CORNELL'S CREW WATCHED

THE CHIEF OBJECT OF INSPECTION ON THE VOYAGE OVER.

They Are a Hardy Lot, Are Well Put Together and Are About the Same Height and Weight—Beauty of the Yale and Cornell Men Commented Upon.

Southampton, June 6, 1895.

To the Editor of the JOURNAL AND COURIER:

The steamship "Paris," of the so-called American line, left her dock in New York at 11 a. m. sharp on Wednesday, May 29, and reached her dock in this town on Wednesday, June 5th, at 8:30 p. m., the passage occupying seven days, nine hours and thirty minutes, or about twenty hours more than should have been occupied, considering the superb weather which accompanied the ship from end to end of her journey. What was the matter? That is exactly the question all the passengers were asking—in the present tense of course—but to which no one of them obtained a satisfactory or polite answer, or in fact any answer at all. Even Mr. Cramp, the heroic American ship-builder, was not accorded an investigation. There were rumors thick and black; and plenty of them; and well-grounded apprehension, theories and plausible suppositions founded on the snake-like course of the vessel, the irregular and un-twin-like action of the two screws and the evident favoring of one of them. That something was wrong was most evident. That the officers knew, va sans dire. Now then, to the practical summary. Let a law be passed making imperative the disclosure of the exact condition of every passenger vessel leaving New York harbor, and in time that every passenger may know the risk offered and may decide whether he will take it. Is this not most reasonable and most humane? Should it at least not be demanded of every vessel flying the American flag? The "Paris" starts back two days from now.

If anything of a serious nature have happened to her machinery there will not have been time for thorough repair, nor will there be time in New York before she again starts, perhaps with an equally large and valuable cargo of American citizenship. The American citizen is a very intelligent and wide-awake animal. Given the exact condition of a vessel, he can calculate quite as well as her officers the probabilities of her getting over, and far better than her officers the exact cash value of the risk. The company owes every passenger of the last trip at least a hundred dollars worth of anxiety and delay. If they would unite and push their claim, what a grand lesson to steamship companies! But they won't. That isn't the way of Americans. Already they are all over Great Britain and all over the continent and have probably forgotten by this time even the name of the steamer which brought them across.

During the voyage the Cornell crew was the chief object of inspection and of speculation. They are a hardy lot, well put together and well selected. They are about of a height and of about the same weight. But they are not pretty. There isn't a handsome man in the crowd. Looking at them, the mind, by the instinct of contrast, naturally recalls the beauties who have adorned Yale athletics and then speculates as to the position of aesthetics in athletics. Bob Cook, to whom may be traced the source of modern Yale athletics, is a remarkably handsome man. When his face is illumined by a pleasant smile there is no handsomer face in the United States. Strength and determination are the principle qualities of his expression. He has always kept his beauty well in hand. He has never allowed it to exceed the proper quantity for athletics. He has sacrificed beauty to duty. If he had given his beauty a free rein he might have conquered the hearts of queens and grand-duchesses. But where would have been Yale rowing? Camp, the regenerator of football, is another remarkably handsome man. The beauty of his head, face and shoulders trickles down all over his person. From the bald spot, which crowns his cranium, down to the nethermost filament of his heel, he challenges the Apollo Belvidere. If he had lived in the time of Phidias the state would have condemned him to pose perpetually as a model for statues of the gods of Olympus. The high standard of beauty established by these two great and glorious men has been followed. Not all Yale athletes are beautiful, but on every crew, in every nine, and in every eleven, there has always been at least one beautiful man to impart the element of beauty to the whole body. Sam Hopkins, at first base, was as graceful as a fawn. Sam's beauty is still remembered with tears by neglected virgins. Jule Curtis was, and is, a beauty of the very first water. Every reader will add to the list and be irresistably led to the conclusion that aesthetics and athletics must go hand in hand; that each is essential to the other; that an athlete to be pre-eminently successful must cultivate aesthetics; must strive to be as beautiful as he is strong. The ever presence of beauty is the secret of Yale's ever recurring success. This being established, the next question is how is facial and bodily beauty to be cultivated. Fifty years ago the question would have been scouted as involving an impossibility; but to-day everything is possible. It has been ascertained by repeated experiments that if a rather plain girl of noble features purchase a cast of the head of the Venus de Medici, set it up in her room, and gaze steadily into its eyes a certain number of hours each day, her rather plain features will become more and more like those of the Venus until they emerge from their neglected plainness into the ravish of beauty. If in addition she take lessons in drawing, and make repeated sketches of the Venus, her mind as well as her eyes will be employed in the transformation and the process be materially accelerated. Now there is no reason under heavens why the small features should not undergo a similar change when brought into similar contact with the face of the Apollo Belvidere, the Hermes of Praxiteles or the Apoxyomenos of Sysippos! How much time could be spared for these exercises; and just how much aesthetics each athlete would require are delicate questions, and perhaps can only be decided by long experience. Certainly every athlete should at once be furnished with a bust of some one of the three abovementioned statues and be instructed to spend all his odd and spare minutes in regarding it fixedly until he feels himself pierced and pervaded by its spirit. Moreover, casts of the whole statues should be erected in the gymnasium, on the campus and at the field, so that all college may be moved along in the path of beauty towards the exalted goals of athletes. There is another point in this matter which is of special importance to Yale college. Yale college has an Art school. Every student may not be aware of the fact, but it is nevertheless so. This Art school has been tadpoling for the last twenty-five years. It doesn't seem to know what it is for, where it is at or why it is any way. Now if a place could be made for this moribund concern in the modern procession of athletics, could it not be awakened to utility and be prepared to take the place originally intended for it as a component part of the university? There must be one single idea pervading every institution of learning; and every department of the institution must be in a measure subordinate to that idea. The idea changes from time to time, of course. The present idea is athletics; and the various departments of the university are flourishing just in proportion to their subordination to this idea. By contributing the requisite casts and the requisite instruction the Art school will put itself in touch with the present movement, and that touch will give it back life and growth. Thanks to the Cornell crew for such pious suggestions. Another point that came up on the voyage is this: "Why are persons sailing from New York to Europe always sleepy, and always very wide awake when they are sailing back?" This is very simple. People sailing to Europe are sailing to the east; that is towards the rising sun. Every day they are so much nearer the rising sun. The sun therefore rises earlier each morning by the exact distance traversed since the preceding morning. This in time varies from half an hour to an hour. As everything on ship-board is regulated by the sun, breakfast every morning is from half an hour to an hour earlier than it was the day before. The effect of having breakfast three-quarters of an hour earlier every day can be tried by anybody at home. It is not necessary to go to sea to make the experiment. Say you breakfast at eight. Order it at a quarter-past seven. The first morning wouldn't be so very hard, and you would be inclined to think the thing all nonsense. But keep it up. How long before your sleep economy would be completely demoralized? Its dollars to doughnuts you wouldn't continue the experiment three days. On ship-board you have got to continue it a week. No wonder people are yawning all over the place and wondering what can be the matter. This letter must terminate most abruptly with thousands of things unwritten. The London train has had its breakfast, is wide awake and won't wait for anybody. PERIANDER.

WASTE THAT IS NOT WASTED.

Odd Uses of Things Once Cast Away.

[L. A. M. in New York Evening Post.]

A curious and interesting field of study is afforded in the methods and appliances adopted in recent years for the utilization of what are commonly known as waste products, such as sawdust, old leather, cinders, slag, and other refuse. A use has been found for almost everything of this kind, so that even the once contemned and despised garbage heap has come to have not a little importance from a commercial point of view. Naptha refuse, for example, has been used for a number of years as fuel in the boilers of Russian vessels plying the Caspian Sea, and more recently has been introduced in the vessels of the Black Sea fleet. The substance known as mineral wool, produced from blast-furnace slag, was first made practically available about twelve years ago by a German inventor, but several subsequent improvements have been made in its manufacture, improving the average quality and lessening the cost. The wool is usually made by blowing jets of steam or air against a small stream of molten slag, converting the latter into fine vitrified fibres; but in this process, as heretofore conducted, only a part of the slag is converted into fibre, the rest forming hard granules or shot, which it has been difficult to separate from the fibre, the operation having a tendency to break up the fibres and make several inferior grades of mineral wool. By a recently invented process the entire product of the "blow" is what is known as No. 1 wool, the product being light and soft, uniform in quality, and free from granules or shot. This mineral wool is adaptable to many purposes, more particularly in building, and, among engineers, as a non-conductor of heat.

The only other use made of slag until recently was in road-making, and the supply was so far in excess of the demand that the diminution of the slag heaps was infinitesimal. The construction of a breakwater at the mouth of the Tees in England, and another at the mouth of the harbor at Barrow-in-Furness, stand as lasting memorials of one of the uses which can be made of this mineral waste. The slag used for this purpose is taken away from the furnaces in blocks weighing three and one-half tons each. Slag-castings, for paving, are also now produced under a number of patents for this purpose. Considerable success has attended the efforts of one firm to use the slag for glass bottles; and slag glass, owing to its toughness, is especially suitable for manufacturing into tiles, plates, pipes, slates, etc. Slag shingle, another form, is used for making concrete building blocks.

According to a writer in Engineering, artificial leather, mixed with from 5 to 10 per cent. of sinew and pressed into sheets like ordinary leather cardboard, has been recently made in Germany. Both materials are made separately. The leather pieces are washed, cut, boiled in alkaline lye, neutralized by hydrochloric acid, and finally carefully washed once more to remove all traces of acid. The sinews are treated similarly, but steamed in acid gas until they are like glue. When thus prepared, the materials are mixed, pressed into sheets, and moistened on both sides with a concentrated solution of alum. The upper surface at last receives a thin coat of caoutchouc in solution with carbon bisulphide.

The conversion of common straw into lumber for building purposes is one of the most valuable achievements in the line under discussion. The straw is first reduced to pulp, mixed with cement, and then pressed into solid shapes for practical use. This straw lumber may be ripped with the handsaw or buzz-saw, may be run through the sticker for the manufacture of mouldings, and takes a nail or screw about as well as oak. It may be finished with varnish or with paint, and is susceptible of a high polish. It is practically water and fire proof, being manufactured under 500 degrees of heat, and has been boiled for some hours without any apparent change of structure. Its tensile strength is greater than that of walnut or oak, and its weight about one-fifth greater than the flax fibre—in fact, from any material that will make pulp—and a ton of straw will produce 1,000 feet of boards.

The refuse water from chemical works has received considerable attention in recent years. Not long ago the health committee of Glasgow town council set a worthy example by having a special report presented to them drawn up by duly qualified experts, who were, among other things, to find out the best means of purifying the manufacturing discharges if it should be deemed necessary to treat these or any of them before permitting them to be introduced into the sewage system of the city, or into the river Clyde, and the result of the experiments made were published in a pamphlet. The experts came to the conclusion that the simplest methods of treatment of the refuse water from chemical works, and one which will be found effectual, is to run the waste water over a bed of chalk or limestone of sufficient extent, and that from this deposit various products useful in manufacturing purposes can be obtained. They discovered that a liquid coming out as waste from large sulphur and copper works was intensely acid, and contained an enormous quantity of chloride and sulphate of iron, and after this was purified the oxides formed a sediment, and from these an ochre was prepared—serviceable to paper-makers, paper stainers, linoleum-manufacturers, and others, as well as for the purification of coal-gas.

Many other uses have been discovered for so-called waste substances which can only be briefly mentioned here. Tin dust is now advantageously used for button-making and for other various purposes. Pyrites, formerly a neglected mineral, is now made to yield sulphur. The waste of glass-furnaces is used again, by simple processes, serving a purpose in the manufacture of glass similar to that of rags in paper-making; broken bottles, on being remelted, make an inferior quality of glass, and can be made into a variety of useful and inexpensive articles. Water in which wool has been washed for manufacturing purposes, and which for generations has been allowed to flow away down village streams or rivers is now being passed through various processes, and yields grease and other substances which form a base for soaps and other lubricants. For many years after gas was the happy outcome of a Scotchman's brain the coal-tar was a terrible problem in the hands of gas makers, and now we have out of it rich aniline dyes, which produce those bright and attractive colors found on every dry goods counter, and an almost unnumbered list of articles, including delicate perfumes.

As every one knows, a use has been found for nearly all rubbish accumulated from old buildings undergoing the process of demolition. The waste is very small. Nothing but the old plaster is thrown away, and very little goes into the junk heap except, perhaps, the metal roof, if in very bad condition, and some of the piping. The broken lumber is made into kindling and fire wood, the old bricks are sorted over and used for inferior building purposes. The granite and blue stone, together with old bath-tubs, washbowls, and other plumbers' supplies, find ready sale, and even locks and door-knobs have a value.

Facts have been given sufficient to show that it is not safe in these days to turn up one's nose, as it were, even at so low and despised a thing as a garbage barrel; for there is no telling what useful if not beautiful, things may be made to rise from the barrel under the magic touch of modern science.

The Dangers of Stamp Collecting.

Having successfully disclosed the hygienic dangers inherent in the kiss, the telephone receiver, and the club towel, medical science has now turned its attention to the perils that beset the philatelist's gentle art. The mental efforts of the pursuit have long been known, even to the unscientific observer. According to Dr. Unna, a dermotologist in Vienna, the physical results are infinitely more terrible in their possibilities. A friend of the doctor was recently attacked by a peculiar parasitic growth in the beard. On making a minute examination of some of the hairs, Dr. Unna recognized the disease as "piedra," which is chiefly met with in British Columbia. The doctor's friend had never been in Columbia, but he frequently received letters from correspondents there, and being a collector of postage stamps, he was in the habit of removing them from the letters. In Dr. Unna's opinion the gum on a postage stamp is an excellent material for retaining any disease germ that it may receive from the application of the tongue, and in removing stamps—even when the moistening is done with a sponge—there is always a danger that the collector's fingers may receive and communicate the contamination. Notwithstanding this well-meant warning, however, the philatelist will probably continue to run the risk of catching all the diseases on earth without a tremor.—Westminster Gazette.

REFUSED $12,000 IN GOLD.

Circumstances in Which it Looked as if the Money Might be a Burden.

James Clark, of Old Town, knows a good story in connection with the sinking of the steamship Pacific in the straits of Juan de Fuca in 1875, of which the only survivor was Neil Henley, now of Tacoma. Mr. Henley floated around for hours on a raft after the Pacific was struck by the bark Orpheus. With him on the raft was a man named William Sampson, who became exhausted and sank, Mr. Clark says, with between ten and twelve thousand dollars in a belt around his body. The fact that Sampson had the gold on his person was known to Mr. Clark and a few others only, and it has never been published.

Clark and Sampson were miners together on the Yukon river in Alaska. The mining claim was a rich one and was known in the Yukon district as the Three to One. It was so called because the party that mined and owned it was composed of three white men and a Chinese. They returned to Victoria to spend the first winter after taking out about five thousand dollars apiece in gold, and the next spring when they went back to open up the mine again they found that the floods had swept away all their machinery and they would have to spend a considerable part of the season in making and putting in new machinery to handle the placer deposits. Sampson became discouraged, and he sold his share in the diggings to his partners for about five thousand dollars and returned to Victoria. The Three to One made money that season the same as the season before.

Shortly after Sampson returned to Victoria he shipped on the steamer Pacific, intending to go to San Francisco. He put the gold in a belt around his body, as was the custom in those days. The raft on which he and Henley floated was in reality a chicken coop. Sampson felt he could not last much longer in the heavy sea, which rolled the coop fearfully, and he begged Henley to take the gold. The latter, feeling that he would never live to set foot on shore again, refused to take the belt, and down it went with poor Sampson to the bottom of the sea. Henley was soon picked up. The next day, though, he regretted the loss of his companion on the chicken coop. He also deplored that he had not taken the proffered belt, with its burden of gold.—Tacoma News.

The Only Remedy in the World that Refunds Purchase Price if it Fails to Cure the Tobacco Habit in 4 to 10 Days is

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It Cures While You Continue the Use of Tobacco.

The greatest discovery of the age!

A certain, pleasant, permanent cure.

A lifetime's suffering ended for $5.00.

Why smoke and spit your life away? Why suffer from dyspepsia, heartburn, and drains on your vital forces?

Stop using tobacco, but stop the right way! Drive the nicotine from your system by the use of this wonderful remedy.

NARCOTI-CURE is warranted to remove all desire for tobacco in every form, including Cigar, Cigarette, and Pipe Smoking, Chewing and Snuff Taking.

Use all the tobacco you want while under treatment, and in from four to ten days your "hankering" and "craving" will disappear—the weed won't taste good.

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With NARCOTI-CURE, when you are through with tobacco, you are through with the remedy. One bottle cures.

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HUNTINGTON, Mass., March 18, 1895.

THE NARCOTI CHEMICAL CO., Springfield, Mass.,

Gentlemen:—I have used tobacco for over twenty-five years, chewing and smoking every day from 7 a. m. to 9 p. m., stopping only for meals.

On Monday, February 4, I called at your office in Springfield and bought a bottle of the CURE, which I used as directed, and on the tenth day the desire for tobacco had left me and it has not returned. I did not lose a meal while taking the Cure. My appetite has improved and I consider NARCOTI-CURE a grand thing.

Very respectfully,

CHAS. I. LINCOLN.

Mr. Frank H. Morton of Chicopee Falls, Mass., late Inspector of Public Buildings for Massachusetts, says:

I used tobacco for twenty-five years, and was a confirmed smoker. In just eight days' treatment with NARCOTI-CURE I was through with tobacco, in fact the desire for tobacco vanished like a dream.

Very respectfully,

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If your druggist is unable to give full particulars about NARCOTI-CURE, send to us for Book of Particulars free, or send $5.00 for bottle by mail.

The Narcoti Chemical Co., Springfield, Mass.

Financial.

Considerable Amounts of Long Stock Were Thrown on the Market.

New York, June 27.—Chicago Gas closed at 71 yesterday. To-day sales were made as low as 63⅞ and 63,900 shares of the stock were traded in. The sensational break was due to rumors that the directors will decide to pass the dividend on the stock. Considerable amounts of long stock were thrown on the market and as it is generally understood that the Standard Oil interest has retired from the company the bears had easy work in breaking the stock.

Sugar was another weak spot and fell to 110¼. It lacked support and the street had a rumor that insiders were willing to see lower prices. The railway list was strong during the morning session, the coalers being especially prominent. The old story about a combination to control the anthracite coal production on the lines of the plan adopted by the bituminous coal roads was again revived. The report led to a brisk covering movement and the stocks referred to rose 1¼ to 2½ per cent., Reading selling up to 19⅜, Jersey Central to 102, Delaware and Hudson to 132½, Lackawanna to 164⅜.

Among the low priced issues Wheeling and Lake Erie was the special feature, the common rising to 18¼ and the preferred to 54. The rise in the stocks was due to reports of import deals about to be consummated. New York and New England was feverish, ranging between 48¾ and 51, with the final transactions at 50. Over 5,000 shares of the stock changed hands.

The Trunk lines and grangers were neglected until near the close, when the last named fell off in sympathy with the break in Chicago Gas. Operators are inclined to go slow in railway stocks until something definite is heard regarding the reorganization of the Erie, Reading and Northern Pacific. The cutting of rates by some of the weaken Trunk lines also gives some concern. It is understood, however, that Mr. Morgan has taken charge of Trunk line matters and a restoration of rates to a paying basis may be confidently relied upon.

The market closed weak, with prices from ¼ to 1⅛ per cent. below yesterday's finals. Chicago Gas lost 5⅛ per cent. The anthracite coalers, however, show gains of ⅛ to 2½ per cent.

Railway bonds were generally lower and the leading issues show losses of ¼ to 1½ per cent. The sales were $1,601,000.

Following are the closing prices reported by Prince & Whitely, bankers and brokers, 46 Broadway, New York, and 15 Center street, New Haven:

	Bid.	Asked.
American Tobacco Co.	113⅛	114
American Tobacco Co., pfd	114	115¼
American Cotton Oil Co.	27⅞	28⅛
American Cotton Oil Co., pfd	74⅞	75⅜
American Sugar Refining Co.	110⅞	111
Am. Sugar Refining Co. pfd	99	99¼
Atchison, Topeka & Santa Fe	9⅛	9⅜
Baltimore and Ohio	61⅛	64
Bay State Gas	17	23
Canada Southern	54⅞	55
Central of New Jersey	100⅞	100¾
Chesapeake & Ohio Voting Cts.	21⅝	22⅛
Chicago & East Illinois pfd	98⅞	99⅜
Chicago & Northwestern	98¾	99
Chicago, Burlington & Quincy	81⅛	84⅜
Chicago Gas Co.	65⅛	65⅞
Chicago, Milwaukee & St. Paul	67⅞	68
Chicago, Milw'kee & St. Paul pfd	121	122⅛
Chicago Rock Island & Pacific	71⅞	72⅜
Chicago, St. P., M. & Omaha	39⅞	40¾
Clevland, C. & C. St. Louis	45	45⅞
Col., Hocking Valley & Toledo	25⅛	25⅞
Consolidated Gas	144	145
Delaware & Hudson Canal	129	130
Delaware, Lack. & Western	162⅜	164
Denver & Rio Grande pfd	47⅞	47⅞
Dis. & Cattle Feeding Co.	21⅛	21¼
General Electric Co.	36	36⅛
Illinois Central	96	97
Lake Shore & Michigan So.	150	151
Lake Erie & Western	24⅜	25
Lake Erie and Western pfd	84	84⅜
Louisville & Nashville	57⅛	57¾
Louisville & New Albany	8⅛	8⅜
Louisville & New Albany pfd	26	27
Laclede Gas	26	27
Missouri, Kansas & Texas	17¾	18
Missouri, Kansas & Texas pfd	38⅛	38⅜
Manhattan Elevated	112⅞	113⅛
Missouri Pacific	30⅞	31
New York & New Haven	213	215
New York and New England	50	50⅜
New York Central & Hudson	102	102⅜
N. Y., Chicago & St. Louis	16⅜	17
N. Y., Lake Erie & Western	9¾	9⅞
N. Y., Lake Erie & Western pfd.	22	—
N. Y., Ontario & Western	17⅝	17⅞
Norfolk & Western pfd	13	13⅛
North American Co.	5¼	5⅛
Northern Pacific	4	4⅞
Northern Pacific pfd	16⅞	17
National Lead Co	34⅛	35
National Lead Co. pfd	89⅞	90⅜
Pacific Mail S.S. Co.	30⅜	30⅜
Peoria, Decatur & Evansville	5½	5⅞
Phila. & Reading Voting Cts.	18	18⅛
Pitts., Cin., Chi. & St. Louis	19	20
Pullman Palace Car Co.	172⅜	174
Southern Railway	13⅞	14
Southern Railway pfd	40¾	41
Sus. and West. pfd	28⅜	28¾
Silver Bullion Cert's	66⅞	66⅞
Tennessee Coal & Iron	36⅞	37
Texas & Pacific	12⅞	13
Tol., Ann Arbor & North Mich.	2	2⅜
Union Pacific	12⅞	13
Union Pacific, Denver & Gulf	5⅜	5⅛
Wabash	8⅛	8⅜
Wabash pfd	19⅛	19⅞
Western Union Telegraph	91⅝	91¾
Wheeling & Lake Erie	17⅞	17⅞
Wheeling & Lake Erie pfd	53⅛	53
Wisconsin Central	5⅜	5⅛
Adams Express	149	150
American Express	113	116
United States Express	40	40⅜
Wells-Fargo Express	110	113
U. S. Rubber	40¼	40¾
U.S. Rubber pfd	92⅞	93⅜
U.S. Cordage Co.	1⅞	1⅛
U.S. Cordage Co., pfd	2⅜	2⅞
Leather Co.	18⅛	18⅞
Leather Co. pfd	94	94⅜

*Ex-dividend.

Government Bonds.

Following are the quotations for United States bonds at the call to-day:

Ext. 2s. reg	97 @ —
4s, reg., 1907	112 @112⅜
4s, coup., 1907	113⅛@113⅞
4's reg., new	123⅞@124¼
4's coupon, new	123⅞@124⅜
New 5s, reg., 1904	116⅛@116⅞
New 5s coup., 1904	116⅛@116⅞
Currency 6s, 1895	100 @ —
Currency 6s, 1896	101 @ —
Currency 6s, 1897	103 @ —
Currency 6s, 1898	106 @ —
Currency 6s, 1899	108⅛@ —

Chicago Market, June 27, 1895.

	May.	July.	Sept.
Wheat	—	.71	.72⅞
Corn	—	.47⅛	.48⅞
Oats	—	.26	.25⅞
Pork	—	12.47	12.72
Lard	—	6.65	6.82
Ribs	—	6.42	6.62
New York Wheat	—	.75⅛	.76⅜
New York Corn	—	.52⅜	.50⅞

New York Cotton Exchange.

	Bid.	Asked.
June	6.73	6.74
July	6.73	6.74
August	6.75	6.76
September	6.79	6.80
October	6.84	6.85
November	6.87	6.88
December	6.92	—
January	6.97	—
February	7.02	7.03
March	7.07	7.08

Total sales, 118,200 bales. Steady.

Financial.

Town of New Britain, CONN., 4 Per Cent. Bonds.

Town of Greenwich, CONN., 4 Per Cent. Bonds.

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shs New Haven Water Co.'s stock.

20 shs N. Y., N. H. & Hartford RR. stock.

25 shs U. S. Rubber Co.'s Pfd stock.

29 shs Swift & Co. stock.

$5,000 Swift & Co.'s 6 per cent. bonds.

$5,000 Lynn & Boston RR. 5 per cent. bonds.

$1,000 Winchester Ave. RR. 6 per cent. Deb.

$2,000 Ellensburgh Water Co.'s 6 per cent. bond.

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5,000 N. Y., N. H. & H. R. R. Co. Debs.

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H. C. WARREN & CO., Bankers, 109 Orange street, New Haven.

Entertainments.

Savin Rock Base Ball Grounds, JUNE 29th TO JULY 6th, EVERY EVENING.

PAIN'S Last Days of Pompeii.

Direct from Manhattan Beach.

Eruption of Mt. Vesuvius and total destruction of the city.

350 People in the Production 350

$1,000 Display of Fireworks Nightly $1,000

Complete Change at Every Performance.

A Lake of real water on which will be exhibited the Famous Fireworks seen at the World's Fair.

Seats 25c. and 50c. Tickets can be procured at Loomis' Music Store on Chapel street without extra charge. je20 14t

Excursions.

EXCURSION SEASON - - - 1895.

The Steamer Margaret

OF the Plant Steamship Line, John Fitzgerald, master, on and after July 1, 1895, and until further notice, will observe the following schedule. Leave

New Haven (Belle Dock) 9:30 a.m. and 2:00 p.m.

Arrive Pico Park 10:25 a.m. and 2:50 p.m.

" Branford Point 10:35 a.m. and 3:00 p.m.

" Pawson Park 10:40 a.m. and 3:10 p.m.

Returning, leave

Pico Park for N. Haven 11:40 a.m. and 5:35 p.m.

Branford Pt. " 11:50 a.m. and 5:45 p.m.

Pawson Park " 12:00 noon " 6:00 p.m.

Sunday time from N. Haven 10:30 a.m., 2 p.m.

A sail will be extended around and through Thimble Islands after leaving the above points on the down trips. Pico Park this season will be run by Mr. Henry Clark as Picnic and Excursion Grounds. Special Rates to Sunday Schools and Societies. The steamer can be chartered for moonlight excursions. For dates and other information apply to

je27 E. H. MARTIN, M'gr, 1 Benedict Bldg.

GLEN ISLAND Finest Day Resort on Long Island Sound.

THE STEAMER **John H. Starin,** CAPTAIN McALLISTER,

Will commence her regular trips to this beautiful island THURSDAY, JULY 4TH, continuing

Every Tuesday and Thursday

During the season. Leaving New Haven from foot of Brown street at 8:30 a. m. sharp, and Glen Island at 4 p. m.; giving one-half hour longer on the island than previous seasons. The attractions on the island are well known, but we will mention those Superior Dinners, Glen Island Clambakes, Little Germany, Boating, Bathing, Daily Concerts at the Grand Pavilion, and other attractions that go to make up a first-class summer resort.

Fare, round trip, 75c; children between ages of 5 and 12, 40c; one way, 50c. Special rates to parties of 100 or over. Music for dancing on boat. No liquors allowed on boat which is a sufficient guarantee that ladies and children need not fear molestation.

C. H. FISHER, Agent.

Take Chapel st. car to Brewery st. je28

RAYMOND & WHITCOMB'S TOURS.

ALL TRAVELING EXPENSES INCLUDED

A party of limited numbers will leave Boston, Monday, September 2, for a

GRAND TOUR —TO— **JAPAN AND CHINA.**

The westward voyage will be via Honolulu. The tour through Japan will be more comprehensive than is usually made, and there will be longer sojourns at all the chief cities and points of interest. In China there will be visits to Hong Kong, Macao, and the great city of Canton.

In connection with the foregoing and leaving Boston Wednesday, August 14, a tour through the

HAWAIIAN ISLANDS,

With visits to Honolulu, Hilo, the Volcano of Kilauea, etc.

July 2 and 16, Alaska and Yellowstone Park. July 15, Colorado, Utah and Yellowstone Park.

September 3, Yellowstone Park and return, also Yellowstone Park, the Northwest, and California.

Throughout the Summer and Autumn, numerous short tours to popular resorts.

Independent Railroad Tickets via the Boston & Albany and Other Principal Lines; also Steamship Tickets to all points.

Send for descriptive book, mentioning tour desired.

RAYMOND & WHITCOMB, 296 Washington street, opposite School street, Boston. je27 3t

A VACATION TRIP —TO— **DENVER** —VIA— **SANTA FE ROUTE.**

Special party from BOSTON, PORTLAND and SPRINGFIELD, to attend the meeting of

The National Educational Association, GOING VIA

White Mountains, Lake Champlain, Niagara Falls, Chicago, Kansas City, Pueblo and Colorado Springs.

The Atchison, Topeka and Santa Fe Railroad

Also runs daily vestibuled trains from

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Over the finest railroad in the West, and through the most interesting portion of the country.

No other line to Denver runs in full view of the Spanish Peaks, Pike's Peak and the Rocky Mountains.

For rates, illustrated books and itinerary of special party call on or address,

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Summer Resorts.

SPRING HOUSE,

BLOCK ISLAND, R. I.—As perfectly recuperative as life on shipboard. Pioneer hotel on island; 20 acres beautiful lawn; good fishing, boating, and driving, excellent bathing; two concerts daily; the celebrated mineral springs (which first attracted visitors to the island). Refer to Dr. Wm. H. Hall, 120 East 54th street, New York.

je19 9t B. B. MITCHELL, Proprietor.

FENWICK HALL, Saybrook Point, Conn.

Delightfully Situated on Long Island Sound,

At the mouth of the Connecticut river. OPEN JUNE 27th. Rates $17.50 per week and upwards.

je15 1m J. A. NUTTER, Manager.

A CHANCE TO MAKE MONEY. I MADE $534.50 the last six weeks selling Dish Washers, and was sick part of the time. I don't see why others can't do as well. I think the Dish Washer business ... No canvassing ... Sold all my Washers at home. Perfect satisfaction. Every one sold sells ... family wants one. I will make $... year easy. I can wash and dry the dishes ... two minutes. Anyone can make $... day. For circulars write to Iron City Dish Washer Co., S. Highland avenue, E. ... burg, Pa.