THE BALTIMORE TUNNEL.

Clean and Rapid Transit Under the City—Electric Locomotives—A Triumph of Strength, Speed and Engineering Skill—Facts and Figures Giving a Full Description of the Great Improvement.

One of the great electric locomotives which are to haul both passenger and freight trains through the Baltimore and Ohio tunnel at Baltimore has reached its destination, and is now undergoing a series of tests upon the line. So far the tests have proved satisfactory.

The tunnel through which these locomotives will pull the trains runs under the city of Baltimore, and was constructed for the purpose of giving to the Baltimore and Ohio railroad a clear route through to the north. Previous to its construction all trains on this railroad going north were ferried across the harbor from Locust Point to Canton. The saving of time effected by the service through the tunnel will allow the railroad to compete with the Pennsylvania or Union lines on equal terms.

The tunnel is the longest soft earth tunnel in the world. It is 7,339 feet, or nearly one mile and a half long, twenty-seven feet high and twenty-two feet wide, and its total cost is set down at $7,500,000. It was begun in September, 1890, and finished early this year. It runs under Howard street, one of Baltimore's principal thoroughfares, and was driven without any interference to the surface traffic, the vertical shafts being sunk to the tunnel through the cellars of houses along its line. The only severe cave-in occurred in the vicinity of the Baltimore City college, which was ruined. A new college was built by the contractors on the site of the collapsed building.

Before the tunnel was finished the question of its ventilation became urgent. If it could not be ventilated the traveling public would not patronize it, preferring to travel by another route. Many plans were submitted and discussed. Cable traction as in the Caledonian railway at Glasgow, Scotland, was suggested, but rejected, as also were a number of other impracticable expedients. Finally, the suggestion of the General Electric company that electric, instead of steam, locomotives should be used, was adopted, and an order was placed for three electric locomotives capable of handling the heaviest passenger and freight trains which the Baltimore and Ohio railroad would be likely to carry. One of these is finished and running, and the other two are under way at Schenectady.

The electricity necessary for the operation of the locomotives and the lighting of the tunnel and stations is generated in the power house, a large one-story building on Howard street, facing the Camden street station. The south end of the building is occupied by the water-tube boilers, of which there are twelve of two hundred and fifty horse power each. The draft for the fires is produced by two large revolving fans at the base of the squat-looking stack. A brick partition divides the engine room from the boiler room.

The electric power plant consists of four large General Electric dynamos driven by four tandem compound Reynolds-Corliss engines. The dynamo armatures are bolted to the engine shaft. Each dynamo is known as a 500-kilowatt machine. This is the electric equivalent of about six hundred and sixty-six horse power. They revolve at one hundred and ten revolutions per minute, and deliver the current to the locomotives at a pressure of seven hundred volts.

The dynamo is a huge circle of cast steel ten feet in diameter, having ten poles, all facing inward. Each pole carries a spool of wire which forms the winding, and the circle of steel, poles and windings form what is known as the magnetic field of the generator.

Revolving in the center of these inwardly projecting pole pieces is the armature, built up of a number of iron laminations, arranged upon a circular support or spider to form a spiral, each lamination being, of course, insulated from the next. The outer surface of the large cylindrical body is slotted, and each slot receives a copper bar which is wrapped in insulation. These bars form the armature windings, and each is connected to the commutator by a metal strip.

The electricity is collected from the commutator by ten brushes, which are all dropped upon it, or lifted from it simultaneously by the movement of a hand-wheel.

The electric lighting plant consists of eight Thompson-Houston arc light dynamos, furnishing current for the arc lamps in the stations, and two alternating current dynamos for the incandescent lights in the tunnel.

The output from the power plant is controlled from a white marble switchboard on a platform at the south end of the room. This board carries the necessary controlling and measuring instruments, as well as the automatic devices to prevent injury to the dynamos from short circuit, lightning or other accident. The lighting circuits are controlled from a smaller board, also of white marble, facing the lighting plant.

From the switch-board the current is carried to the outside of the power house, over eight heavy cables of copper connected to the overhead structure, and to three feeder cables, also of copper. The outgoing current is positive, the returning current, which comes back to the power house through the rails and return cables of copper, being negative. That the return of the current may be effected over an uninterrupted conductor, and no leakage occur, all the rails are connected to each other by a heavy band of copper rod.

The electric locomotives will operate not only in the tunnel, but also for a distance of 7,396 feet in the open air. The entire line is fifteen thousand feet long and extends from the power house on the north to Huntington avenue on the north.

Three tracks are laid into the southern portal at Camden street, two tracks passing through the tunnel. These diverge into four tracks from the northern portal, through the Mount Royal Avenue Arch, and then converge to two tracks as far as Huntington avenue, where a siding is provided for the electrical locomotives. There is a steady grade of 0.8 per cent. from the southern through to the northern portal and the lines in the open have two curves of ten degrees, with a steady gradient of one and one-half per cent. At the power house end of the line the locomotives run on a siding at the beginning of the long open cut running down to the southern portal.

The operation of the freight trains will begin at the main track south of the Camden station, where they will be switched into the cut. The electric locomotive will then couple on behind, without stopping the train, and push it through as far as the Mount Royal avenue portal, a distance of 8,146 feet, the steam locomotive doing no work. After passing out of the tunnel, both steam and electric locomotives pull and push together up the heavier grade as far as Huntington avenue, the average speed over the entire distance being about fifteen miles an hour. At Huntington avenue the electric locomotive will uncouple and run into its siding.

The plan of pushing the passenger trains through the tunnels has been abandoned, in view of the possible results if one of the cars or the steam locomotive should leave the track, in front of the heavy electric locomotive traveling at thirty miles an hour. The passenger trains will, therefore, be pulled through from the Lombard street station, near the south end of the tunnel, to the Bolton street station, at the north end.

The most interesting portion of the installation is, of course, the locomotives. Electric locomotives of such weight and power had never before been conceived, but it has always been a rule in American electric railway practice from the beginning to push ahead where improvements were possible, and make the results realize the expectations, and there has been no departure from the rule in this case. The ninety-six ton electric locomotive is a success.

The General Electric company undertook the task of building these machines, and the tests made on the one completed, before it left the Schenectady shops, as well as those made during the past few days, show that they are fully equal to all reasonable requirements of trunk line service. They are designed to do very heavy work, and to handle trains such as the largest steam locomotives handle. They are, of course, also designed to run in either direction.

The locomotives are massive pieces of machinery, rivaling in size, impressiveness and weight the heaviest steam locomotives. They are symmetrical, even handsome in appearance, and are not, of course, disfigured by the series of lumps and bumps which we are accustomed to on the steam locomotive. They are examples of the finest piece of electrical engineering ever conceived and carried to execution. They are not playthings, as the following dimensions show: Number of trucks, 2; weight on driving wheels, 192,000 pounds (96 tons); number of driving wheels, 8; draw-bar pull, 42,000 pounds; starting draw-bar pull, 60,000 pounds; gauge, 4 feet, 8½ inches; diameter of drivers, 62 inches outside of tires; length over all, 35 fet; height to top of cab, 14 feet 3 inches; extreme width, 9 feet 6¼ inches.

The locomotive consists of a sheet steel cab set upon two trucks, each of which rests upon two pair of 62 inch wheels. The cab is in two parts, and each is supported upon one truck.

There are four motors, one to each axle. They are the largest railway motors in the world. The are rated at 360 horse power each, and require normally 900 amperes of current to operate them. The are pyramidal in shape, have six poles and six brushes, and are gearless. They rest upon cross bars, hung upon springs upon the side frames of the truck.

The armature of the motor is built up very much in the same manner as the generator armature just described, and is known as series drum-wound. It is not mounted upon the axle itself, but upon a sleeve through which the axle passes. When the current is turned into the motor the armature revolves and communicates its motion to the wheel by a novel method. Shrunk on to the ends of the sleeve is a cast steel star, each arm of which carries two cushions of rubber. In each wheel are receptacles into which these arms are pressed. As the armature rotates, the arms of the star revolve and the wheels on the axles are propelled forward. This method of suspension allows the armature to revolve freely and adjust itself to any uneveness of the track. All the good features of bearings and lubricating known to the best steam practice are embodied in the locomotives, which are fitted with regular couplers, safety chains, etc.

The cab is sheated inside with wood. It has windows on all sides to give an unobstructed view. Set up on one end is a series parallel controller, a wonderful piece of ingenious mechanism, turning the current into the motors, so that the greatest pull is exerted as the train starts, and no power is wasted. This is operated by a hand wheel. The motion of the motors may instantly be reversed by pulling a small reversing lever, protruding through the top of the controller. Above the controller are the instruments which tell the driver the amount and pressure of the current the motors are taking. A slot in the floor enables him to keep his eye on the commutators of the motors.

There is as loping shield on each side of the cab, forward and aft. One shield carries a headlight and bell, and the other a headlight and whistle. The locomotive is fitted with sand boxes and air brakes. The compressed air for the brakes and whistle is pumped into the tanks by an oscillating cylinder air pump, operated by a small electric motor.

As the pressure of the tank decreases an automatic device speeds up the motor, which stops as soon as the air in the tanks is at the right pressure.

Contact with the overhead conductor is effected by means of a sliding shuttlelike shoe of brass, which is fixed to a flexible support fastened to the top of the cab. This "trolley" support is diamond shaped and compressible, contracting and expanding as the height demands, and is arranged to lean on one side or the other as the locomotive runs on one side or the other of the overhead conductor. It is, however, rigid in so far as movement forward or backward, over the locomotive is concerned. The current is brought to the locomotive by means of cables connected to the shoe fastened to the "trolley" support. This shoe is detached automatically from the trolley in case of accident.

The overhead conductors are simply reversed iron conduits or troughs erected on trusses in the open over the center of the track. In the tunnel they are attached to the arch and are set over the center line of the space between the tracks. This overhead work extends from Henrietta street on the south to Henrietta avenue on the north, a distance of 15,000 feet.

The conductor consists of two three inch iron Z bars riveted to a cover plate 11½ inches wide, and constructed in section 30 feet long. It weighs about 30 pounds per foot. At intervals of fifteen feet inside the tunnel there are suspended from the arch transverse channel frames, each holding four castings, into which are fitted conical porcelain insulators. Twelve inches into the masonry of the tunnel are driven the bolts necessary to support these frames. The bolts pass downward through the outside pair of insulators. The bolts attaching the conductors to the channel frames pass through the inside pair of insulators and support an iron stirrup in which the conductor hangs. This method affords a double insulation, and if leakage occurs it can only be by the current passing the insulators between the conductor and the transverse channel, and then the insulation between the channel and the bole in the tunnel arch. The height of the conductors above the level of the top of the rails is 17 feet 6 inches in the tunnel, and they are fixed a little on each side of the center line. This plan was adopted to avoid the risk of striking brakemen who might be standing on the top of passing freight cars. An additional precaution is provided in the shape of continuous wooden shields fastened to the iron stirrup which supports the conductors.

Outside the tunnel the conductors rise to a height of twenty-two feet. They are hung from a span consisting of two chains of iron rods, each span being 150 feet long. The spans are supported by latticed iron trusses stretching over the tracks, and resemble miniature suspension bridges. The trusses vary in length from thirty feet to sixty-two feet, the longer truss being used to span five tracks. The spans are fastened at the end to heavy timbers, which run vertically down through the trusses and serve to prevent the current escaping to the span and thence to the truss. At intervals of fifteen feet vertical rods are dropped from the spans to a porcelain insulator holding a bolt, which in turn supports the overhead conductor. The double insulator is followed along the entire length of the line. Upon the straight track the conductors are suspended from single spans, but upon the curves a double span is employed.

In order that the conductor may form a perfectly continuous circuit, each station is connected to the next by means of a copper band. Between the conductors are laid the feeder cables, which are connected at intervals to the overhead conductors.

The tunnel is lighted by large 32-candle power Edison lamps, fixed at intervals of 7½ feet on each side, 8 feet from the ground, in wooden blocks, which are cut out around the lamp to protect it from moisture dripping from the walls.

This is the most modern and first important application of electricity to the steam trunk railroad in the world. Few would have dared to predict five years ago that this result would be realized so quickly when Edison ran his little locomotive aroun Menlo park; Elihu Thomson developed one which is still stowed away at Swampscott, and Frank Sprague began to lay the tracks for his trolley road in Richmond some eight years ago. And yet so rapidly does the human mind accustom itself to new things that not only was the development of these locomotives expected, but electricity was almost slighted because it had not been done before.

The ultimate results of the innovation none can tell. It would be useless to predict the immediate adoption of electrical propulsion by the steam roads, for the great questions of money and expediency both demand consideration. The first step which costs has, however, been made by the corps of electrical engineers and inventors in the employ of the General Electric company, and great credit is due the Baltimore and Ohio railroad for its courage in making the first essay.

Sea-Sickness and Inspiration.

There are so many equally efficacious ways of avoiding sea-sickness that the doctors must really find it difficult to hit upon something new. We have all heard of the method which consists of perching one's self amidships and carefully following the vessel's every motion with one's whole body. It was Dickens, if we are not mistaken, who invented this cure. A French scientific journal has discovered a somewhat similar, and, we have no doubt, an equally infallible, plan. A sense of rhythm, apparently, is the thing, but any indulgence in violent gymnastics is quite unnecessary. You keep your eye on the motion of the vessel and assume as easy and dignified a pose as circumstances will permit. Then, as the vessel rises, you make an expiration, as it descends an inspiration, and voila tout!

To avoid sea-sickness, in short, you beat time to the music, not with your body, but with your breath. The natural order, however, must be reversed. Only the happy few do the right thing instinctively. The vast majority lay in their ozone on a rise, and get rid of it on a fall, just as if the deck of a Channel boat were Capel Court or Mincing Lane. Nor are sound scientific reasons wanting for the system of exhaling as you rise and inhaling as you fall. Listen! "By inhaling breath during an ascent the thoracic cavity is dilated and the diaphragm is depressed. Meanwhile, the stomach, with the whole body, is rising with the vessel's ascending motion. It is consequently compressed, and nausea is the inevitable result." By the diligent practice of the reverse action, however, lungs, thorax, diaphragm and stomach are kept on the most amiable terms with each other.—Westminster Gazette.

The Sacred Stone of the Oneidas.

[From the Utica Morning Herald.]

It is a well-known fact in history that the Oneidas, one of the confederation of the five nations, were the allies of the English, and rendered valuable assistance to the English troops in their numerous encounters with the French. They were recognized by the various names of Oneiadds, Oneides, Oneids, Oneyaders, Oneyders, Oneydes, Oneydos, Oneyedas, Onneydes, Onneydoes, Onyades, Onyedauns and Oneidas. From time immemorial it has always been their custom to regard with great solemnity a certain huge boulder which went with them from one place to another whenever they changed their habitations. The Oneidas were referred to by the other Indians as the people with the stone, and they called it onia, oinota meaning a man who had sprung from a stone. It was used by those red men as a kind of sacrificial altar, and in front of it the sachems held their council fires, celebrated the feasts of the dead, and worked themselves into a frenzy of excitement with their war dances.

The stone stood on the summit of a foothill overlooking the valley of the Oneida Creek, and there it remained unmolested after the Oneidas joined the confederation and long after the last bold warrior had gone to his happy hunting ground in the unknown world beyond this mundane sphere. The stone was readily identified, for the legends of the tribe made known its history, and Dr. M. M. Bagg, the librarian of the Oneida Historical society, had it removed many years ago to the Forest Hill cemetery, where it can yet be seen.

As this stone has no particular significance in its present locality, an effort is now being made to secure the same for the corner stone of the Oneida Historical society building, now being erected in this city.

Purses of $1,800.

The Waterbury Driving club has decided to hold a meeting, September 2, 3 and 4, and have offered purses aggregating eighteen hundred dollars. Two classes will be trotted each day and the purse for each class will be three hundred dollars. The classes will be as follows: First day, 2:25 class and 2:38 class. Second day, 2:40 class and 2:25 class. Third day, 2:35 class and free for all race. The entries will close August 24.

The company will put forth unusual efforts to make the meeting a success. The anti-pool law will be scrupulously observed and a thorough test will be made to determine whether successful racing can be had in Waterbury without pool selling.

Colonel Ralph and Toddy.

The famous Indian champion, Mr. Boudinot, introduced me to a planter whose two cabins, side by side, and joined by a single roof, formed the most picturesque home that I saw on that splendid river. I was introduced as plain "Mister," but that would not go down there.

"Colonel Ralph," said the planter, "enjoy this yer boundless panorama of nature. Feast yo' eyes, sir, on the beautiful river." (Then aside: "Wife, set out the mixin's in the back room.") "Colonel Ralph, you are welcome to share with us this grand feast of scenery and nature's ornaments. But sah, I think my wife has set out something—just a little something—in the house. I dun'no what it is, sah, but if you find it good, I shall be delighted, sah."

So we went into the back room with this other Colonel Mulberry Sellers, and there, on the dining table, stood a bottle, a bowl of sugar, three glass, and spoons, and a glass pitcher full of spring water.

"Serve yourself to a toddy, colonel," said my host.

"I'll watch you first," said I; "I don't know what a toddy is."

"Don't know what a toddy is," said the hospitable man. "Why, sah, that does seem strange to me. Back in gran' ole Virginia, sah, we children were all brought up on it, sah. Every morning my reverend father and my sainted mother began the day with a toddy, sah, and as we children appeared, my mother prepared for each one an especially tempered drink of the same, sah, putting—I regret to say—a little more water in mine than the others, because I was the youngest of the children."

As he spoke, he dipped some sugar into the glass, poured in a little water, sufficient to make a syrup when the two ingredients were stirred with a spoon, and then emptied in an Arkansas "stiffener" of whiskey—a jorum, as the English would say.—Harper's Magazine.

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Use All the Tobacco You Want Till Your "Craving" is Gone.

NARCOTI-CURE is the only remedy in the world that acts directly on the nerves and drives the nicotine from the system in from four to ten days. It leaves the patient in better health than before taking, and is warranted free from any injurious ingredients.

NARCOTI-CURE is popular because it allows the patient to use all the tobacco he wants while under treatment, or until the "craving" and "hankering" are gone. It is then no sacrifice to throw away tobacco forever.

NARCOTI-CURE is sold at the uniform price of $5.00 a bottle and one bottle cures.

Money refunded if a cure is not effected when taken according to directions.

PROF. W. N. WAITE,
Of Amherst, Mass., Chewed Tobacco for 46 Years, and Was Cured by Narcoti-Cure.

AMHERST, MASS., February 8, 1895.

THE NARCOTI CHEMICAL CO.,
Springfield, Mass.,

Gentlemen—Replying to yours of the 1st, would say that I have used tobacco for 46 years, and of late have consumed a 10-cent plug a day, besides smoking considerably. I commenced to use tobacco when I was only 11 years old, and have never been able to give up the habit until I took NARCOTI-CURE, although I have tried other so-called remedies without effect. After using your remedy four days, all "hankering" for chewing disappeared, and in four days more smoking became unpleasant. I have no further desire for the weed, and experienced no bad effects whatever. I am gaining in flesh, and feel better than I have for a long time. To all who wish to be free from the Tobacco habit I would say, use NARCOTI-CURE.

Yours truly, W. N. WAITE.

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

The Narcoti Chemical Co.
Springfield, Mass.

Financial.

Speculation in All Departments Was Less Active.

New York, July 11.—Speculation at the stock exchange was less active in all departments to-day. At the start the market was decidedly strong, the government crop report for July having been favorably interpreted. The result was an advance of ¼ to ¾ per cent., Missouri Pacific leading. The increase of $97,000 in the earnings of the latter for the first week of the current month had a good deal to do with the rise in this specialty.

The industrials, however, soon developed weakness and simultaneously with the slump in these issues an attack was made on the grangers, a prominent operator, in fact, the acknowledged leader of the bear contingent, resumed operations to-day and kept a number of brokers busy selling the grangers. The reason given out for the selling was that spring wheat had been damaged by frost. Good judges say that at least 40,000 shares of various stocks were put out on this theory. Up to the close of business the report of frosts could not be confirmed and the stories found but little credence in usually well informed quarters.

The loss in the railway list was equal to ¼@2⅞ per cent., and was well distributed. The industrials were feverish and in the main lower. Chicago Gas, however, showed more resistance than of late and after an early advance to 57⅛ receded to 54½@55. Statements by officials that the company had earned its dividend, but could not pay it because of legal complications, had a reassuring effect, as it flatly contradicts the alarmists' reports circulated of late.

Leather was weak and depressed, the common selling down from 18⅜ to 17 and the preferred from 91 to 87½@88½. The talk on this stock is decidedly bearish because of the heavy capitalization of the property, the peculiar methods of declaring dividends and the failure of the directors to impart information except in a vague way as to the condition of the property. Sugar, Tobacco and General Electric were weak and 1@3 per cent. lower on liquidations.

Speculation closed weak. Net changes show declines of ¼@2½ per cent.

Bonds were quiet and strong. Sales were $1,078,000.

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.	112¼	112⅝
American Tobacco Co., pfd.	113	115
American Cotton Oil Co.	26	27
American Cotton Oil Co., pfd.	74	74¾
American Sugar Refining Co.	109⅞	110
Am. Sugar Refining Co. pfd.	100	100½
Atchison, Topeka & Santa Fe	10⅛	10⅜
Baltimore and Ohio	62½	63¾
Bay State Gas	16	23
Canada Southern	54⅛	55⅜
Central of New Jersey	101¾	102
Chesapeake & Ohio Voting Cts.	21⅝	21¾
Chicago & East Illinois pfd.	99¼	100½
Chicago & Northwestern	98⅞	99¼
Chicago, Burlington & Quincy	85⅝	86
Chicago Gas Co.	54⅞	55
Chicago, Milwaukee & St. Paul	68⅜	68¾
Chicago, Milw'kee & St. Paul pfd	122¾	123
Chicago Rock Island & Pacific	71⅞	72
Chicago, St. P., M. & Omaha	39⅞	40¼
Cleveland, C. & C. St. Louis	45⅝	45¾
Col., Hocking Valley & Toledo	25	25⅛
Consolidated Gas	153	141
Delaware & Hudson Canal	150⅝	151⅛
Delaware, Lack. & Western	162	163
Denver & Rio Grande pfd	47½	48
Dis. & Cattle Feeding Co.	20¾	20⅞
General Electric Co.	36	36½
Illinois Central	98⅝	99⅜
Lake Shore & Michigan So.	146⅝	147
Lake Erie & Western	25⅛	25½
Lake Erie and Western pfd.	81½	84⅛
Lousville & Nashville	59⅛	59¼
Louisville & New Albany	8¾	9⅛
Louisville & New Albany pfd.	26	27
Laclede Gas	24¼	24¾
Missouri, Kansas & Texas	18¼	18⅛
Missouri, Kansas & Texas pfd.	38⅝	38⅝
Manhattan Elevated	110¼	111
Missouri Pacific	32⅞	33⅛
New York & New Haven	209	212
New York and New England	50½	51
New York Central & Hudson	100⅝	101⅛
N. Y., Chicago & St. Louis	16	17
N. Y., Lake Erie & Western	10¼	10⅜
N. Y., Lake Erie & Western pfd.	23	24⅛
N. Y., Ontario & Western	17⅞	17⅞
Norfolk & Western old	14½	15⅛
North American Co.	5⅞	5⅞
Northern Pacific	4¾	4⅞
Northern Pacific pfd.	17⅞	18
National Lead Co.	33⅞	34¼
National Lead Co. pfd	90¼	91
Pacific Mail S.S. Co.	28⅝	29⅜
Peoria, Decatur & Evansville	5⅝	5¾
Phila. & Reading Voting Cts.	17⅞	18
Pitts., Cin., Chi. & St. Louis	19⅝	20
Pullman Palace Car Co.	172	175
Southern Railway	14⅝	14⅝
Southern Railway pfd.	43	43¼
Sug. and West. prd.	25¼	25¾
Silver Bullion Cert's	67¼	67⅝
Tennessee Coal & Iron	36¼	37
Texas & Pacific	13	13¼
Tol., Ann Arbor & North Mich.	2	2⅜
Union Pacific	13	13⅛
Union Pacific, Denver & Gulf	5	6
Wabash	8⅛	8¾
Wabash pfd.	19⅞	19⅞
Western Union Telegraph	91¼	91⅜
Wheeling & Lake Erie	16⅝	17
Wheeling & Lake Erie pfd.	53⅛	54
Wisconsin Central	5¾	6
Adams Express	147	150
American Express	113	115
United States Express	41	43
Wells-Fargo Express	107	112
U. S. Rubber	40	40¾
U. S. Rubber pfd	93	94¼
U. S. Cordage Co.	1	1⅜
U. S. Cordage Co., pfd.	2	2⅜
Leather Co.	17¼	17⅝
Leather Co. pfd	88	88¼

*Ex-dividend.

Government Bonds.

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

Ext. 2s, reg.	97	@ —
4s, reg., 1907	113	@112¾
4s, coup., 1907	112¾	@113
4's reg., new	124	@124¾
4's coupon, new	124	@124¾
New 5s, reg., 1904	116¼	@116⅜
New 5s coup., 1904	116¼	@116⅜
Currency 6s, 1895	100	@ —
Currency 6s, 1896	101	@ —
Currency 6s, 1897	103	@ —
Currency 6s, 1898	105	@ —
Currency 6s, 1899	108	@ —

Chicago Market, July 11, 1895.

	May.	July.	Sept.
Wheat	—	.65¾	.67⅛
Corn	—	.44	.44⅝
Oats	—	.24	.23⅝
Pork	—	11.22	11.35
Lard	—	6.35	6.45
Ribs	—	6.30	6.30
New York Wheat	—	.70	.71
New York Corn	—	.48¾	.49⅛

New York Cotton Exchange.

	Bid.	Asked.
August	6.87	6.88
September	6.93	6.94
October	6.97	6.98
November	7.02	7.03
December	7.12	7.03
January	7.06	7.13

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4 Per Cent. Bonds.
Town of Greenwich,
CONN.,
4 Per Cent. Bonds.
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86 ORANGE STREET.

STOCKS AND BONDS.
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25 shs New Haven Water Co.
25 shs Swift & Co.
50 shs Rome, Watertown & Ogdensburg.
1,000 Swift & Co. bonds.
3,000 N. H. Steamboat Co. 6 per cent. bonds.
5,000 Boston Electric Light Co. 5's.
5,000 So. N. E. Tel. Co. Deb. 5's.
5,000 Town of Greenwich 4's.
5,000 Winchester Ave. 6 per cent. Debs.
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40 shs Peck Stow & Wilcox Company.
25 shs Boston Electric Light Co.
200 shs Portland Electric Light Co.
25 shs Old Colony R. R.
25 shs Merchants' National Bank.
100 shs Beech Creek R. R.
20 shs Swift & Co.
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Excursions.

EXCURSION SEASON - - - 1895.
The Steamer Margaret

OF the Plant Steamship Line, John Fitzgerald, master, on and after July 1, '95, 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 " 5:50 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 at 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. cars to Brewery st. je28

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Special low rates by week or season.
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MANAGERS.
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Railroad Grove, Savin Rock.
jy6 2m MICHAEL CURNEN, Prop'r.

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Delightfully Situated on Long Island Sound,
At the mouth of the Connecticut river.
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