SPORTING EDITOR - Harry Beecher
RACING - - - Francis Trevelyan
YACHTING - - - Duncan Curry

SPORTING NEWS TOLD BY EXPERTS.

CYCLING - - - A. G. Batchelder
PUGILISM - - - "Right Cross"
ATHLETICS - - - George Sands

NOW PETER MAHER HAS CHALLENGED.

The Irish Champion Wants a Go with Any Heavyweight Except Fitz.

SHARKEY TO JEFFRIES.

If the Californian Beats Maher or Armstrong, the Sailor Will Fight Him.

Peter Maher, the Irish champion, has finally decided to take on some of the big heavyweights, and has issued a challenge to fight Sharkey, Jeffries, Choynski, Ruhlin or any one else except Fitzsimmons. The Irishman seems particularly anxious to arrange a match with Sharkey, and if the Sailor will accept he (Maher) agrees to sign articles for a match to take place within six weeks.

Although Maher may be sincere in his desire to meet Sharkey, it is pretty certain that he will have to fight some one else before McCoy's conqueror will take him on. Maher's willingness to fight in the championship class, however, will materially help to straighten the present pugilistic situation. At present Fitzsimmons, Sharkey and Jeffries lay claim to the championship, and although Fitz is by all means the legitimate holder of that title, the public would like to see the three named above get together and fight for the honors.

Sharkey has practically accepted Fitzsimmons's challenge and is ready to fight the Australian as soon as the latter can find a battle ground where a finish fight may be decided without interference. The Sailor does not intend to be idle while Fitz is hunting around the country for a fighting club. He says he will give Jeffries a match immediately after the Californian meets Maher or Armstrong and proves to the public that he is in his class.

Billy Brady, Jeffries's manager, has been looking for a fight with Maher, and now that the latter has challenged the Californian a match may be arranged within a few days. Sharkey will then meet the winner. Brady believes Jeffries is the coming man and a few days ago said he would bet that he could stop Maher in ten rounds. The match if arranged will probably come off at the Lenox Club.

Tom O'Rourke said yesterday that Maher was not barred from the Lenox arena, and that if his fight with Jeffries was arranged he would bid for the bout.

Young Pluto, the Australian champion feather-weight, who forced "Young Griffo" to leave Australia for fear of being beaten, will make his first appearance in this country to-morrow night, when he meets George Dixon in a twenty-five-round bout at the Lenox Athletic Club. If Pluto is capable of doing half of what his friends promise, Dixon will suffer his firs knockout. Pluto has conquered everything in his class in the Antipodes, and now comes to capture the American championship from Dixon. Five times he fought "Young Griffo," and in each contest a draw was declared. Dixon expects a hard contest, and has been working faithfully for the bout, and is in perfect shape.

The first bet on the fight was made by Martin Dowling last night, who wagered $520 to $400 that Pluto will win.

Billy Wilson, manager of Tommy Butler, is at a loss to understand Jack Downey's refusal to meet his man after accepting the terms. Downey issued a challenge some time ago. He would box Butler before any club making him an offer. The Greenwood Athletic Club made an offer, and Wilson accepted on behalf of Butler, and the articles were sent to Downey for his signature. To the surprise of all Downey returned the agreement unsigned. Wilson says he would like Downey to explain why he challenges people and refuses to fight.

Sam Fitzpatrick issued a challenge yesterday on behalf of his protege, George Lawler, the Irish Giant to fight Bob Armstrong, Gus Ruhlin or Peter Maher in a twenty-round contest at catchweights before the club offering the best inducements. Lawler is one of the biggest heavy-weights in the business. He stands 6 feet 3 inches in height, and weighs 300 pounds in condition. He is well proportioned and rather clever on his feet. Lawler came East with thirty-six battles to his credit.

The Olympic Athletic Club, of Buffalo, which has not opened its doors since it attempted to bring off the Lavigne-Erne bout, many months ago, will resume operation on January 16. The opening bout will be a twenty-round go between Kid McPartland and Jack Craig at 35 pounds.

Jem Curran, the English lightweight, has challenged Bobby Dobbs to fight for the championship and has posted a forfeit of $100 to bind the match. If the match is arranged Curran will have backing to the extent of $2,500.

The Oscar Gardner-Solly Smith fight, which was to be decided on February 6, has been advanced one day, and will take place on the 7th.

Andy Walsh and Jimmy Handler, of Newark, have been matched to box twenty rounds before the Pelican Athletic Club on January 28.

Luke Burke, of Lowell, Mass., would like to meet any 116 to 122 pound man in the business for a side bet of $500. Burke is not particular about the weight, but is anxious to come to terms immediately with any good man. He has been matched twice with Dave Sullivan, but the latter forfeited in both battles.

To-day's Probable Winners.

AT NEW ORLEANS.

FIRST RACE—LILLAN BELLE, SIM W.
SECOND RACE—VIGNETTE, NED WICKES.
THIRD RACE—SCHOOL GIRL, ANNIE TAYLOR.
FOURTH RACE—FIANCES BOOKER; CAN I SEE 'EM.
SIXTH RACE—LOUSE, LONE PRINCESS.

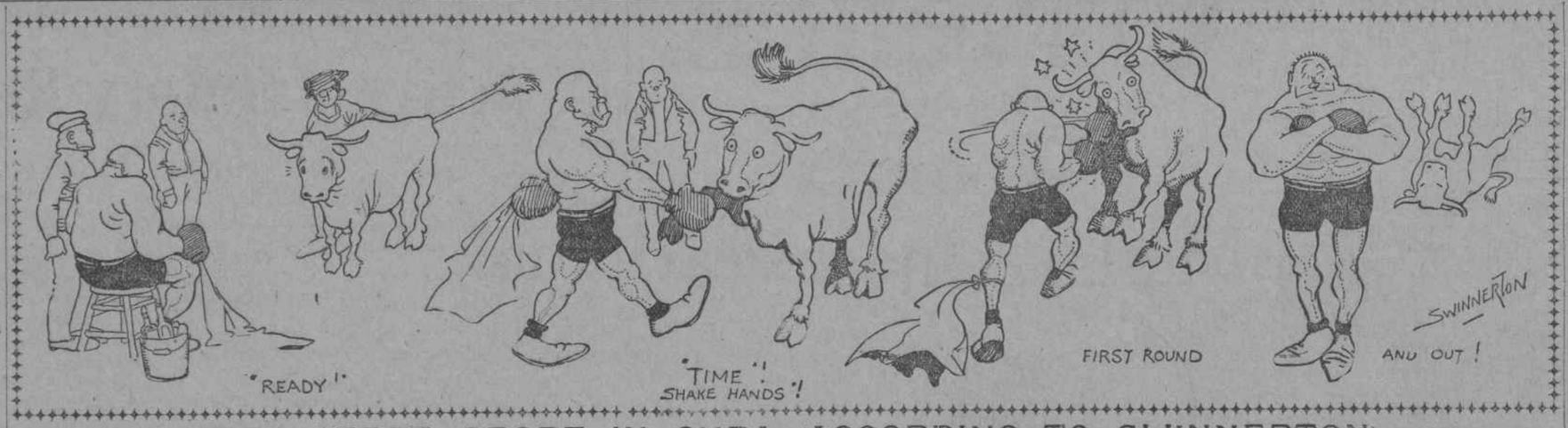
Copeland Going to New Haven.

Al Copland, who has been chosen to train Yale's athletic team this year, will leave for New Haven this morning. Copland has been requested to make the trip for the purpose of conferring with Captain Fisher and President Moore, of Yale Athletic Association. He expects to conclude to-day arrangements with the university and come to some understanding as to when he will enter upon his new duties.

Sullivan and Connelly To-night.

Unusual interest is attached to the boxing match at New Haven to-night, between "Spike" Sullivan, of Boston and Eddie Connelly, of St. John, N. B., who had the battle of Dick Burge, the welter weight champion of England, at Birmingham, in ten rounds. Sullivan has not fought since he knocked out Dal Hawkins, at the Lenox, last June, and he is reported to be in right form. The Pastime A. C. will conduct the performance, and they have engaged the Hyperion Theatre for the contest. The weight is 133 pounds. The winner will be matched against "Kid" Lavigne.

GET Companion Miniature to the one THE given away last Sunday, free to SET. "Want" advertisers next Sunday. Don't fill to get it.



THE LATEST SPORT IN CUBA (ACCORDING TO SWINNERTON).

"BHOO!" SAID THE HARDY SWIMMERS

Fourteen Men Engaged in a Race Off the Pier at Ulmer Park.

Fourteen sturdy specimens of physical manhood braved the frigid waters of Gravesend Bay yesterday in a 100-yard swimming match. The race was held off the long pier extending from Ulmer Park, the men diving off a wing of the pier and striking out toward the shore. Nearly 2,000 shivering persons gathered along the pier to watch the swimmers make the cold plunge.

Edward Golding, a slim youth of the Parkway Athletic Club, Bath Beach, received first prize, beating out H. Dentz, of New York, by five yards, with M. McBride, of Gravesend, third and J. Stehlin, of Bath Beach, fourth.

When the thinly clad athletes lined up outside of the railing before the start Donaldson, short, stout and cherubic, wore a light suit made from an American flag, while the other swimmers were attired in costumes which represented every color of the rainbow. Paul Tustin, of New York, shone prominently in a full-length suit of a brilliant emerald hue.

Tustin watched the starter's pistol keenly, and when he thought the signal was to be given leaped into the icy water. Unfortunately the pistol failed to go off. He finished first fully three yards to the good, but the referee disqualified him. Tustin afterward claimed he could have gone faster had he thought any one was near him, and was indignant at the idea of being counted out.

Along the course of the race a dozen row boats hovered, and some of the swimmers made a swift scramble for a boat as soon as they felt the chill of the water. The doubtful honor of being the first man to clamber into a boat belongs to W. Gorlcke, a Swede, from Coney Island. As the tide was on the ebb, the water was shallow and several of the swimmers proceeded to walk along the bottom before half the distance was traversed. Stehlin, who finished fourth, protested that the third man, McBride, walked part of the distance, but his claim for third prize went unheeded. E. Golding, the first man, covered the course, which measured exactly 128 yards, in 2 minutes 16 seconds.

Before the start most of the men prepared for the cold feat by liberal applications of goose grease and vaseline all over their bodies. All of them were well lubricated internally by a more pleasant concoction—commonly known as whiskey.

Those who competed in the race were: Prof. John Donaldson, of Bath Beach; Louis McBride, of Gravesend; R. Shore, of Coney Island; Hughson Hawley, of Brooklyn; A. J. Simmons, of New York; A. Gates, of Brooklyn; Oscar Wissman, of Brooklyn; H. Dentz, of New York; M. McBride, of Gravesend; C. Miller, of Coney Island; Paul Tustin, of New York; E. Golding, of Bath Beach; J. Stehlin, of Bath Beach, and W. Gorlcke, of Coney Island.

E. C. Sichel also desired to compete, but Dr. Meehan, of Bath Beach, who examined every contestant, advised the management not to permit Sichel to take the risk.

The swim was followed by a diving competition between Prof. Donaldson and Captain McEnroe, of Rockaway Beach. A fifty-foot diving pole had been erected, from which they were to have gone. But both decided that with only four feet of water broken necks would likely result. The pair then agreed to dive from an adjoining shed, about thirty feet high. Donaldson went down first. When McEnroe saw his opponent bob up on the surface uninjured, he followed. Donaldson's dive was far the better one and the judges accordingly declared him the victor.

JAKE PINCUS'S VIEWS.

Jacob Pincus, who is one of the most interesting figures on the turf, is on a short visit to New York prior to his return to England to renew his training operations in the old country. Mr. Pincus is a celebrity in England as well as in his native America; for, since winning the Derby with Iroquois, the only American thoroughbred that ever won the "blue ribbon" of the English turf, he has been much in the public eye both here and abroad.

When asked the relative merits of the system of training that exists both here and abroad, he said:

"The training differs only in a matter of detail, the main idea being about the same. There are many admirable things to be said on both sides. The main point upon which trainers on both sides of the ocean agree is that a horse must be thoroughly 'fit' to stand the ordeal of a great race, to keep pace and have something left at the finish when the supreme moment comes.

"If a horse breaks down in a severe trial it is better that he should do so then than in the race, for in that event the money would be lost that would have been wagered had he succumbed to the inevitable in his trial. The methods of the different training systems differ somewhat in the matter of the discipline that exists in a training establishment. And in that sense I think our English friends set us a very good example.

"The decision of the English judge is absolute, and the English racing crowds accept his verdict without question. In the close finish for the Cambridgeshire of '97, in which Mr. Keene's St. Cloud II., trained by me, was placed second, there was not a murmur, although it looked as if he was surely first by the post. Sloane thought he had won, and seated in my trap a bit beyond the finishing line I was much surprised when Comprey's number was hung up instead of our horse's.

"St. Cloud II. is a horse of a fine turn of speed, and a mile and a furlong being just his clip, he ought to stand a lot of beating in the Brooklyn and the Suburban.

"I am not prepared to speak definitely regarding my plans during the coming racing season in England. I have several offers from wealthy owners to train, but am yet undecided. I have several horses of my own which you may be sure will receive my earnest attention. Among them a two-year-old by Orlan, I fancy, will earn brackets before the season is over."

ENGLISH HOUNDS DON'T FILL THE BILL.

For Hunting Purposes the American Dog Is Much Better.

But, Then, the Animals We Import Are Only "Cast-Offs."

By Francis Trevelyan.

THE question of the American versus the English foxhound has been a vexed one among hunting men in this country for many years. The high-bred English hound was naturally enough expected to excel the American hound, to whose breeding and preservation from outcrosses attention had been paid in but few cases since his original progenitors were imported from the old country, perhaps a hundred or more years ago.

The results have not been as expected. The English hound has been tried and found wanting. Bred for speed rather than scent, destined to carry a racing pace over country old in cultivation, thinly wooded, he failed to successfully meet the conditions that confronted him on this side of the Atlantic. Speed and little else has been what English breeders of foxhounds have aimed at in recent generations. "The shires" have set the fashion, and not only have subscribers demanded pace, but the ever-improving galloping qualities of the hunters has made it necessary for hounds to have speed and stamina to keep going safely in front of the field.

While a number of good specimens of the English hound in his modern stage of evolution have been imported, it is but fair to say that the best cannot be bought for love or money. The would-be purchaser has to be content with drafted hounds, "cast-offs," as they would be called if they were thoroughbred horses. The puppies from an English kennel are put out to board, so to speak—"Walked" is the technical expression—with the farmers of that particular section of country. In due process of time, before cub-hunting begins, they are taken up and judgment is passed upon them by the master of hounds, and perhaps some of his friends. The discarded ones are generally turned over to the hunt servants to sell for what they can get for them. And these are virtually the only hounds that can be bought from first-class English packs. Of course, there are many good individuals among them, but the average is not the highest.

The English hound is of a much more definite and determined type than his American brother. Of the latter there are many varieties and many differences of coloring. This in many cases is due to crosses of English blood, which has left the individual a lighter animal, but like his imported progenitor in coloring.

Perhaps the most typical and also most satisfactory variety of American hound is the black and tan, who is in all probability a descendant of the English bloodhound rather than the foxhound. In old slavery days many bloodhounds were to be found through the South, and the low-set, deep-drooping ears of the black and tan hound, as well as something in his general contour, are reminiscent of his ancestry. Bloodhounds were used for hunting, especially of deer, in England in comparatively recent years. Old Squire Selby-Lowndes, who, after keeping hounds since he was nineteen years of age, died some fifteen years ago, used to hunt wild deer in Whaddon Chase with a pack of them.

But, as any one who will study the foxhound benches at the Dog Show that will soon be here can see, the American hound has far greater diversity of type and coloring than the imported animal. For practical use under the circumstances that met him here he does better than his more carefully nurtured relative from across the seas. The English hound, with his amazingly big bone and muscular galloping conformation, cannot hold his own in woodland hunting. He is lacking in scenting power, for he has been bred away from the type that had to do virtually all the work for itself. He has not the "music" of the American hound, which is invaluable when the pack has to denote its whereabouts in a rough country with continuous or frequent woods, while in the big pastures of Leicestershire it is a detriment rather than otherwise. And the English hound is too heavy. Alongside of the American hound he is massive, bred up to bone and muscle like the latter-day thoroughbred horse compared to the Derby winners of a century ago. He is not fitted to work in a rough country, which the lithe, light-boned native hound that carries but little carcass can traverse without difficulty or damage.

This has been the almost universal experience of masters of packs in this country. Even when English hounds are still kept, as at Meadowbrook, there is almost always a pack of American hounds as well. Mr. Thomas Hitchcock, Jr., who knows about as much concerning hunting as any man alive, has tried the English hound out and found that he will not do here. The pack he has at Aiken, S. C., is of American hounds. There is probably not a pack in this country to-day composed exclusively of English hounds.

"VETS" BEAT NOVICES.

First Practice of the New York A. C. Water Polo Candidates in the Swimming Tank.

The water polo team of the New York Athletic Club had its first real practice game of the season yesterday afternoon. To the astonishment of Captain Davis, sixteen candidates for the team reported for practice. He immediately divided them into teams of eight, putting the veterans on one side and the novices on the other, and began a spirited game.

A large crowd of members rooted for the scrub aggregation, which succeeded in making a fine showing against the "vets." Proctor, Walsh and Steen especially distinguished themselves. The regulars succeeded in winning by the rather small margin of 4 to 3. Three of the goals were made in the first half.

The scrub came within an ace of preventing the regulars scoring in the second period. Just before the expiration of time, however, the veterans started a scrimmage near the scrub goal, and Reeder managed to touch the ball to the board. The teams were as follows:

Regulars.	Positions.	Scrubs.
Reeder.	Centre.	Proctor
Wenck.	Right forward.	Steen
Davis.	Left forward.	Walsh
Fitzgerald	Quarterback.	Luders
Lyons.	Right goal.	Johnston
Douglass.	Left goal.	Siazenger
Harper.	Extra.	Beecroft
Zimm	Extra.	McGrew

BASEBALL IN THE "GYM"

Indoor baseball occupied the attention of the Knickerbocker Athletic Club athletes yesterday afternoon. An interesting game of seven innings took place between the gymnasts and swimmers. The aquatic men won by a score of 18 to 7. The teams were:

Gymnasts.	Positions.	Swimmers.
Kindgren.	Pitcher	Mahoney
Neuss	Catcher	King
Ryan	First base	Reeder
D. Reuss.	Second base	Cortier
Beers.	Third base	W. Reuss
Brennan	Shortstop	Sivori
Hess	Fielder.	Wotherspoon

Umpire—Dave Graham.

Score by innings:

Swimmers	3	0	3	2	4	4	2	—18
Gymnasts	2	1	3	0	1	0	0	—7

The entries for the series of indoor baseball games for the championship of the club closed last night. On Tuesday evening the first games of the series will take place.

Loving Cup for Colonel Burdett.

Hartford, Conn., Jan. 15.—Colonel C. L. Burdett, of this city, has received a solid silver loving cup from the League of American Wheelmen, the gift being in appreciation of his loyal services while first vice president and president of the league from 1891 to 1896. The cup is suitably inscribed and is mounted on an ebony base.

RUNNERS PELTED WITH SNOWBALLS.

Cross-Country Athletes Have a Varied Experience on the Chase.

A score of hardy athletes participated in the weekly paper chase held from the Jerome Avenue Hotel, One Hundred and Seventy-seventh street and Jerome avenue, yesterday afternoon. The boys made the pace warm all the way. John F. Malloy, of the Xavier A. A., was the first hound to finish. He covered the muddy eight-mile course in the excellent time of fifty-six minutes. Malloy was closely followed in the order named by C. Brady, Grace A. C.; J. P. Malloy, Xavier A. A.; Frank Zardine, Yorkville A. C., and Pete Dawber, Yorkville A. C. The other hounds straggled in some time after the leaders.

Promptly at 4 o'clock the six hares set out to lay the white paper trail. They were Eugene Estoppey, Burt Eggleston and E. Grusell, Pastime A. C.; H. Garthe, New Jersey A. C., and J. McEvoy and J. Muldoon, New West Side A. C. The course was circular, and included a run through Claremont Park, Cedar Park, Mott Haven and Fleetwood Park. The hounds started twenty minutes after the hares.

J. McCann led a hot clip for three miles, when he was superseded in the lead by John F. Malloy, who held his advantage to the finish. One of the hares, H. Garthe, was the only man to quit. At the end of the third mile he found himself in the vicinity of the Jerome House, and concluded that he had taken sufficient exercise for one day. J. Trinkhaus, of the Grace A. C., a novice at the game, swerved slightly from the course and rolled into a ditch. Although somewhat bruised he was able to make a good finish in the rut.

On the Kingsbridge road the enthusiasts met a number of boys having a game of snowball. The juveniles immediately turned their attention to the athletes, who made a great spurt to get out of harm's reach. Several of the runners were struck by the icy missiles. Deep puddles and swampy fields were met with continually, and the men were covered with mud at the finish.

Eggleston was the first hare back to the cafe with McAvoy and Estoppey second and third respectively. The run was voted the most successful held this season. Next Sunday the paper chase will be from the grounds of the Star A. C. in Long Island City.

MARITIME NEWS.

OUTGOING STEAMSHIPS.

SAIL TO-MORROW.

	Mails Close.	Vessels Sail.
Cymric, Liverpool	—	9:30 a. m.
Alliance, Colon	12:00 m.	2:00 p. m.
Lydia, Mexico	1:00 p. m.	3:00 p. m.
Iroquois, Jacksonville	—	3:00 p. m.
Furnessia, Glasgow	10:00 a. m.	12:00 p. m.

SAIL WEDNESDAY.

St. Louis, Southampton	7:00 a. m.	10:00 a. m.
Germanic, Liverpool	9:00 a. m.	12:00 m.
Aragonia, Antwerp	10:30 a. m.	12:00 m.
Trinidad, Bermuda	8:00 a. m.	10:00 a. m.
Orizaba, Havana	1:00 p. m.	3:00 p. m.
Ajax, Hayti	10:00 a. m.	12:00 m.
Bolstein, Hayti	10:00 a. m.	12:00 m.
San Marcos, Galveston	—	3:00 p. m.

SAIL THURSDAY.

State of Nebraska, Glasgow	—	2:00 p. m.
Santiago, Nassau	1:00 p. m.	3:00 p. m.

Additional supplementary mails are opened—after the closing of the regular supplementary mails—on the piers of American, English, French and German lines, and they are kept open until within ten minutes of the time of departure of steamships.

INCOMING STEAMSHIPS.

DUE TO-DAY.

Caesar	Amsterdam	Dec. 16
Croma	Hollyhead	Dec. 17
Aurelia	Gibraltar	Dec. 21
Kentigern	Shields	Dec. 29
Jersey City	Swansea	Dec. 24
Ruperra	Gibraltar	Dec. 24
Thornhill	London	Dec. 25
Bulgaria	Hamburg	Dec. 28
State of Nebraska	Glasgow	Dec. 31
Catania	Hamburg	Dec. 28
Pleona	Gibraltar	Dec. 29
Weimar	Bremen	Dec. 31
Island	Christiansand	Dec. 31
St. Romans	London	Dec. 31
Strathairly	London	Dec. 31
Chaucer	St. Lucia	Jan. 7
Kansas City	Savannah	Jan. 11
La Bretagne	Havre	Jan. 7
Amsterdam	Amsterdam	Jan. 5
Servia	Liverpool	Jan. 7
Port Melbourne	London	Jan. 2
Tauric	Liverpool	Jan. 6
Paraense	Para	Jan. 4
Louisiana	New Orleans	Jan. 11
Aragonia	Antwerp	Jan. 3

DUE TO-MORROW.

Friesland	Antwerp	Jan. 7
Menominee	London	Jan. 7
El Dorado	New Orleans	Jan. 8
Antilles	Nassau	Jan. 12
Rio Grande	Brunswick	Jan. 4
Matanzas	Havana	Jan. 13

DUE WEDNESDAY.

Lahn	Bremen	Jan. 10
Teutonic	Liverpool	Jan. 11
Bogstad	Hull	Jan. 4
Leona	Galveston	Jan. 11
Curier	St. Lucia	Jan. 11

ALMANAC FOR MONDAY, JAN. 16.

Sun rises	7:22	Moon rises	—
Sun sets	4:59	Moon sets	11:02 p. m.

HIGH AND LOW WATER TO-DAY.

GOVERNOR'S ISLAND.		SANDY HOOK	
H. W.	L. W.	H. W.	L. W.
m'd 11:0	m'd 8:11	m'd 12:9	m'd 8:11
m'n 12:9	m'n 8:11	m'n 12:9	m'n 8:11

Note—High water at Hell Gate occurs 1 hour and 40 minutes later than at Governor's Island. The time used in this tide table is 75th meridian west.

ROWING LIVELY AT OLD HARVARD.

The Decision Not to Drop Class Crews Has Stirred Things Up.

Cambridge, Jan. 15.—The decision not to drop the class crews this year at Harvard has brought them again in prominence, and the work will begin to-morrow in earnest to pick crews from which the 'Varsity, for the most part, will be eventually chosen. But besides the class crews there will be formed a new club to compete against the Weld Boat Club, and as soon as it becomes evident that a man will be useless on his class crew he will be sent to the new club.

The new club as well as the Weld club will each maintain a senior, an intermediate and a junior crew, and these will race some time after the class races, and the winners of the class races and the winners of the inter-club races will supply the men for the 'Varsity squad. The chances are, however, that most of the sixteen men in the two winning class crews will be taken to the 'Varsity squad, whereas only a few of the men from the winning club races will find a place on the squad.

Business Notices.

Dr. Bull's Cough Syrup Cures a cough or cold in one day! It is the best cough remedy for children! Cures whooping-cough and croup without fail! Doctors recommend it. Price 25 c.

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This Great Vegetable Vitalizer will quickly cure all nervous diseases brought on by errors or excesses, such as Lost Vigor, Insomnia, Pains in Back, Evil Dreams, Nervous Debility, Pimples, Headache, Unfitness to Marry, Varicocele and Constipation. Stops losses by day or night. Cleanses the liver, kidneys and organs of all impurities. $1.00 a box, 6 for $5.00. Guaranteed to cure. Send for free circular and 5,000 testimonials. Davol Medicine Co., San Francisco, Cal. For sale by HEGEMAN & CO., 196 Broadway, N. Y.

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Railroads.

Pennsylvania RAILROAD
STATIONS foot of West Twenty-third Street Desbrosses and Cortlandt Streets.
☞The leaving time from Desbrosses and Cortlandt streets is ten minutes later than that given below for Twenty-third Street Station.
7:50 A. M., FAST MAIL—Pullman Buffet Parlor Car New York to Pittsburg. Sleeping Car Pittsburg to Chicago. No coaches to Pittsburg.
8:50 A. M., FAST LINE—Pittsburg and Cleveland.
9:50 A. M., PENNSYLVANIA LIMITED—Pullman Compartment, Sleeping, Dining, Smoking and Observation Cars. For Chicago, Cleveland, Toledo, Cincinnati, Indianapolis, Louisville, St. Louis.
1:50 P. M., CHICAGO AND ST. LOUIS EXPRESS—For Nashville (via Cincinnati), Indianapolis, Chicago, St. Louis.
5:50 P. M., WESTERN EXPRESS—For Chicago, For Toledo, except Saturday.
7:40 P. M., SOUTHWESTERN EXPRESS—For Pittsburg, Cleveland, Cincinnati, Indianapolis and St. Louis.
7:40 P. M., PACIFIC EXPRESS—For Pittsburg and Chicago. Connects for Cleveland, except Saturday.
8:20 P. M., MAIL AND EXPRESS—Pullman Buffet Sleeping Car New York to Altoona, East Liberty, Pittsburg and points West, daily except Sunday. No coaches.
WASHINGTON AND THE SOUTH.
7:50, 8:20, 9:20, 9:50 (Dining Car), 10:50 a. m. (Dining Car), 12:50, 1:50, 3:20 ("Congressional Lim.," all Parlor and Dining Cars), 4:20 (Dining Car), 4:50 (Dining Car), 8:50 p. m., 12:05 night. Sundays, 8:20, 9:20, 10:50 a. m. (Dining Car), 12:50, 3:20 ("Congressional Lim.," all Parlor and Dining Cars), 4:20 (Dining Car), 4:50 (Dining Car), 8:50 p. m., 12:05 night.
SOUTHERN RAILWAY—"Florida Limited," 11:50 a. m. week days. Express, 4:20 p. m., 12:05 night, daily.
ATLANTIC COAST LINE—"Florida Special," 12:20 p. m. week days. Express, 9:20 a. m. and 8:50 p. m. daily.
ATLANTIC CITY—1:50 p. m. week days (Desbrosses and Cortlandt streets, 2:10 p. m.) Through Vestibule Train Buffet Parlor Cars, Passenger Coach and Combination Coach.
FOR PHILADELPHIA.
6:10, 7:20, 7:50, 8:20, 8:50, 9:20, 9:50 (Penn. Limited), 9:50 (Dining Car), 10:50 (Dining Car), 11:50 a. m., 12:50, 1:50, 2:50, 3:50, 4:20, 4:50 (Dining Car), 4:50 (Dining Car), 5:50 (Dining Car), 7:40, 8:50 p. m., 12:05 night. Sundays, 6:10, 8:20, 8:50, 9:20, 9:50 (Limited), 9:50, 10:50 a. m. (Dining Car), 1:50 (Dining Car), 3:50, 4:20 (Dining Car), 4:50 (Dining Car), 5:50 (Dining Car), 7:40, 8:50 p. m., 12:05 night.
Ticket offices, 461, 944, 1196, 1323, 141 and 261 Broadway, 1 Astor House, West Twenty-third Street Station and stations foot of Desbrosses and Cortlandt streets; 4 Court street, 860 Fulton street, 98 Broadway and Pennsylvania Annex Station, Brooklyn; Station, Jersey City. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.
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J. B. HUTCHINSON, General Manager. J. R. WOOD, General Pass'r Agent.

LEHIGH VALLEY SYST
Station foot of West 23d st. (Penn. R. R.) Cortlandt and Desbrosses st.
*Indicates time from West 23d st. Other show the time from Cortlandt to Desbrosses st.
*7:50, 8:15 A. M., daily for WILKESBARRE, SCRANTON, ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS and the West, and principal local points; dining car and parlor car to Buffalo.
*11:50 A. M., 12:00 noon, daily, except Sundays.
"BLACK DIAMOND EXPRESS."
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*3:50, 4:10 P. M. daily, except Sunday, for WILKESBARRE, PITTSBURG, SCRANTON and principal intermediate stations. Connects for all points in coal regions. Pullman Buffet Parlor Car for WILKESBARRE.
*6:50, 7:00 P. M., daily, for BUFFALO, NIAGARA FALLS and all points West. Pullman Sleeper, Vestibule train New York to Chicago. Sleepers to Buffalo and Toronto. Dining Car New York to Easton.
7:40, 8:00 P. M., daily, stopping only at SOUTH PLAINFIELD, EASTON, BETHLEHEM, MAUCH CHUNK, SAYRE, GENEVA, ROCHESTER, BUFFALO and TORONTO. Pullman Sleeper for Buffalo. None but Sleeping Car passengers carried. No baggage carried.
*8:20, 8:20 P. M., daily for WILKESBARRE, ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS and all points West. Pullman Sleepers to Chicago.
Tickets and Pullman accommodations at 113, 261, 273, 355, 914 and 1323 Broadway; 31 East 14th st., 156 East 125th st., 127 Bowery, New York; 860 Fulton st., 4 Court st., 98 Broadway and Brooklyn Annex, Brooklyn.
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1:00, 6:00, 8:30 p. m. for Columbus, Cincinnati, Indianapolis, St. Louis.
8:35 a. m., except Sundays, and 6:25 p. m. daily for Montreal, and except Saturday nights, Ottawa.
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