BRYAN IN OHIO FOR M'LEAN.

He Discusses Trusts, Income Tax, Conquest and Other Issues, but Fails to Stir the People, Says James Creelman.

By James Creelman.

Defiance, O., Oct. 19.—The climax in the great struggle between Mark Hanna and John R. McLean for the control of Ohio was reached to-day when Mr. Bryan swept through the extreme western counties of President McKinley's own State on a special train, denouncing the Republican party to crowds of farmers and pleading for the election of Mr. McLean as Governor.

Yesterday Mr. Bryan addressed only the warring Democrats of Kentucky. To-day he addressed only the sullen Republicans of Ohio. Notwithstanding the leaden sky and occasional sprinkles of rain, the farmers gathered in the towns in great numbers. But there was no enthusiasm. The brown-skinned sowers and reapers stood patiently in the muddy streets to see the great leader of the Democratic party, but they were stolid, silent, passionless.

McLean Certain to Be Defeated.

The sudden change from the roaring, adoring, ecstatic multitudes which surged and swirled about Mr. Bryan in Kentucky yesterday to the cold indifference of Ohio to-day was dramatic, startling.

It is useless to attempt to hide the fact that Mr. McLean cannot be elected, that Ohio is lost to the Democratic party this year. Prejudiced party newspapers may ignore the plain truth, but the actual news of the situation is that Judge Nash will be the next Governor of Ohio.

Mr. McLean has builded his hopes on this journey of Mr. Bryan. He carefully planned to keep the leader out of the great cities where his speeches might drive revolting Republicans back into their party, and spared no money in advertising his coming into the Western farming country.

But all in vain. The masses listened dully and in cold blood. Mr. McLean accompanied Mr. Bryan and carefully observed the effect of his speeches. Mr. Bryan discussed the trusts, imperialism, free silver, greenbacks and the standing army. Never was his voice clearer or his utterances more earnest and eloquent. He seemed to grow in passionate energy at each new stopping place, but the stubborn crowds would not yield themselves to the power of his tongue.

No. 17. The Tax on Incomes.

When the special train reached Greenville Mr. Bryan and Mr. McLean were met by a procession of carriages and a mounted escort. The streets of the town were crowded, but not a hat was raised, not a cheer sounded. There was an audience of about 2,000 persons at the speakers' stand. Here Mr. Bryan sounded the keynote of his appeal to Ohio Republicans to turn from Hanna and McKinley.

"The Democratic party stands for an income tax," he said. "Some time ago a New York Democrat told me that the income tax plank in the Chicago platform was driving the rich men out of the Democratic party. He said that the rich Democrats would all leave us. I said I didn't know the rich New York Democrats, but that even if they did leave us there were plenty of poor Republicans to take their places.

The Income Tax Plank.

"But I didn't know the poor Republicans. In 1896 many poor Republicans rejoiced that we were driving out of our party men who were prepared to leave rather than to assist in restoring equal rights. But they helped to elect a Republican Administration whose policy compels a poor man to pay more than his share of the taxes.

"The income tax is in the Ohio platform on which Mr. McLean stands, and I want you to give him so big a majority that the whole nation will know where you stand on the income tax question. I do not see how any poor farmer can afford to remain in the Republican party while the issues are drawn as they are drawn now."

Mr. Bryan then talked about the trusts. "If you put a leech on a man," he said, "it may suck its fill and he will not feel it. But if you make him a vest and coat and trousers all of leeches, then he will begin to feel it." After discussing the lumber trust and the barbed wire trust Mr. Bryan took up the question of the standing army.

"In 1896 there were 25,000 soldiers in our standing army. Is there any Republican farmer here who thinks that we hadn't enough soldiers in our army then? If so let him hold up his hand. There is not one. Is there any man here who believes that 25,000 soldiers are not enough for use in this country? If there is let him hold up his hand. There is not one. Yet within two years after he took his seat, President McKinley called for a standing army of 100,000, four times as many as we had.

The Standing Army.

"There was no war. The treaty of peace with Spain was practically agreed upon. The war in the Philippines had not begun. Now, Republican farmers, can you see any reason for a large standing army except that we were to enter upon a policy of imperial conquest? Twenty-five thousand soldiers were enough for a government resting on the consent of the governed. It takes four times as many soldiers for a government resting upon force.

"Judge Day has written a letter saying that our Government in the Philippine Islands is not based upon conquest, but upon purchase. Republicans, I dare you to defend the doctrine of purchase. I defy you to put ten millions of Malays on the auction block and knock them off at $2 apiece. We pay more for hogs. Republicans, I defy you to set a money price on blood. How much is an American soldier's life worth?

"An American Consul hunted up Aguinaldo at Hong Kong. Admiral Dewey sent for him. An American war ship carried him to Manila. An American guard gave arms to the Philippines. And after we had made the Philippines our allies we now propose to enslave them. Republicans will tell you that we are pleading for the Philippines.

"No, we are not pleading for the Philippines. We are pleading for American institutions. We want them to remain in the future what they have been in the past. We have held up to the world a light of liberty and we are not willing that that light should be put out.

"While England is striking down one Republic in South Africa we are denying in Asia the right of self-government to another Republic. They tell me there's money in the Philippines for us. I tell you that if you bring enough gold to fill all the earth and reach to the skies it would not be enough to justify this nation in abdicating its high position among the nations."

His Speech at Celina.

NO. 18. The War in the Orient.

About 3,000 persons greeted Mr. Bryan at Celina. Here he declared that no farmer could afford to be a Republican and no person who dealt with farmers could afford to be a Republican. He denounced the Republican plan for retiring greenbacks and made a strong appeal to the Populists to vote for McLean. Here, too, he discussed the Philippine question.

"Heretofore," he said, "we have acquired land for our citizens to settle in. Now we have crossed 7,000 miles of ocean, not to get land for settlement, but to get people to subjugate. If you want to find anything like it go to the English colonial policy in India.

"Republicans, I dare you to lay a money value of American blood against Asiatic trade. I dare you to name a price for the life of an American soldier. I am not willing that one American life shall be given for all the trade. In my humble judgment, when God gets ready to speak to the American people through a human agency he'll find somebody else besides Mark Hanna as a mouthpiece.

"I warn you that it will not do to use the religious argument in favor of conquest. I warn you that if we plant in the Philippine Islands the doctrine of forcible Christianity it will only be a short time before we in America will be shooting our particular brands of Christianity to the Orient.

"White men cannot work under a tropical sun. You can't get 10,000 white men to settle in the Philippines, even if you give them the land. We went go there to work the land. We will go there to work the Filipinos."

SPEECHES NOS. 19, 20, 21 and 22.

As the day wore on Mr. Bryan attacked Mark Hanna bitterly. At St. Mary's there was a crowd of about 5,000, at Van Wert 2,500, at Paulding 2,000.

In the opera house here Mr. Bryan stirred his audience profoundly by attacking the treaty made by General Otis with the Sultan of Sulu, permitting human slavery under the American flag. He stood in front of Congressman Lentz while he delivered himself of this denunciation.

Hinrichs, of Chicago, who is accompanying Mr. McLean, with Allen O. Meyers, says that Democratic victory is certain in Ohio. But all the evidence is against this. The most significant thing of this day's work is that Mr. Bryan did not once attack the Jones movement.

Bernard Cassidy, Half of Whose Long Life Has Been Spent in Central Park.

Starving and suffering with pleurisy, he was yesterday taken to Bellevue. He was appointed a park workman by Commissioner Andrew H. Green in 1858, and "thinks" he is now "about seventy-five."

PARK LABORER IN OLD AGE STARVES.

Bernard Cassidy Goes to Bellevue in an Ambulance.

Pleurisy and starvation has at last relegated to Bellevue Bernard Cassidy. He had said, in reply to a policeman's jest on Wednesday, "Oh, the ambulance bell that is to make way for me is not yet in the shop!" and laughed. But he coughed desperately then and doubtless was hungry.

Every one who knew the Central Park well knew him. He had been a laborer there when it was a forest. He had felled trees, blasted rocks, made roads through tangled shrubs and carried on his back palaces of squatters and Noah's arks of little children.

He knew the time when the goats and the swine had an Eden where the Mall extends, rigid and austere, its well-kept road between commonplace statues. He had been a guest at picnics, in his working clothes, in the days when it was not unfashionable to sit on the grass under a large tree at luncheon, and the Park was at a long distance from the town, and the workmen in it were distinguished artisans.

In his bed at Bellevue he said yesterday: "I am an Irishman, but I have been here since I was a lad. I have no relatives in the old country that I know. I had here two sisters, who were blind, and a brother, who was crippled. They are dead. All my friends are dead. I must be very old, but I cannot tell you how old. Say, seventy-five years.

"I was already a serious, old-fashioned man when I was appointed a laborer in the Park by Commissioner Andrew H. Green. This was in 1857, I think. I loved the Park then. I have loved it more and more. I ought to have got out of it years ago in the long Winter days when I might have found work elsewhere. But, you see, I loved the Park too much.

"I earned plenty of money. I had $1.75 a day, and I was never ill. But I had to take care of my little sisters, who were blind, and of my brother, who was crippled. And then I wasn't a man who could save money, anyway.

"I was never ill. But in May, while I was working in the playground—the boys had complained because dogs had dug holes in the earth, and the base balls stuck there—I was sunstruck. They treated me here for a week, then. I haven't been strong since that time. What is the use of an old man in Central Park? He ought to be stronger than ever in the Winter.

"Oh, this pleurisy isn't very bad, you know. I'll get well. See the muscles of my arm. If only I was sure of eating every day I would ask for work by the job in the Park when I got out of here, and do the work as well as ever. The only thing that bothers me is that I came here in an ambulance. It's a bad sign, don't you think?"

DR. HALE TAKES A SLAP AT CHURCH CORPORATIONS.

Declares the Mission of Unitarianism Is to Crush Them Out.

Washington, Oct. 19.—Among the papers read at to-day's session of the Unitarian Council was one by the Rev. Edward Everett Hale, in which he declared that the orthodox churches are "great religious corporations," inimical to human right and freedom. One of the missions of Unitarianism, Dr. Hale said, was to break down these religious corporations.

The council to-day elected these officers: President, George F. Hoar; vice-president, Carroll D. Wright; governors, Roger Wolcott, Dorman B. Eaton, George E. Adams, Thomas J. Morn, George C. Perkins; general secretary, the Rev. W. D. Morehouse; treasurer, William Howell Reed; council, the Rev. Minot J. Savage, chairman; the Rev. Edward Everett Hale, the Rev. Howard N. Brown, Mrs. Robert H. Davis, Charles E. Murdock, the Rev. Paul Frothingham and the Rev. Thomas R. Sliecr.

WAR OF PELLETS VS. FULL-GROWN PILLS.

St. Mary's Hospital Serves Notice on Allopaths to Quit.

WANT HOMŒOPATHS.

The Old School Physicians Refuse to Accept Their Discharge.

The old wrangle of schools, homeopath versus allopath, which in years gone by has kept hypochondriacs on the rack in terror lest the "other fellow's pills" be after all the true physic for all ills, has broken out in the most virulent form in St. Mary's Hospital in Passaic.

The sisterhood which owns the hospital and provides for its maintenance believes in Hahnemann, similia similibus, and ever since the institution was opened—something over a year ago—has demurred at the allopathic dispensation of the doctors who composed the hospital staff.

The friction has been constant, but the allopathic forces in the staff continued to scorn bread pills and uphold the "blue mass" standard.

Now the crisis has come. The worthy Sisters yesterday sent notice to the physicians that their services were no longer needed, and that Dr. Charles A. Church had been requested to organize a new staff, to be composed wholly of homeopathic practitioners. To make the change thorough all the members of the Homeopathic Brotherhood in the county are to be asked to lend a hand, and they are doubly jubilant at the turn the affair has taken, since, if the sisterhood carries the day, St. Mary's will be the first hospital in all that part of New Jersey to fly the homeopathic banner and heal on the Hahnemann plan.

But the "old school" is not to yield without a fight. Its hold upon the hospital is strengthened by legal technicalities which can only be overcome at law. The St. Mary's Hospital Association was organized by Father Sheppard and Drs. Sullivan, Frank Demarest, G. T. Welsh and W. H. Carroll. They secured and now hold the charter of the institution.

Father Sheppard and Dr. Sullivan resigned some time ago, and their places were filled by Father Kernan and Dr. P. H. Terhune. The physicians whom the notices of yesterday deposed are among the foremost medicine men of the county, and, firm in the allopathic faith, they refuse to surrender the charter.

This is their attitude, as defined by one of them yesterday: "The Sisters may, if they choose, oust us as tenants, but the fact remains that we constitute, in law, the Hospital Association, and we purpose to hold on to the charter."

FRENCH SHRINER & URNER
EXTRA QUALITY

Men's Shoes.

The uniform nicety of Black Emerald Kid Shoes is due first to the selection of the skins—none but best can pass our experts.

Then on through the tanning, the cutting, the shaping, the lasting, the stitching, the finishing—every step taken is the best we know how to take.

French, Shriner & Urner.

153 BROADWAY, New Singer Bldg., cor. Liberty St.
365 BROADWAY, corner Franklin St.
1263 BROADWAY, bet. 31st and 32d Sts.
1455 BROADWAY, bet. 41st and 42d Sts.
BROOKLYN—367 and 506 Fulton St.
PHILADELPHIA—728 Chestnut St.
Agencies throughout the United States.

MARITIME NEWS.

OUTGOING STEAMSHIPS.

SAIL TO-DAY.

	Mails Close	Vessels Sail
Wordsworth, Pernambuco	7:00 a. m.	9:00 a. m.
Hansa, Inagua	1:00 p. m.	3:00 p. m.
Algonquin, Charleston	——	3:00 p. m.
Colorado, Brunswick	——	3:00 p. m.

SAIL TO-MORROW.

Lucania, Liverpool	5:30 a. m.	9:00 a. m.
La Gascogne, Havre	6:30 a. m.	9:00 a. m.
Maasdam, Rotterdam	8:00 a. m.	10:00 a. m.
Palatia, Hamburg	——	7:00 a. m.
Anchoria, Glasgow	10:00 a. m.	12:00 m.
Menominee, London	——	9:00 a. m.
Alleghany, Kingston, etc.	10:00 a. m.	12:00 m.
Prins F. Hendrik, Hayti	10:30 a. m.	12:00 m.
Mexico, Havana, etc.	11:00 a. m.	1:00 p. m.
Barden Tower, Guadaloupe	1:30 a. m.	——
Alps, Hayti	10:30 a. m.	12:00 m.
Algiers, New Orleans	——	3:00 p. m.
Louisiana, New Orleans	——	3:00 p. m.
Nueces, Galveston	——	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 transatlantic lines, and they are kept open until within ten minutes of the time of departure of steamship.

INCOMING STEAMSHIPS.

DUE TO-DAY.

Thomas Mellville.....Gibraltar.....Oct. 1
Queen Margaret.....St. Lucia.....Oct. 10
James Turpie.....Gibraltar.....Oct. 4
El Paso.....New Orleans.....Oct. 13
Pretoria.....Hamburg.....Oct. 3
Ohio.....Holl.....Oct. 10
Pocasset.....Gibraltar.....Oct. 6
Indralema.....Gibraltar.....Oct. 6
Seneca.....Havana.....Oct. 16

DUE TO-MORROW.

New York.....Southampton.....Oct. 14
Etruria.....Liverpool.....Oct. 14
Island.....Christiansand.....Oct. 7
San Marcos.....Key West.....Oct. 15
Vincenzo Florio.....Gibraltar.....Oct. 7
El Mar.....Jacksonville.....Oct. 18
British Empire.....New Orleans.....Oct. 16
Comanche.....Antwerp.....Oct. 7

DUE SUNDAY.

La Bretagne.....Havre.....Oct. 14
Polycarp.....Para.....Oct. 10
Santiago.....Nassau.....Oct. 16
Chaucer.....St. Lucia.....Oct. 16
Holbein.....
St. Lucia.....Oct. 16

ALMANAC FOR FRIDAY, OCT. 20.

Sun rises.....6:17 Moon rises.....6:13 p. m.
Sun sets.....5:13 Mon sets.....

HIGH AND LOW WATER TO-DAY.

GOVERNOR'S ISLAND		SANDY HOOK	
H. W.	L. W.	H. W.	L. W.
8:40 a. m.	2:30 a. m.	8:11 a. m.	1:55 a. m.
9:06 p. m.	3:10 p. m.	8:40 p. m.	2:24 p. m.

Note.—High water at Hell Gate occurs 1 hour and 49 minutes later than at Governor's Island. The time used in this tide table is 75th meridian W.

INTERNATIONAL YACHT RACES.

The Fast Deep Water Steamer

BLOCK ISLAND

will attend each race between the

COLUMBIA and SHAMROCK.

Capacity 1,500 passengers; strictly limited to 800. Her three spacious decks and limited number of passengers offer excellent opportunity to view the races.

Ship will sail at 9 A. M. from Pier 31 (new), N. R., foot of Watts St., adjoining Desbrosses St. Ferry.

Price One Dollar Each Race.

Tickets can be purchased at the pier on the morning of sailing.

Railroads.

Pennsylvania RAILROAD.

STATIONS foot of West Twenty-third Street and Desbrosses and Cortlandt Streets.

☞ The leaving time from Desbrosses and Cortlandt streets is five minutes later than that given below for Twenty-third Street Station, except where otherwise noted.

7:35 A. M., FAST MAIL—Limited to two Buffet Parlor Cars New York to Pittsburg. Sleeping Car Pittsburg to Chicago. No coaches to Pittsburg.
8:55 A. M., FAST LINE—Pittsburg and Cleveland.
9:55 A. M., PENNSYLVANIA LIMITED—Pullman Compartment Sleeping, Dining, Smoking and Observation Cars. For Chicago, Cleveland, Toledo, Cincinnati, Indianapolis, Louisville, St. Louis.
1:55 P. M., CHICAGO AND ST. LOUIS EXPRESS—For Louisville (via Cincinnati), Indianapolis, Chicago, St. Louis.
3:55 P. M., WESTERN EXPRESS—For Chicago, Fort Toledo, except Sunday.
7:55 P. M., SOUTHWESTERN EXPRESS—For Pittsburg, Cleveland, Nashville (via Cincinnati), Louisville, Indianapolis, St. Louis.
7:55 P. M., PACIFIC EXPRESS—For Pittsburg and Chicago. For Knoxville, daily via Shenandoah Valley route. Connects for Cleveland, except Saturday.
8:25 P. M. (Desbrosses and Cortlandt Streets 8:45 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.

7:55, 8:25, 9:25, 10:10 (Desbrosses Street 10:10, Cortlandt Street 10:15) (Dining Car), 10:55 (Dining Car) a. m., 12:55, 2:10 (Desbrosses Street 2:10, Cortlandt Street 2:15), 2:55 (3:25 "Congressional Lim.," all Parlor and Dining Cars), 4:25 (Dining Car), 4:55 (Dining Car), 8:55 p. m., 12:10 night. Sundays, 8:25, 9:25, 10:55 (Dining Car) a. m., 12:55, 2:55 (3:25 "Congressional Lim.," all Parlor and Dining Cars), 4:25 (Dining Car), 4:55 (Dining Car), 8:55 p. m., 12:10 night.
SOUTHERN RAILWAY—Express, 2:55, 4:25 p. m., 12:10 night daily.
NORFOLK & WESTERN RAILWAY—For Memphis and New Orleans, 2:55 p. m., daily.
ATLANTIC COAST LINE—Express, 9:25 a. m. and 8:55 p. m. daily.
ATLANTIC CITY—2:10 p. m. week days (Desbrosses Street 2:10, p. m., Cortlandt Street 2:15 p. m.). Through Vestibule Train Buffet Parlor Cars, Passenger Coach and Combined Coach.

FOR PHILADELPHIA.

6:10 (Desbrosses and Cortlandt Streets 6:20), 7:25, 7:55, 8:25, 8:55, 9:25, (9:55 Penna. Limited), 10:10 (Desbrosses Street 10:15, Cortlandt Street 10:15) (Dining Car), 10:55 (Dining Car), 11:59 a. m., 12:55, 2:10 (Desbrosses Street 2:10, Cortlandt Street 2:15), 2:55, 3:55, 4:25, 4:25 (Dining Car), 4:55 (Dining Car), 5:55 (Dining Car), 7:55, 8:55 p. m., 12:10 night. Sundays, 6:10, 8:25, 8:55, 9:25, 9:55 (Limited), 9:55, 10:55 (Dining Car) a. m., 12:55, 3:55 (Dining Car), 2:55, 3:55, 4:25 (Dining Car), 4:55 (Dining Car), 5:55 (Dining Car), 7:55, 8:55 p. m., 12:10 night.
Ticket Offices, No. 461, 944, 1196, 1354, 111 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.
Telephone "914 Eighteenth Street," for Pennsylvania Railroad Cab Service.
J. B. HUTCHINSON, General Manager. J. R. WOOD, General Pass'r Agent.

LEHIGH VALLEY.

Station foot of West 23d st., Cortlandt and Desbrosses sts. Penna. R. R. ferries.
* Time West 23d st. Other figures Cortlandt or Desbrosses st. †Daily except Sunday. ¶Sunday only. Other trains daily. (Sunday leaves 6:45. eSunday leaves 8:15. xSunday leaves 6:15.
†*6:55, 7:00 A. M. Local for EASTON.
*7:55, e8:08 A. M. For BUFFALO, NIAGARA FALLS and West, and principal local points. Parlor and Dining Cars. Connects for Coal Branches.
†*11:15, 12 Noon. "BLACK DIAMOND EXPRESS." Handsomest train in the world. Limited to seating capacity. Due Buffalo 9:55 P. M.; connecting with through Sleeper to Detroit and Chicago. Dining Car Service a la carte.
†*3:55, 4:08 P. M. } For WILKESBARRE, *12:55, 1:00 P. M. } SCRANTON, Coal Branches and intermediate points.
¶*4:35, 5:15 P. M. Local for MAUCH CHUNK.
†*5:10, 5:20 P. M. Local for MAUCH CHUNK.
†*6:10; 6:20 P. M. Local express for EASTON.
*5:55, x6:08 P. M. For Buffalo and points West. Through Sleeping Cars to Chicago and Toronto.
*7:55, 8:00 P. M. Express for Buffalo and TORONTO. Sleeping Car passengers only.
*10:25, 10:30 P. M. For ITHACA, ROCHESTER, BUFFALO and West. Sleeping Cars to Chicago.
SOUTH PLAINFIELD and BOUND BROOK locals, daily, except Sunday, *10:40, 10:50 A. M., *2:25, 2:30, *4:10, 4:20, *8:25 and 8:30 P. M.
Tickets and Pullman accommodations at 113, 261, 290, 355, 944 and 1354 Broadway, 25 Union Square West, 245 Columbus ave., N. Y.; 860 Fulton st., 4 Court st., 98 Broadway and Annex Station, Brooklyn.
N. Y. Transfer Co. will call for and check baggage from hotel or residence through to destination.

New York Central

Trains leave Grand Central Station as follows:
8:30 a. m., except Sundays. Empire State Express. This train is limited to seating capacity.
8:30 a. m., except Sunday, and 7:20 p. m. daily, for Adirondack Mountains and Montreal.
10:30 a. m., 1:00, 5:30, 6:00, 9:15 p. m., daily, for Albany, Buffalo, Chicago and the West.
1:00, 6:00, 8:30 p. m., for Columbus, Cincinnati, Indianapolis and St. Louis.
1:30 p. m. Saturday, 3:30 p. m. other week days —Albany Flyer.
8:45 a. m., except Sunday, and 6:25 p. m. daily, for Montreal and, except Saturday night, Ottawa.
4:00 p. m. daily, for Detroit.
8:00 p. m. daily, for Buffalo, Niagara Falls and Toronto.
Trains illuminated by the Pintsch light.
Tickets and Wagner offices at Grand Central Station, 113, 261, 413 Broadway, 25 Union Square W., 1216 Broadway, 235 Columbus ave., 61 West 125th st., 125th st. station and 138th st. station.
Telephone "4950 Cortlandt" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company.
GEORGE H. DANIELS, General Passenger Agent.

Delaware, Lackawanna & Western.

Stations in New York foot of Barclay and Christopher sts.	Leave.	Arrive.
Binghamton Mail	8:00 a. m.	3:30 p. m.
Buffalo, Ithaca, Oswego Ex	*10:00 a. m.	8:00 p. m.
Chicago & Buffalo Express	*1:00 p. m.	*8:00 p. m.
Scranton, Wilkesbarre		
Plymouth Express	4:00 p. m.	12:20 p. m.
Chicago & Buffalo Lim Ex	*7:00 p. m.	*7:30 a. m.
Buffalo Ex. (arr. Buffalo 7:45 a. m.)	*8:30 p. m.	*9:30 a. m.
Ithaca, Oswego, Utica Ex	*9:30 p. m.	*7:30 a. m.

Sleeper to Scranton may be occupied to 7:30 a. m.
Tickets and Pullman accommodations at 113, 429 and 950 Broadway and 14 Park place.
Westcott's Express Co. will call for and check baggage to destination. *Daily.

International Yacht Races.

IRON STEAMBOAT CO.
International Yacht Race Days.
LEAVE FOOT OF WEST 22D ST., N. R., 9 A. M.
All elevated and surface railroads connect with 23d st. crosstown line to the pier.
FARE, $2.00.
TO VIEW THE FINISH
each race day an IRON STEAMBOAT will leave FOOT 22D ST., N. R., 12:30 P. M.; PIER 10, EAST RIVER, 1 P. M. (between South Ferry and Wall st.)
FARE, $1.00.
Each Steamboat of 1,800 capacity will be limited to 500 passengers.
TICKETS on sale at COMPANY'S OFFICE, ROOM 139, 32 BROADWAY, and AT PIER 10, and FOOT 22D ST., on each race day.
One of the IRON STEAMBOAT CO.'S stanch, safe and commodious vessels will leave PIER (NEW) NO. 1, N. R., at 9:15 A. M. FARE $2.

NO RACE—NO FARE!
COUPONS RETURNED GOOD FOR NEXT RACE.
Grand Republic
Leaves West 20th street 8:15 A. M.; Battery Landing, 9:10 A. M.; Bridge Dock, Brooklyn, 8:50 A. M. Tickets (limited) reduced to $2.00. On sale at docks morning of races.

INTERNATIONAL YACHT RACES.
$2. STEAMER DOLPHIN, $2.
Formerly AL. FOSTER,
leaves East 31st st., 8:30; South 5th st., Brooklyn, 8:45; Battery, 8:30 sharp. Complete restaurant service.
IF ANY RACE SHOULD BE DECLARED OFF, PASSENGERS ON THAT DAY MAY GET TICKETS FROM PURSER AT HALF PRICE FOR THE FOLLOWING RACE DAY.

$1.00—RUNS EVERY RACE DAY—$1.00
Columbia. | AL FOSTER'S | Shamrock.
IRON STEAMER ANGLER.
Large, elegant saloon, steam heated. Steamer Angler runs all the year round on the Atlantic Ocean. Military Band. Restaurant a la carte. Leaves 21st St., East River, 8:05 A. M.; Battery, 8:55 A. M. Limited 600. Fare, $1.00.

STEAMER GLEN ISLAND
(the Flagship of the Starin Fleet),
The Best Observation Boat Afloat,
will attend YACHT RACES each race day, leaving Starin's Dock, foot Cortlandt st., at 9:30 A. M. sharp. Refreshments.
If no race, tickets given for the next race day. Tickets at 180 Fulton st., at Dock, and principal ticket offices.
Single trip, $2. Staterooms, $3 and $5.

Steamboats.

☞ IMPORTANT NOTICE. ☜
PURCHASERS OF TICKETS WILL BE GIVEN A COUPON GOOD FOR THE NEXT DAY, IN EVENT OF YACHTS NOT MAKING A RACE.

FAMOUS LONG BRANCH OCEAN STEAMER
COLUMBIA
From PIER 10, EAST RIVER
(Between South Ferry and Wall Street),
☞ AT 9:30 A. M.
FOR THE Yacht Races.
SINGLE DAY TICKET.....$3.00
TICKET GOOD FOR ALL DAYS.....5.00
Every passenger on the COLUMBIA is satisfied. She always holds good position. Immense deck room, a seat for everybody. Saloons steam heated. Restaurant excellent, reasonable prices and quick service. Her officers are experienced men, used to sea-going work. She will follow the yachts in any weather.
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Leave Brooklyn, Fulton St. (by Annex).8:00 A. M.
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TELEPHONE Your "Want" Advts. to the Journal. Ask Central for 4901 Cortlandt. Brooklyn call, 1058 Main.

W. H. APPLETON, THE PUBLISHER, IS DEAD.

We All Know Him as the Printer of Webster's Speller.

William Henry Appleton, son of the founder of the great publishing firm of D. Appleton & Co., and for many years head of that firm, died yesterday at his home in Riverdale, after an illness of two weeks. He was eighty-five years of age.

Away back in the very early part of the century Daniel Appleton moved his dry goods business from Haverhill, Mass., to New York. William H., his son, had been born in Haverhill, January 27, 1814, and after graduating from Phillips Academy, Andover, worked in his father's store, in which a stock of books had been added to dry goods. Soon the dry goods were dropped. In 1831 the house of Appleton published its first book, "Crumbs from the Master's Table," and with such success that other ventures were soon undertaken. In 1838 William H. Appleton was [illegible] into partnership by his father, who retired ten years later.

The publishing house grew wonderfully. Among the early output were several editions of The Prayer Book, Ure's Dictionary, the works of Byron and Moore and a series known as "Tales for the People." These were soon followed by much more ambitious undertakings, such as the new American Cyclopædia and the works of Darwin, Huxley, Tyndall and Spencer. Much opposition was met with from the clergy against the publication of these works, but Mr. Appleton, although a strong churchman, took the position that while a publisher should decline immoral or absolutely irreligious books he was at liberty to issue books representing radically different phases of belief, without the presumption that his imprint meant indorsement.

Among other famous works sent out by this firm were Webster's Speller, of which over a million copies a year were sold; Benton's "Thirty Years in Congress;" Disraeli's "Lothair" and "Picturesque America." The first volume of McMaster's "History of the People of the United States" was read and accepted by Mr. Appleton himself.

Mr. Appleton labored hard in the cause of international copyright. He was the first president of the American Publishers' Copyright League.

For nearly fifty years Mr. Appleton was a [illegible] of the New York Life Insurance Company, and for years he was a director of the Delaware, Lackawanna & Western Railroad. He had been a director of the Central Trust Company and the New York Security & Trust Company. He was one of the original trustees of the Police Riot Relief Fund. He was long senior warden of St. Bartholomew's Church, and he endowed the Appleton Church Home for Orphan Girls at Macon, Ga.

Mr. Appleton was a member of the Century, Union, Riding, Aldine and Players' clubs.

In 1844 he married Miss Mary Worthen, of Lowell, Mass., and three children survive—Miss Mary Appleton, William Worthen Appleton, the president of D. Appleton & Co., and Henry C. Appleton.

News of the Theatres.

Next Monday's performance of "Tannhauser" by the Castle Square Opera Company at the American Theatre will be the first time the opera has been heard in English in this country.

Walter Jones and Norma Whalley will not appear next week at Proctor's Twenty-third Street Theatre, their opening having been postponed by Mr. Jones's illness.

Manager W. W. Wilkison yesterday engaged Victory Bateman, Annie Ward Tiffany, Henry Bagge, Harold Hartsell and Walter Fessler for his new melodrama, "The City of New York."

Charles E. Evans, manager of the Herald Square Theatre, has gone to White Plains to go through a course of physical training at the Muldoon farm. Mr. Evans has been overworked of late.

Adele Richie arrived yesterday from Europe. She was to have played the leading role in the production of "Three Little Lambs," but suddenly resigned and sailed for the other side.

Baby Marion Clark, the child that was kidnapped a few months ago, may appear in the production of "Ben-Hur," which is soon to be produced at the Broadway Theatre.

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