Glasgow	July 22
El Sigio	Galveston	July 26
Due Wednesday, Aug. 2.		
Kaiser Wil'm der Grosse	Bremen	July 25
Caronia	Liverpool	July 26
Oceanic	Liverpool	July 26
Georgia	Naples	July 18

TRANSPACIFIC MAILS.

The final connecting mails close at the General Post Office, New York, as follows:

Hawaii, Japan, Corea, China and Philippine Islands, via San Francisco, 6 P. M., July 28, per steamship Coptic.

Hawaii, via San Francisco, 6 P. M., July 29, per steamship Nebraskan.

Tahiti and Marquesas Islands, via San Francisco, 6 P. M., Aug. 1, per steamship Mariposa.

New Zealand, Australia (except West), New Caledonia, Samoa, Hawaii and Fiji Islands, via San Francisco, 6 P. M., Aug. 5, per steamship Sonoma.

Japan (except Parcels Post Mails), Corea, China and Philippine Islands, via Vancouver and Victoria, B. C., 6 P. M., Aug. 8, per steamship Empress of Japan.

Hawaii, Japan, Corea, China and Philippine Islands, via San Francisco, 6 P. M., Aug. 11, per steamship Siberia.

GOSSIP OF WALL STREET.

The strength of the dull market in the early part of the week was so impressive to those who were in doubt as to the trend of prices that yesterday's demonstration was all that was needed to convince many that this is really a bull market. Many followers of the market profess to form their opinions of the course of prices from statistical information as to the crops, the metal markets, railway earnings, the money market and foreign trade, but in reality their opinions are molded for them by the record of speculation on the ticker tape. The heavy selling of Union Pacific and the Steel stocks early in the month made a great many commission houses very cautious about putting their customers into the market. They thought it was better to wait. Some urged the selling of stocks. But the strength of the market this week, especially in the same stocks which led the reaction several weeks ago, has made the commission houses bullish, and they are looking for considerably higher prices during the next two months.

While some people are wondering whether this is a bull market, stocks are making new record prices.

The Western crowd has come into the market again and has been a large buyer of Union Pacific, Illinois Central, Reading and the Steel stocks. The Western speculators who sold stocks before going north some days ago are all back and all bullish. One thing that makes them bullish is the way the market took the stocks they poured into it early in the month and the difficulty they have in getting them back. Some commentators think we would have a healthier market without some of the plunging speculation that comes from the West, but it is not to be denied that the big Western operators help to make a broad market. The big speculation in Wall Street began with the coming of the new-rich Westerners, who were bubbling over with optimism on the country's future and who wanted a big game to play. It is a noteworthy fact that these Western speculators are seldom found on the bear side of the market. When they can't bull stocks they usually keep out of them. Even their critics admit that they have done a great deal to attract public interest in securities.

"The country must be very prosperous," says the New street philosopher, "for in the past six months it has spent $30,000,000 on a plaything—the automobile."

The market crept forward for three days and then leaped on the fourth. This is the sort of market that gives the most anxiety to those who have sold stocks short. While the market creeps up on moderate transactions, with slight offerings of long stock, those who have made short contracts have no opportunity to cover except at a loss. After several days of a creeping market they get nervous and begin to cover. When this covering of short stock is coincident with general buying, as was the case yesterday, the market advances very sharply, and it sometimes looks stronger to the superficial observer than it really is. The bear party, which believes that the price level is too high, will continue to feel for the top as the market advances. These experimental operations are sometimes very costly, but the rapidity with which money is made on a declining market so attracts the professional bear speculator that he is willing to take successive beatings in his efforts to find the top.

After the publication of the Steel earnings in April the Steel stocks declined about 14 points. Many of the traders, who believe that the Steel stocks should always react after the publication of good earnings, sold these issues when the second quarter's earnings came out this week. They have been unable to cover their sales at a profit. On the day the report was issued the preferred stock closed at 101⅝ and the common at 35⅝. Yesterday the preferred closed at 103⅝ and the common at 38⅝, the highest prices at which these stocks have sold in three months. The action of the common stock, which led the market in activity, was particularly impressive. An hour before the close, after one of the traders had offered 38⅝ for 5,000 shares, it advanced sharply to 38, and at this figure and 38⅛ nearly 40,000 shares came out in the hour, nearly half the transactions being at the top figure.

Lackawanna sold at 404½ after 1,000 shares had sold at 400.

The Gould stocks were active and strong yesterday after many days of sluggishness. Missouri Pacific advanced 2 points, crossing par, on transactions of more than 20,000 shares. Wabash preferred advanced 2⅞ to 41⅞. The other Gould issues advanced on moderate transactions. A reason for the buying of these stocks at this time might be found in the aggressive preparations the Gould people are making for the building of the Western Pacific. Some of the principal railway contractors in the country are now in New York awaiting the opening on Tuesday next of the bids for the building of the mountain sections of the Western Pacific. These bids cover 584 miles of road in California, Nevada and Utah, or about two-thirds of the entire road. The most important section for which bids have been submitted is that through the mountains from Oroville, Cal., to the Nevada State line. The other two sections are from Oakland, Cal., to Oroville, and from Deeth, Nev., to Salt Lake.

The trouble with most people in their speculations is that they are satisfied with enough profit to buy luncheon and will stand loss enough to mortgage a house.

DAILY TREASURY STATEMENT.

WASHINGTON, July 28.—The statement of receipts and expenditures of the Treasury shows:

	This day.	This month.	Fiscal year.
Receipts	$1,980,823	$42,234,080	$42,234,080
Expenditures	1,370,000	58,570,000	58,570,000
Surplus	$490,823	Def$16,336,940	$16,335,940

The receipts from customs to-day were $1,054,676; from internal revenue, $749,859; miscellaneous, $56,308. National bank notes received for redemption, $1,194,354.

The cash statement of the United States Treasurer for July 28 shows:

RESERVE FUND.

Gold coin and bullion	$150,000,000

TRUST FUND.

To redeem outstanding certificates	$894,177,989

GENERAL FUND.

Gold coin and bullion	$47,062,622
Gold certificates	23,891,520
Standard silver dollars	19,460,757
Silver certificates	7,087,300
Silver bullion	3,278,960
United States notes	15,473,744
National bank notes	17,745,574
Subsidiary silver and minor coin	13,734,541
Total	$147,725,019
In national banks	69,863,220
Awaiting reimbursement	153,329
Total	$217,540,568
Liabilities	90,926,695
Cash balance	$126,613,873

Live Stock Market.

FRIDAY, July 28.

Receipts of beeves were 3,841 head, including 80 cars for export alive, 114 for slaughterers and 23 for the market. Good to choice steers were in fair demand and steady; medium and common grades slow to a shade lower; bulls and fat cows steady; medium and common cows slow to easier; one car of cattle unsold. Medium to choice native steers sold at $4.45@$5.35 per 100 lbs.; Texans and Westerns at $3.80@$4.75; bulls at $2.45@$3.10; 1 extra fat bull at $4.85; cows at $1.65@$3.55. Dressed beef in good demand and firm at last reported quotations. Liverpool and London cables quoted live cattle slow at 10¼@11¼c. per lb., dressed weight; refrigerator beef lower at 8¼c. per lb. Exports to-day, 60 sheep; to-morrow, 1,264 beeves and 3,474 quarters of beef.

Receipts of calves were 16 head, all veals, which were sold at steady prices or at $4.50@$7.50 per 100 lbs. for inferior to prime quality. Buttermilks nominally firm. Dressed calves in moderate supply and feeling firm. City dressed veals sold at 8@11½c. per lb., and fancy carcasses at 12c.; country dressed calves at 5@10c.

Receipts of sheep and lambs were 4,356 head, including 1 car for slaughterers and 17 cars for the market. Sheep were steady, and good handy sheep firm; lambs on continued light receipts made a further advance of 25c. and nearly all the stock was cleaned up early. Common to fairly good sheep sold at $3@$4.50 per 100 lbs.; a few head of prime lightweights at $5; good to prime lambs at $7.50@$8; one car at $8.15. Dressed mutton steady at 7@9c. per lb.; dressed lambs firm at 9@12½c.

Receipts of hogs were 2,852 head, all for slaughterers. Nominally a trifle weak. None for sale alive.

FINANCIAL. | FINANCIAL.

JOIN HANDS WITH MAC LEVY

For a fair, square and immensely profitable INVESTMENT in a field for LEGITIMATE, CO-OPERATIVE Money Making that has been tried and proven productive.

MAC LEVY.

I am talking to people having moderate sums of money to invest who are willing to do something for their own benefit. THEY CAN HELP ME AND I CAN HELP THEM—if THEY will I will.

Some men are BORN with a faculty for money-making. I am one of them. I would not say this if I could not prove it.

The Proof I have written a book which I will send free to persons inquiring in good faith. It is entitled: "TEN YEARS—THE STORY OF MY SUCCESS."

My book is just what its title signifies—it tells how I started my business career in 1896, with a capital of $25.00, and what I have accomplished in ten years. Let me sketch the story for you briefly:—

The Story Americans lead a fast business life. They develop brain and neglect muscle. There were, ten years ago, as there are now, hundreds of thousands of prosperous persons willing to pay well for physical strength. I was a strong man then, as I am to-day. I had made a study of Physical Culture—studied it as some men study science. I learned every muscle of the body and just how it acted—experimented with my own muscles and my friends'. My skill became almost that of a wizard.

IT OCCURRED to me that many people would welcome a chance to become strong, and pay for it handsomely. They would—they did—I cleared $1,000.00 the first year. I grew and prospered—prospered with leaps and bounds, until to-day I value my establishment at over $40,000.00 clear.

There are now two branches of my business—THE MAC LEVY INSTITUTE OF PHYSICAL CULTURE and THE MAC LEVY GYMNASIUM EQUIPMENT COMPANY. The latter is comparatively new; hundreds of thousands of dollars are spent on gymnasiums annually; the profits are very large. I intend doing my share of the business, because my equipment is the best and is in demand.

MY SUCCESS has been great in Brooklyn, my home. I have also a tremendous mail business for my Physical Culture courses, and conduct summer establishments at STEEPLECHASE PARK, CONEY ISLAND, and at ARVERNE CASINO, ARVERNE-BY-THE-SEA, L. I. BUT I AM GOING TO EXTEND MY BUSINESS ALL OVER THE UNITED STATES. I am going to erect a fine building to replace my present quarters, 63-65 Clark Street, Brooklyn. I am going to push my gymnasium equipment until it is the greatest and most profitable affair of its kind in the world.

Be My Partner in This Great Enterprise.

I am going to operate in your neighborhood. By helping me you will help yourself. You will profit, as I have profited and will.

SEND FOR MY FREE BOOK. Just a postal card with a request and your address brings it. It will interest you. You have some money—perhaps only a little. You may as well have twenty per cent. as three or four per cent. Write for my book NOW.

Yours, fairly and squarely,
MAC LEVY, President.

THE MAC LEVY COMPANY, Inc.,
63-65 Clark Street, Brooklyn, N. Y.
Dept. F-70.

OFFICIAL LEGAL NOTICES.

ATTENTION is called to the advertisement in the City Record of July 27th to August 9th, 1905, of the confirmation by the Board of Assessors and the entering in the Bureau for the Collection of Assessments and Arrears, of assessments for LOCAL IMPROVEMENTS IN THE BOROUGH OF MANHATTAN:

12TH WARD, SECTION 7. 127TH STREET AND ST. NICHOLAS AVENUE — RECEIVING BASIN, at the northwest corner. 12TH WARD, SECTION 8. WEST 184TH STREET—PAVING AND CURBING, from Broadway to Wadsworth Avenue. TERRACE VIEW AVENUE, SOUTH—PAVING AND CURBING, from the westerly side of Broadway to the westerly side of Kingsbridge Avenue.

EDWARD M. GROUT, Comptroller.
City of New York, July 26th, 1905.

ATTENTION is called to the advertisement in the City Record of July 27th to August 9th, 1905, of the confirmation by the Board of Assessors and the entering in the Bureau for the Collection of Assessments and Arrears, of assessment for LOCAL IMPROVEMENTS IN THE BOROUGH OF THE BRONX:

24TH WARD, SECTION 11. LORILLARD PLACE—REGULATING, GRADING, SETTING CURBSTONES, FLAGGING THE SIDEWALKS, LAYING CROSSWALKS, BUILDING APPROACHES AND PLACING FENCES, from 3rd Avenue to Pelham Avenue.

EDWARD M. GROUT, Comptroller.
City of New York, July 26th, 1905.

STEAMBOATS.

New Jersey Central — SANDY HOOK ROUTE — 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.

New Jersey Coast Resorts — 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.

SITUATIONS WANTED—MALE.

YOUNG MAN, 24 years old, already employed desires to work three or four evenings a week at light bookkeeping or any clerical work; best reference furnished. Address L. A. N. D., box 120 Sun office.

NO EXTRA CHARGE FOR IT.

Advertisements for The Sun and Evening Sun may be left at any American District Messenger Office in the city.

OCEAN STEAMERS. | OCEAN STEAMERS.

ROUTE SELECTED BY THE JAPANESE GOVERNMENT FOR CONVEYING JAPANESE PEACE ENVOYS TO THE UNITED STATES.
S. S. MINNESOTA.
SAILING FROM SEATTLE AUGUST 10TH FOR
JAPAN, CHINA, HONGKONG.
SAFETY, SPEED AND COMFORT.
Great Northern Steamship Company
OPERATING THE NEW TWIN-SCREW STEAMERS
"MINNESOTA" (Length 630 feet). "DAKOTA" (Beam 73 ft. 6 in.)
PASSENGER-ACCOMMODATIONS UNSURPASSED. SHORTEST AND QUICKEST WAY. VERY LOW EXCURSION RATES.
APPLY TO ANY RAILROAD AGENT OR TO
S. J. ELLISON, 413 Broadway, New York. W. W. KING, General Passenger Agent, Seattle, Wash.
W. F. MERSHON, 319 Broadway, New York. C. G. BURNHAM, General Agent, 209 Adams St., Chicago, Ill.

AMERICAN LINE.
PLYMOUTH—CHERBOURG—SOUTHAMPTON.
Sailing Saturdays, 9:30 A. M., Pier 15, N. R.
St. Paul.....Aug. 5 | St. Louis.....Aug. 19
New York.....Aug. 12 | Philadelphia.....Aug. 26

ATLANTIC TRANSPORT LINE.
NEW YORK—LONDON DIRECT. Pier 30, N. R.
MESABA.....July 29, 9 A. M.
MINNEAPOLIS.....Aug. 5, 9 A. M.
MINNEHAHA.....Aug. 12, 3 A. M.
MINNETONKA.....Aug. 19, 8:30 A. M.

RED STAR LINE.
ANTWERP—DOVER—LONDON—PARIS.
Sailing Saturdays at 10:30 A. M., Pier 14, N. R.
Zeeland.....July 29 | Vaderland.....Aug. 12
Finland.....Aug. 5 | Kroonland.....Aug. 19

WHITE STAR LINE.
NEW YORK—QUEENSTOWN—LIVERPOOL.
Sailing Wednesdays and Fridays, Pier 48, N. R.
Teutonic, Aug. 2, 10 A.M. | Cedric...Aug. 18, 8 A. M.
Celtic.....Aug. 4, 8 A. M. | Baltic, Aug. 25, 11:30 A. M.
Oceanic...Aug. 9, 1 P. M. | Teutonic, Aug. 30, 10 A. M.
BOSTON—QUEENSTOWN—LIVERPOOL.
Republic.....Aug. 10 | Arabic.....Aug. 24
Cymric.....Aug. 17 | Republic.....Sept. 7
TO THE MEDITERRANEAN VIA AZORES.
FROM NEW YORK.
REPUBLIC.....Oct. 19, noon; Nov. 30
CRETIC.....Sept. 26, noon; Nov. 4, Dec. 9
FROM BOSTON.
CANOPIC.....Aug. 5, 1:30 P. M.; Oct. 7, Nov. 18
ROMANIC.....Sept. 16, noon; Oct. 28, Dec. 2
Passenger offices, 9 Broadway.
Freight offices, Whitehall Bldg., Battery Place.

CUNARD LINE
To Liverpool via Queenstown.
From Piers 51-52, North River.
Campania...July 29, 1 PM | Lucania.....Aug. 12, 1 PM
Umbria.....Aug. 5, 9 AM | Etruria.....Aug. 19, 8 AM
Caronia.....Aug. 8, 11 AM | Campania....Aug. 26, noon
GIBRALTAR—NAPLES—ADRIATIC.
New Modern Twin Screw Steamers.
PANNONIA.....Aug. 1, noon; Sept. 19
SLAVONIA.....Aug. 29, 2 P. M.
Vernon H. Brown, General Agent.
Apply 29 Broadway, New York.

ANCHOR LINE.
Glasgow via Londonderry.
Caledonia...July 29, 3 PM | Columbia...Aug. 12, 3 PM
Astoria.....Aug. 5, noon | Furnessia...Aug. 19, 11 AM
Cabin, $50; Second Cabin, $35; Third Class, $27.50 and upwards, according to accommodation and steamship. For tours and information apply to HENDERSON BROTHERS, 17 and 19 Broadway.

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. PLYMOUTH and PILGRIM. 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., 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, Strs. 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.
Tickets and Staterooms, all lines, at 3 Park Place, 261, 673, 1185 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 350 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 "
Landing at Yonkers, West Point, Newburgh, Poughkeepsie, Kingston Point, Catskill, Hudson and Albany. Daily except Sunday. Special Trains to Catskill Mtn. resorts and Saratoga, and easy connnections to all points East, North and West. Through tickets and baggage checked at offices of N. Y. Transfer Co. Through rail tickets bet. N. Y. and Albany accepted. Most delightful one day outings to West Point, Newburgh or Poughkeepsie, returning on down boat.
Restaurant open at 7 A. M. MUSIC.
Steamer Mary Powell
Leaving Desbrosses St. at 3:10 P. M. (Saturdays 1:45 P. M.), W. 42d St. 3:30 P. M. (Saturdays 2 P. M.), West 129th St. 3:50 P. M. (Saturdays 2:20 P. M.), for Highland Falls, West Point, Cornwall, Newburgh, New Hamburg, Milton, Poughkeepsie, Rondout and Kingston. Orchestra on board.

PEOPLES LINE
NEW YORK—ALBANY.
Hudson River by Searchlight.
Steamer C. W. MORSE, odd dates July, even dates August, & ADIRONDACK, leave Pier No. 32, N. R., foot of Canal St., 6 P. M., & West 129th St. at 6:30 P. M. week days and Sundays. Direct connection at Albany with express trains for Saratoga, Lake George, Lake Champlain, Adirondack Mountains, Thousand Islands, Niagara Falls, Sharon Springs and all NortWern & Eastern summer resorts. Orchestra on steamers. Automobiles carried. Time table and excursion book free. "Beautiful Hudson by Searchlight," 10c.

"THE NEW LINE"
$1. $1.20 $2.20 — N.Y. to FALL RIVER PROVIDENCE BOSTON
CORRESPONDINGLY LOW RATES TO ALL EASTERN POINTS.
PALATIAL STEAMER "FRANK JONES" sails from Pier 29 (new), East River, foot of Market St., Mondays, Wednesdays and Fridays, at 4.30 P. M. Phone 3106 Orchard.

BY SEA TO MAINE
A COOL, REFRESHING SEA TRIP.
The Ideal Route for Summer Tourists and recreation travel to Portland, Bar Harbor, The Ranges, White Mountains, &c. Unequalled 3-day health giving sea trips. Steamers sail Mondays, 10 A. M.; Tuesdays, Tursdays and Saturdays, 5 P. M. Booklet giving list of tours, hotels and boarding houses in The Summer Playground of America, free on application to Maine S. S. Co., ticket office, 290 Broadway, or Pier (New No. 32, East River, New York. Phone 3410 Franklin.
TEN DAY ROUND TRIP TICKETS, $7.00.

TROY LINE
Str. "City of Troy" or "Saratoga" Leave Pier 40, West 10th St., Daily (except Saturday), 6 P. M.
—SUNDAY STEAMER TOUCH AT ALBANY.—
Direct connection at Troy with trains to all points
Dining rooms on main deck. Searchlight display.
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BLOCK ISLAND, ORIENT, GREENPORT, SHELTER ISLAND AND SAG HARBOR,
Via Montauk Steamboat Co.'s Line.
From Pier 13, E. R., week days, except Saturdays, 6:00 P. M.; arrive at Greenport at 6:30 A. M., connecting with steamer "Montauk" for Block Island. Saturdays at 1:00 P. M., and steamer runs through to Block Island. Extra trip Mondays 8:00 A. M. for Sag Harbor.

CATSKILL EVENING LINE.
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 (Onteora) Saturdays, 1:30 P. M. Special trains for Catskill Mountain points. Handsome illustrated Booklet mailed free.

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†*Bluecher, Aug. 3, 11 AM | †Deutschl'd, Au 24, 11 AM
¶Patricia...Aug. 5, 8 AM | Hamburg, Aug. 31, 10 AM
†*Moltke...Aug. 17, 11 AM | †Penns'v'a, Sep. 2, 7:30 AM
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FAST EXPRESS SERVICE.
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Noordam.....Aug. 16 | Rotterdam.....Sept. 6
HOLLAND-AMERICA LINE, 39 Broadway, N. Y.

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.
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*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.
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*8.25 P. M. CLEVELAND AND CINCINNATI EXPRESS.
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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.—8.55 a. m. and 2.55 p. m. week days. Sundays, *7.55 a. m