

GRAIN AND PRODUCE MARKET

Many Speculators in Wheat Abiding by the Bull Side.

CORN IS RULING STRONG

Deterioration of Growing Crop of Yellow Cereals Helps Boost the Price on All Future Options.

OMAHA, Aug. 8, 1914. For a long pull, the most successful speculators in the trade make the stand that the bull in wheat market is the correct one. As viewed from an impartial standpoint, however, the writer believes that it will be an uphill fight to establish higher prices until such time as the exports increase to 1,500,000 bushels of wheat per month. Those who look for high prices in the future are not alone in being engaged in warfare will be unable to seed crops and that they will not only be forced to make larger acreages in America during this crop year, but that this buying will have to be kept up during the next crop year and possibly during the two succeeding crop years.

Those who view the situation surrounding the wheat market from the standpoint of a bear hold in wheat market the correct one. As viewed from an impartial standpoint, however, the writer believes that it will be an uphill fight to establish higher prices until such time as the exports increase to 1,500,000 bushels of wheat per month. Those who look for high prices in the future are not alone in being engaged in warfare will be unable to seed crops and that they will not only be forced to make larger acreages in America during this crop year, but that this buying will have to be kept up during the next crop year and possibly during the two succeeding crop years.

More activity was displayed in the market yesterday than in any of the other days. Prices steadily advanced, and closed with net gains of 1/16c. There was a large volume of buy orders from the outside, based on the belief that oats would be in demand for a long time. Cash oats are selling at almost double their usual discount under corn. A general feeling of confidence in the future should narrow up materially.

A material improvement in the demand for cash products was noted yesterday. A feature of the market was the fact that the demand is entirely domestic in character and is being met by the buying of the packers. Prices in the future market were again sharply higher, and the disposition to realize on the bulge cost values a good part of their gain. Hog prices were 25c higher, and a sensational advance in Liverpool spot. Bacon there was 10c higher and 1/2c higher.

There was no change in the price of corn. The market was quiet, and prices were steady. The demand for cash products was noted yesterday. A feature of the market was the fact that the demand is entirely domestic in character and is being met by the buying of the packers.

Primary wheat receipts were 1,000,000 bushels and shipments 1,250,000 bushels against receipts of 1,000,000 bushels and shipments of 1,000,000 bushels. Primary corn receipts were 400,000 bushels and shipments 250,000 bushels against receipts of 400,000 bushels and shipments of 250,000 bushels.

Primary oat receipts were 2,011,000 bushels and shipments 2,011,000 bushels against receipts last year of 1,275,000 bushels and shipments of 886,000 bushels.

Chicago Grain and Provisions. Features of the Trading and Closing Prices on Board of Trade.

CHICAGO, Aug. 8.—After an unsettled start the wheat market today made decided advance influenced by Winnipeg dispatches that beyond question the British government had been buying wheat there. Speculators also were affected by a dispatch that federal authorities were bending every energy to provide for the immediate transportation of American crops to foreign markets and that arrangements were being negotiated to bank in New York and London. English government funds. Opening prices, which ranged from 5c lower to 1c higher, were followed by an upward and upward, reaching a point 1/16c above last night.

It is reported that as a war measure Canada would remove or import duty on wheat led to a further advance. The close was strong at a gain of 2/16c to 3/16c net.

Active buying hoisted provisions. Higher prices for hogs was the immediate reason. Transactions ranged all the way from 95c to 1.00.

OMAHA GENERAL MARKET. BUTTER—No. 1, 1-lb. cartons, 20c; No. 1, 6-lb. tubs, 2c.

CHEESE—Imported Swiss, 14c; American Swiss, 12c; 1-lb. blocks, 10c; 1-lb. blocks, 10c; 1-lb. blocks, 10c.

OMAHA LIVE STOCK MARKET. Cattle of All Kinds About Steady with a Week Ago.

OMAHA LIVE STOCK MARKET

Cattle of All Kinds About Steady with a Week Ago.

HOGS BACK WITH LAST WEEK

Sheep and Lambs Active Sellers All Week—Prices Advance Steadily and Now Quarter Highest Than Week Ago.

SOUTH OMAHA, Aug. 8, 1914. Receipts were: Cattle, Hogs, Sheep, Official Monday, 4,425; Official Tuesday, 4,478; Official Wednesday, 4,482; Official Thursday, 4,482; Official Friday, 4,482; Official Saturday, 4,482.

Six days this week, 10,160; Same days last week, 11,291; Same days 7 weeks ago, 11,291; Same days 2 weeks ago, 11,291; Same days 3 weeks ago, 11,291; Same days 4 weeks ago, 11,291; Same days 5 weeks ago, 11,291; Same days 6 weeks ago, 11,291.

The following table shows the receipts of cattle, hogs and sheep at the South Omaha stock yards for the year to date as compared with last year:

Table with columns for Year, Cattle, Hogs, Sheep. Rows for 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900.

Receipts and disposition of live stock at the Union Stock yards in South Omaha for twenty-four hours ending at 3 p. m. yesterday:

Table with columns for Receipts, Disposition. Rows for Hogs, Sheep, Horses, Cattle, etc.

Business Shows Remarkable Power of Resistance. NEW YORK, Aug. 7.—Dun's Review will say tomorrow:

Business is ended with remarkable power of resistance. The market is showing a decrease of 2 per cent from last year; business failures at 252 against 232 last year.

Corn and Wheat Region Bulletin. Corn and wheat region bulletin of the United States Department of Agriculture, for the twenty-four hours ending at 8 a. m., 7th meridian time, Saturday, August 8, 1914:

OMAHA DISTRICT. Ashland, Neb., 100.00; Clear. Bismarck, Neb., 100.00; Clear. Columbus, Neb., 100.00; Clear.

DISTRICT AVERAGES. District Stations, High, Low, Fall. Ashland, Neb., 100.00; Clear.

Local Securities. Questions furnished by Burns, Brinker & Co., 419 Omaha National bank building, Bid. Asked.

Bank Clearings. OMAHA, Aug. 8.—Bank clearings for Omaha today were \$2,011,117.71 and for the corresponding day last year \$2,064,066.98.

Minneapolis Grain Market. MINNEAPOLIS, Aug. 8.—WHEAT—September, 85c; No. 1 hard, 81 1/2c; No. 1 northern, 81 1/2c; No. 2 northern, 81 1/2c.

Bank of England Rates. LONDON, Aug. 8.—In a. m.—The Bank of England has reduced today from 5 to 4 per cent.

Chicago Live Stock Market. CHICAGO, Aug. 8.—CATTLE—Receipts, 10,160; Same days last week, 11,291; Same days 7 weeks ago, 11,291; Same days 2 weeks ago, 11,291; Same days 3 weeks ago, 11,291; Same days 4 weeks ago, 11,291; Same days 5 weeks ago, 11,291; Same days 6 weeks ago, 11,291.

Chicago Live Stock Market. CHICAGO, Aug. 8.—CATTLE—Receipts, 10,160; Same days last week, 11,291; Same days 7 weeks ago, 11,291; Same days 2 weeks ago, 11,291; Same days 3 weeks ago, 11,291; Same days 4 weeks ago, 11,291; Same days 5 weeks ago, 11,291; Same days 6 weeks ago, 11,291.

Chicago Live Stock Market. CHICAGO, Aug. 8.—CATTLE—Receipts, 10,160; Same days last week, 11,291; Same days 7 weeks ago, 11,291; Same days 2 weeks ago, 11,291; Same days 3 weeks ago, 11,291; Same days 4 weeks ago, 11,291; Same days 5 weeks ago, 11,291; Same days 6 weeks ago, 11,291.

Chicago Live Stock Market. CHICAGO, Aug. 8.—CATTLE—Receipts, 10,160; Same days last week, 11,291; Same days 7 weeks ago, 11,291; Same days 2 weeks ago, 11,291; Same days 3 weeks ago, 11,291; Same days 4 weeks ago, 11,291; Same days 5 weeks ago, 11,291; Same days 6 weeks ago, 11,291.

OMAHA LIVE STOCK MARKET

Cattle of All Kinds About Steady with a Week Ago.

HOGS BACK WITH LAST WEEK

Sheep and Lambs Active Sellers All Week—Prices Advance Steadily and Now Quarter Highest Than Week Ago.

SOUTH OMAHA, Aug. 8, 1914. Receipts were: Cattle, Hogs, Sheep, Official Monday, 4,425; Official Tuesday, 4,478; Official Wednesday, 4,482; Official Thursday, 4,482; Official Friday, 4,482; Official Saturday, 4,482.

Six days this week, 10,160; Same days last week, 11,291; Same days 7 weeks ago, 11,291; Same days 2 weeks ago, 11,291; Same days 3 weeks ago, 11,291; Same days 4 weeks ago, 11,291; Same days 5 weeks ago, 11,291; Same days 6 weeks ago, 11,291.

The following table shows the receipts of cattle, hogs and sheep at the South Omaha stock yards for the year to date as compared with last year:

Table with columns for Year, Cattle, Hogs, Sheep. Rows for 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900.

Receipts and disposition of live stock at the Union Stock yards in South Omaha for twenty-four hours ending at 3 p. m. yesterday:

Table with columns for Receipts, Disposition. Rows for Hogs, Sheep, Horses, Cattle, etc.

Business Shows Remarkable Power of Resistance. NEW YORK, Aug. 7.—Dun's Review will say tomorrow:

Business is ended with remarkable power of resistance. The market is showing a decrease of 2 per cent from last year; business failures at 252 against 232 last year.

Corn and Wheat Region Bulletin. Corn and wheat region bulletin of the United States Department of Agriculture, for the twenty-four hours ending at 8 a. m., 7th meridian time, Saturday, August 8, 1914:

OMAHA DISTRICT. Ashland, Neb., 100.00; Clear. Bismarck, Neb., 100.00; Clear. Columbus, Neb., 100.00; Clear.

DISTRICT AVERAGES. District Stations, High, Low, Fall. Ashland, Neb., 100.00; Clear.

Local Securities. Questions furnished by Burns, Brinker & Co., 419 Omaha National bank building, Bid. Asked.

Bank Clearings. OMAHA, Aug. 8.—Bank clearings for Omaha today were \$2,011,117.71 and for the corresponding day last year \$2,064,066.98.

Minneapolis Grain Market. MINNEAPOLIS, Aug. 8.—WHEAT—September, 85c; No. 1 hard, 81 1/2c; No. 1 northern, 81 1/2c; No. 2 northern, 81 1/2c.

Bank of England Rates. LONDON, Aug. 8.—In a. m.—The Bank of England has reduced today from 5 to 4 per cent.

Chicago Live Stock Market. CHICAGO, Aug. 8.—CATTLE—Receipts, 10,160; Same days last week, 11,291; Same days 7 weeks ago, 11,291; Same days 2 weeks ago, 11,291; Same days 3 weeks ago, 11,291; Same days 4 weeks ago, 11,291; Same days 5 weeks ago, 11,291; Same days 6 weeks ago, 11,291.

Chicago Live Stock Market. CHICAGO, Aug. 8.—CATTLE—Receipts, 10,160; Same days last week, 11,291; Same days 7 weeks ago, 11,291; Same days 2 weeks ago, 11,291; Same days 3 weeks ago, 11,291; Same days 4 weeks ago, 11,291; Same days 5 weeks ago, 11,291; Same days 6 weeks ago, 11,291.

Chicago Live Stock Market. CHICAGO, Aug. 8.—CATTLE—Receipts, 10,160; Same days last week, 11,291; Same days 7 weeks ago, 11,291; Same days 2 weeks ago, 11,291; Same days 3 weeks ago, 11,291; Same days 4 weeks ago, 11,291; Same days 5 weeks ago, 11,291; Same days 6 weeks ago, 11,291.

Chicago Live Stock Market. CHICAGO, Aug. 8.—CATTLE—Receipts, 10,160; Same days last week, 11,291; Same days 7 weeks ago, 11,291; Same days 2 weeks ago, 11,291; Same days 3 weeks ago, 11,291; Same days 4 weeks ago, 11,291; Same days 5 weeks ago, 11,291; Same days 6 weeks ago, 11,291.

DAM HUDSON TO BUILD PIER

Great Engineering Feat Under Way at New York Now.

COST IS HALF MILLION DOLLARS

Biggest Thing of Its Kind Ever Undertaken, but It is Moving Steadily to Successful Completion.

In the work of increasing the dock facilities of Manhattan Island the dock department of New York City is solving several problems almost as difficult as those faced by the builders of the Panama canal. The greatest feat of all in connection with the construction of these new piers at West Forty-sixth street is the damming of the Hudson river at that point. Dredging operations were first instituted, and after these had been carried on to the rock bottom, it became necessary to construct a coffer dam to hold back the waters of the river so that the rock might be blasted and removed.

This dam had to be something more capable of resistance than anything of the kind that had gone before, because it literally had to dam the waters of the Hudson. The most modern and ingenious devices that engineering skill has devised are being employed in the construction of this dam.

When the water lying between the dam, when completed, and the upland has been pumped out, this dam will be holding the prodigious weight of the volume of water of the main body of the Hudson. There will be just as insistent a demand on it to duplicate the dimensions of the situation has ever been created by engineering processes.

As to the details of the work of construction of piers for the accommodation of the largest passenger steamships between Forty-fourth and Forty-eighth streets, on the North River, Dock Commissioner Smith says:

"The plan in course of execution will provide an entire pier in the line of West Forty-sixth street and a half pier in the line of Forty-fourth street, which can readily be converted into one entire pier by going back into the land south of Forty-fourth street. These structures will be 1,000 feet in length and 100 feet in width. These slips will be dredged and excavated to a depth of forty-four feet below mean low water, the longest and deepest steamships now entering the port or likely to arrive here for a number of years to come. The pier and a half will furnish three berths, which will be sufficient for some time to take care of all the largest passenger steamships.

The construction of these piers has involved unique engineering problems of very great interest. The site selected is a shallow rocky ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by water. It is possible to blast over a shallow rock ledge twenty feet below mean low water at the pier end, and from forty-four to fifty feet below mean low water at a point approximately 100 feet from the present shore line. In order to remove this subaqueous ledge it is necessary to uncover it by holding back the waters of the Hudson river by means of a temporary dam and by blasting it out in the dry. This method is not only considerably cheaper than its removal by blasting under water, but makes it possible to complete the work in a much more satisfactory manner. It is essential for the safety of the ships which are to use these piers that the rock be removed to a uniform depth, and that no jagged points be left to work possible injury to their hulls. This uniformity could only be secured by working upon the rock uncovered by