THE BROOKLYN DAILY EAGLE.

VOL. 39.—NO. 82. BROOKLYN, SUNDAY, MARCH 24, 1878. THREE CENTS.

AUCTION SALES.

WM. COLE, AUCTIONEER.
BY COLE & MURPHY.
City Salesrooms, 379 Fulton st. and 354 to 358 Adams st.
TUESDAY, March 26, at 10½ o'clock,
At 101 SIXTH AVENUE,
HOUSEHOLD FURNITURE.
Rosewood piano, 7¼ octave; parlor suit in crimson satin, ottomans to match, marble top tables, lace curtains, Brussels carpets throughout including hall and stair carpets to match; hall racks, chamber suit, pillar and claw extension table, d n ng chairs, refrigerator, oil cloths, kitchen furniture and utensils.
THURSDAY, March 28, at 12 o'clock,
AT SALESROOM.
PARTITION SALE OF HOUSE 19 STRONG PLACE. Lot 26x122; 3 story and attic brick house, 45 ft. deep; 13 rooms, hot and cold water throughout, extra plumbing, furnace and all improvements.
Fifty per cent. may remain.
ALSO, AT SAME TIME,
Other property, by order of Supreme Court. Maps at salesroom.

WM. COLE, AUCTIONEER—POSITIVE sale, without reserve—Valuable property on Clinton av, on MONDAY, March 25, 1878, at 12 o'clock, noon, at public auction, at the CITY SALESROOMS, No. 379 Fulton st; two fine 3 story, basement and subcellar brick houses, brown stone trimmings, Nos. 99 and 101 Clinton av; 20x45; lot 110 feet; hous s contains 12 rooms, ranges, heaters, stationary tubs, baths, water closets, gas fixtures, marble mantels and basins; all in fine order. For maps and full particulars apply to JOHN F. JAMES, 185 Montague st.

BY JAMES C. EADIE, AUCTIONEER.
AT THE EASTERN DISTRICT EXCHANGE SALESROOMS, 45 BROADWAY, BROOKLYN, E. D.
On TUESDAY, March 26, 1878, at 12 o'clock, noon.
No. 81 Seventh st, between South Fourth and South Fifth, a 3 story basement and subcellar brick house; 12 rooms; lot, 25x100; house, 36; heater, water and gas.
No. 47 Fourth st. between South Eighth and South Ninth, the 3 story brick building (store, plate glass front), lot, 18x91.6; building, 40, ex. 25, in perfect order. See posters.

J. COLE, AUCTIONEER,
AT THE COMMERCIAL EXCHANGE,
No. 389 FULTON STREET,
Opposite the City Hall.
WEDNESDAY, March 27,
At 12 M., at the Commercial Exchange, No. 389 Fulton street, opp site the City Hall.
TWENTY-FIVE SPLENDID HOUSES AND TWENTY-NINE VACANT LOTS, as follows:
NO. 85 ST. MARKS AVENUE—A 3 story basement and subcellar, brown stone, 12 rooms, 7 marble mantels, Holmes' burglar alarm, etc., etc.
NOS. 205 AND 207 FLATBUSH AVENUE—Two 3 story and cellar frame stores, 8 rooms, beside store; on the rear of No. 207 is a large piece of land, forming an L, on which is a 2 story frame house, with 6 rooms.
NO. 265 DUFFIELD STREET—A 2 story, attic, basement and subcellar frame house, 2 story extension.
NO. 379 GOLD STREET—A 3 story and basement brick house, 10 rooms, water, gas, etc.
NO. 100 MADISON STREET—3 story, basement and subcellar frame house, near Bedford avenue, 11 rooms, all the modern improvements.
NO. 346 SACKETT STREET—A 3 story basement and subcellar brick house, between Court and Smith streets, 10 rooms, 5 marble mantels, etc., all in good order.
NO. 368 CARROLL STREET—Corner of Bond street; a 2 story and cellar frame store, 7 rooms, beside store and cellar.
FULTON STREET STORE PROPERTY, No. 632 Fulton street—A 3 story and basement brick store, running through and including No. 41 Lafayette avenue; fine business location.
NOS. 7 AND 9 CHAUNCEY STREET—Two 3 story and cellar brick stores, fronting on Fulton street, opposite Troy avenue.
NO. 725 LAFAYETTE AVENUE, near Tompkins—A 3 story, basement and subcellar frame house, 11 rooms and all improvements.
NO. 848 MONROE STREET—A 2 story, basement and subcellar frame house, filled in with brick, 9 rooms, bath and all the improvements.
NOS. 1,014, 1,014½, 1,016 AND 1,018 GATES AVENUE—Four 1 story frame stores, with back room, water, etc.
NOS. 1,020, 1,022, 1,024 AND 1,026 GATES AVENUE—Four 3 story and cellar frame houses—French flats—each story complete in itself, water, gas, bath, range, etc.
NOS. 1,028 AND and 1,030 GATES AVENUE—A large double frame house, 40 ft. 6 inches by 50 ft., built in the most substantial manner, 16 rooms, beside two fine stores, water, gas, etc.
NO. 1,032 GATES AVENUE—A 1 story and cellar frame, office and back room, 24 ft deep; lot 20x100 ft.
BROADWAY—18 lots, including the corners of Gates avenue and Monroe st. eet.
MONROE STREET—15 lots, between Ralph avenue and Broadway, each 20 feet front.
The great variety of locations makes this sale very desirable, as it embraces nearly every business part of Brooklyn, on and near all the different lines of horse railroad to all the Brooklyn ferries. Maps are now ready at the office of the auctioneer.

SHERIFF'S SALE—BY VIRTUE OF A writ of execution, to me directed and delivered, I will expose for sale at public auction, at Fordell's Landing, or Old Mill, Township of New Lots, on the 26th day of March, 1878, at 1 o'clock P. M., the following described property: A large lot of hemlock timber, sawed; hemlock ties, piling, spiles; three flat boats, tool chests and tools.
ALBERT DAGGETT, Sheriff.
H. A. MIDDLETON, Deputy Sheriff.

FINANCIAL.

OFFICE OF THE BROOKLYN, FLATBUSH and Coney Island Railway Company, No. 185 Montague street, Brooklyn, March 20, 1878.
Sealed proposals for the whole or any part of Two Hundred and Fifty First Mortgage Bonds of One Thousand Dollars each, authorized by the above Company, bearing interest at seven per cent., and March of each year, will be received by the undersigned at the office of the Company, on or before 12 o'clock, noon, on the 1st day of April next, at 12 o'clock noon, at which time they will be opened.
Bids will not be received at less than par, and the right to reject any bids is reserved.
All further information will be given at the office of the Company, or at the office of A. B. Baylis, one of the Directors of the Company, No. 44 Exchange place, New York.
JOHN A. LOTT, President.
CHAS. C. BETTS, Treasurer.

THE BROOKLYN TRUST COMPANY,
Corner of Montague and Clinton sts, Brooklyn, N. Y.
This Company is authorized by special charter to act as receiver, trustee or guardian, executor or administrator.
It can act as agent in the sale or management of real estate, collect interest or dividends, receive registry and transfer books, or make purchase and sale of Government and other securities.
Religious and charitable institutions, and persons unaccustomed to the transactions of business, will find this Company a safe and convenient depository for money.
RIPLEY ROPES, President.
CHAS. R. MARVIN, Vice President.
W. R. BUNKER, Secretary.
EDGAR M. CULLEN, Attorney and Counsel.
TRUSTEES.
J. S. Rockwell, H. E. Pierrepont, Dan'l Chauncey, John T. Martin, Henry K. Sheldon, John O. Low, John P. Rolfe, Henry Sanger, Alex. M. White, Austin Corbin, Chas. R. Marvin, Alex. McCue, Thomas Sullivan, Abm B. Baylis, A. A. Low, Edmund W. Corlies, Ripley Ropes.

POWELL & RICH,
179 MONTAGUE STREET.
BONDS, STOCKS,
AND OTHER FIRST CLASS SECURITIES BOUGHT, SOLD OR EXCHANGED.
S. S. POWELL. THEODORE RICH.

TO LOAN.

$2,500, $5,000, $8,000 TO LOAN ON first class improved city property. Principals only address A. E. DEBAUN, Brooklyn P. O.

INSURANCE.

RIDGEWOOD INSURANCE COMPANY, OF BROOKLYN.

CASH CAPITAL	$200,000.00
REINSURANCE AND ALL LIABILITIES	42 8 6.39
NET SURPLUS	60,770.92
TOTAL	$303,666.31

Insures against loss or damage by fire and the risk of inland navigation and transportation.
OFFICES:
No. 26 COURT STREET, Brooklyn. | No. 170 BROADWAY, New York.
DIRECTORS.
WILLIAM K. LOTHROP, SETH LOW, EDWARD ANNAN, WILLIAM G. LOW, HENRY D. ATWATER, H. S. MANNING, E. S. BROWNSON, AUG E. MASTERS, ISAAC H. CARY, JR., EDWARD W. MASCORD, S. B. CHITTENDEN, JR., C. E. MAXWELL, DAVID DOWS, W. F. MILTON, HARRY K. DODGE, JAS. L. MORGAN, JR., RICHARD C. FIELD, S. S. MORRISON, CHAS. R. FLINT, H. E. PIERREPONT, JR., CHARLES G. FOSTER, JOHN T. PRAEGER, ALEXANDER FORMAN, ALEX. B. SEARS, NEWBURY H. FROST, F. J. STRANAHAN, CHAS. R. HICKOX, WILLIAM A. SCOTT, CHAS. A. HULL, GEO. C. TAYLOR, EDW'D H. LITCHFIELD, JOHN VAN NOSTRAND, C. B. LOCKWOOD, JACOB T. VAN WYCK, E. M. LOW.
WM. K. LOTHROP, President.
WM. A. SCOTT, Secretary.
Branch Office: 31 PEARL ST. New York.
FREDERICK F. LOCKWOOD, Manager.

MONTAUK FIRE INSURANCE CO. OF BROOKLYN.
Offices: No. 22 Court st, Brooklyn. No. 120 Broadway, Ground Floor, Equitable Buildings, N. Y.

CASH CAPITAL	$200,0 0
NET ASSETS	315,3 3

DIRECTORS:
Wm. Ellsworth, Seymour L. Husted, James Raymond, Ezra Baldwin, Wm. M. Ingraham, Rufus Ressegule, Edward Beers, Elias Lewis, Jr., Warren Richmond, Garret G. Bergen, John W. Lewis, Eli Robbins, Charles O. Betts, Stephen Livingston, S. B. Stewart, Samuel Booth, Abraham Lott, Edmund Titus, Samuel W. Burtis, A. A. Low, Wm. M. Thomas, J. W. Campbell, T. A. Newman, George A. Thorne, John Comstock, Foster Pettit, Alex. Underhill, Stephen B. Conklin, D. B. Powell, Brewster Valentine, C. L. Cooke, M. D., John M. Phelps, Edward D. White, John H. Dimon, John Rome, J. O. Whitehouse, B. F. Delano, Alex. Studwell, E. J. Whitlock, Wm T. D nyss, James Eaton, John J. Studwell, John Williams, Alfred Hanabergh, Jacob Philip, Joseph D. Willis.
Agents for Eastern District, AVERY & PENDLETON, Broadway, corner Fourth st.
WM. ELLSWORTH, President.
GEO. G. TRASK, Secretary.

CONTINENTAL INSURANCE CO.
COR. COURT AND MONTAGUE STS.

CAPITAL	$1,000,000.00
NET SURPLUS, January 1, 1878	926,501.93
TOTAL ASSETS	3,173,231.31

GEO. T. HOPE, President.
H. H. LAMPORT, Vice President.
CHARLES H. DUTCHER, Secretary Brooklyn Department.

INCORPORATED 1838.
NATIONAL FIRE INSURANCE COMPANY, IN THE CITY OF NEW YORK.
BROOKLYN OFFICES:
NO. 377 FULTON STREET.
NO. 61 BROADWAY, Eastern District.
HENRY T. DROWNE, President.
HENRY H. HALL, Secretary.

ÆTNA INSURANCE COMPANY,
HARTFORD, CONN., JANUARY 1, 1877.
STATEMENT.
AGGREGATE AMOUNT OF ASSETS..... $7,115,624.11
LIABILITIES.

Amount of Unpaid Losses	$350,803.15
Unearned Premiums, Fire Risks	1,733,793.42
Unearned Premiums, Inland Navigation Risks	1,475.00
All other demands against the Company, viz.: Commissions due to Agents, Return Premiums, and Miscellaneous Expenses	78,216.47
TOTAL EXCEPT CAPITAL AND NET SURPLUS	$2,170,388.24
JOINT STOCK CAPITAL PAID UP	3,000,000.00
SURPLUS BEYOND ALL LIABILITIES	1,945,235.87
Total	$7,115,624.11

A. B. THORN, Agent, 133 Montague st.

PHENIX INSURANCE COMPANY OF BROOKLYN, N. Y. JANUARY 1, 1877.

CAPITAL PAID IN CASH	$1,000,000.00
RESERVE FOR ALL LIABILITIES INCLUDING REINSURANCE	906,558.71
NET SURPLUS	866,346.32
TOTAL ASSETS	$2,772,903.78

The assets of the Phenix are larger than those of any other Brooklyn Company, and it continues to insure against loss or damage by Fire or against Inland Marine Losses on the most favorable terms.
OFFICES:
NOS. 12 and 14 COURT ST., BROOKLYN.
NO. 96 BROADWAY, BROOKLYN, E. D.
And in the City of New York,
WESTERN UNION BUILDING,
Broadway, cor. Dey st.
STEPHEN CROWELL, President.
PHILANDER SHAW, Vice Presi t
WILLIAM R. CROWELL, Secretary.
EDWARD HASLEHURST, Sec'y of Brooklyn Department.
RODNEY C. WARD, Special Agent.

WILLIAMSBURGH CITY FIRE INSURANCE COMPANY.
Offices. (208 and 210 Broadway, cor. Fulton st, N. Y.; Corner Broadway and First st, Brooklyn, E. D.; 120 Court st, Brooklyn, W. D.)

Capital	$250,000.00
Reinsurance, &c.	214,432.51
Net Surplus	407,813.74
Assets, January 1, 1878	$872,835.24

EDMUND DRIGGS, President.
N. W. MESEROLE, Secretary.
F. H. WAY, Assistant Secretary.
WM. H. BROWN, Assistant Secretary.

SAVINGS BANKS.

DIME SAVINGS BANK OF BROOKLYN,
111 and 389 FULTON STREET.
BROOKLYN, December 11, 1877.
The Trustees of this Bank have directed that on the 1st of January, 1878, interest for the six months ending December 31, 1877, at the rate of FIVE PER CENT. per annum (in accordance with the law of the State) be carried to the credit of all depositors entitled thereto, payable on and after January 15, 1878.
Interest not withdrawn will be placed to the credit of depositors as principal, and will draw interest from January 1.
Deposits made on or before January 10 will draw interest from January 1.
SEYMOUR L. HUSTED, President.
JOHN W. HUNTER, Treasurer.
B. B. HUNTINGTON, Secretary.

PROFESSIONAL.

H. C. MacKRELL, ATTORNEY AND Counselor at Law; office No. 11 Willoughby st; residence 606 Henry st. opposite foot of Second place. Civil and criminal cases tried estates settled and managed, titles examined, collections made, &c.

DRY GOODS, &c.

REAL BARGAINS.
J. & C. JOHNSTON.
BROADWAY, FIFTH AV. AND TWENTY-SECOND STREET, N. Y.
HAVE BEEN AUTHORIZED BY THE ANCIENT MAISON HAMOT TO SELL AT RETAIL
2,100 PIECES HAND SPUN BLACK DRESS SILKS, $1 THE YARD.
This quality of these goods has never before been offered at retail in the United States for less than $2.25, and the Manufacturers assure us that the dye in them is purely vegetable and they warrant them to wear satisfactorily.
1,200 pieces plain colored LYONS DRESS SILKS, $1 the yard.
1,500 pieces striped and checked DRESS SILKS, 50c. the yard.
THE DRESS GOODS DEPARTMENT HAS BEEN THOROUGHLY REPLENISHED With the choicest productions of FRENCH MANUFACTURES.
NEW MATERIALS IN THE ANGELIQUE, GRESILLE, AMAURY, BOURETTE AND ARGENTINE.
150 pieces 48 inches wide wool and silk BOURETTE cloths at $1, cost $1.50 to import.
1,750 pieces plain colored CAMEL'S HAIR SUITINGS, warranted all wool, 25c. the yard, the price of which last year was 50c.
745 pieces of BOURETTE, 1½ yards wide, 45c. a yard.
A select and beautiful variety of new ORGANDIES, LAWNS, PERCALES AND ZEPHYRS.
1,500 pieces printed IRISH LINEN LAWNS, 15c. a yard.
GOODS DELIVERED DAILY,
In Brooklyn, Williamsburgh, Greenpoint, Jersey City and Hoboken.
Samples sent gratuitously to all parts of the country on application, thus enabling out of town people to make their purchases in New York as advantageously as residents of the city.
J. & C. JOHNSTON.

TRAVEL, TRANSPORTATION, &c.
Steamboats.

ALBANY AND TROY—SUNDAY EVENing boat; Citizens' Line new palace steamer SARATOGA leaves Pier 49, North River, foot of Leroy st, every Sunday evening at 6 P. M., connecting with New York Central, Rensselaer and Saratoga, and Troy and Boston railroads and connections. Through tickets sold and baggage checked to all points. Hudson River Railroad tickets taken for passage.
JOSEPH CORNELL, Superintendent.

PEOPLE'S EVENING LINE
FOR ALBANY DAILY, (Sundays excepted),
FROM PIER 41, NORTH RIVER, Foot of Canal st, New York.
Connecting with RAILROADS FOR ALL POINTS NORTH AND WEST.
Fare as low as by any other route.
FREIGHT TAKEN AT LOW RATES.
Tickets for sale in the principal Hotels, and all of Westcott's express offices in New York and Brooklyn, where baggage can be checked.
W. H. DREW, President.

REDUCTION OF FARE.
THREE DOLLARS FROM NEW YORK TO BOSTON, Via the FALL RIVER LINE.
TO BOSTON AND RETURN, FIVE DOLLARS.
Magnificent Steamers, NEWPORT AND OLD COLONY.
Leave New York daily (Sundays excepted) at 5 P. M. This is the only Sound line giving passengers a full night's rest.
Passengers take any one of the five morning trains from Fall River to Boston.
SPECIAL NOTICE TO BROOKLYN PASSENGERS:
On and after MONDAY, February 25, one of the boats of the ANNEX COMPANY will leave foot of Fulton st, BROOKLYN, at 4:30 P. M., and make close connection with this line. Tickets and staterooms sold, and baggage checked from Brooklyn to destination. This is the only Boston line connecting with Annex Company.
BORDEN & LOVELL, Agents.
GEO. L. CONNOR, General Passenger Agent.

REDUCED FARE! $3 TO BOSTON, EXCURSION TICKETS, $5.
THE OLD RELIABLE STONINGTON LINE, FOR BOSTON AND ALL POINTS EAST.
Not a trip missed in SEVEN consecutive years.
Elegant steamers leave Pier 33, North River, foot of Jay st, at 5 P. M. daily (except Sundays.)
Hereafter, the STEAMBOAT EXPRESS TRAIN WILL LEAVE STONINGTON at 4:30 A. M.
Tickets for sale at all principal ticket offices. Staterooms secured at 333 Washington st, Brooklyn, at office of Westcott Express Company, and at 363 Broadway.
PROVIDENCE LINE.
Freight only. Steamers leave Pier 29, North River, foot of Warren st, at 5 P. M. Freight via either line taken at lowest rates.

BROOKLYN ANNEX.
FOR JERSEY CITY.
DIRECT PENNSYLVANIA RAILROAD, &c.
BOATS LEAVE FOOT FULTON ST. DAILY.
A. M.—6:20, 7:15, 8:00, 8:35, 9:15, 9:45, 10:10, 10:40, 11:10, 11:30.
P. M.—12:35, 12:50, 1:25, 1:45, 2:05, 2:30, 3:05, 3:40, 4:05, 4:35, 5:15, 5:30, 6:15, 6:35, 7:45, 8:25, 9:30.
4:35 P. M. to Fall River Boats.
All trains to Newark and Elizabeth.
Returning leave Jersey City on arrival of all the through trains and the principal local trains.
Baggage checked through to all points.
Ask for Brooklyn tickets and checks when returning to Brooklyn.

MONTAUK AND NEW YORK STEAMBOAT COMPANY, Pier 25, East River, Peck Slip. Steamer W. W. COIT, Captain GEO. C. GIBBS, leaves every TUESDAY and FRIDAY at 5 P. M. for ORIENT, GREENPORT, SHELTER ISLAND, SOUTHOLD and SAG HARBOR; NEW SUFFOLK, MONDAYS. Office on pier.
J. C. GIBBS, Agent.
BURSE'S New York and Brooklyn Express ships freight and delivers baggage to all points. Offices, 329 Cumberland st, Brooklyn, 5 Fulton st, New York.

Steamships.

NORTH GERMAN LLOYD STEAMSHIP LINE BETWEEN NEW YORK, SOUTHAMPTON AND BREMEN.
Company's PIER foot of SECOND ST. HOBOKEN.
W... Sat. March 23 | ... WERRA... Sat. April 6
DONAU... Sat. March 30 | HERMANN... Sat. April 13
Rates of passage from New York to Southampton, Havre and Bremen:
First Cabin... $100 gold.
Second Cabin... 60 gold.
Steerage... 30 currency.
Return tickets at reduced rates. Prepaid steerage certificates at $30 currency. For freight or passage apply to
OELRICHS & CO., Agents, 2 Bowling Green, N. Y.

CUNARD LINE.
THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS, between New York and Liverpool, calling at Cork Harbor.
FROM NEW YORK.
China... Wednesday, March 27
Abyssinia... Wednesday, April 3
Bothnia... Wednesday, April 10
Algeria... Wednesday, April 17
*Russia... Wednesday, April 24
Scythia... Wednesday, May 1
Abyssinia... Wednesday, May 8
Bothnia... Wednesday, May 15
Algeria... Wednesday, May 22
*Russia... Wednesday, May 29
And every following WEDNESDAY from New York.
Steamers marked thus * do not carry steerage passengers.
RATES OF PASSAGE:
Cabin passengers $60, $80, and $100, gold, according to accommodation. The $60 passage is a special low rate for Winter months. Tickets to Paris $15 gold additional.
Return tickets on favorable terms.
Steerage tickets to and from all parts of Europe at very low rates.
Through bills of lading given for Belfast, Glasgow, Havre, Antwerp and other points on the Continent and for Mediterranean ports. For freight or passage, apply at the office of the Company, No. 4 Bowling Green, N. Y.
CHAS G. FRANCKLYN, Agent.
For steerage passage and further information, apply to T. H. HENDERSON, 163 Atlantic av, near Clinton st, sole agent for Brooklyn. Drafts at lowest rates.

UNITED STATES MAIL LINE—STEAM to Queenstown and Liverpool.
SAILING EVERY TUESDAY
NEVADA... March 26, at Noon
IDAHO... April 2, at 4 P. M.
From Pier 46 North River.
Cabin passage, $55, $65, $75; intermediate, $40; steerage, $26; all payable in currency.
Passengers booked to and from Hamburg, Norway and Sweden, etc. Drafts on Ireland, England, France, and Germany, at lowest rates. Apply to
WILLIAMS & GUION, 29 Broadway, N. Y.
Or to JNO. C. HENDERSON, 18 Court st, Brooklyn.

ANCHOR LINE.
UNITED STATES MAIL STEAMERS.
NEW YORK AND GLASGOW
Ethiopia, March 23, ... A. M. | D...ia... April 6, 7 A. M.
Victoria, March 30, 3 P. M. | Anc...ria... April 13, 2 P. M.
TO GLASGOW, LIVERPOOL OR DERRY.
NEW YORK TO LONDON DIRECT.
Anglia... March 27, 12 M. | Utopia... April 3, 6 A. M.
Cabins, $55 to $70, according to accommodation.
Cabin Excursion Tickets at reduced rates.
Second Cabin, $40. Steerage, $26.
Drafts issued for any amount at current rates.
Company's Pier, Nos. 20 and 21, North River, N. Y.
HENDERSON BROS., Agents, 7 Bowling Green, N. Y.
V. ALDRIDGE, 20 Court st, Brooklyn.

NEW YORK AND HAVANA.
DIRECT MAIL LINE.
THESE FIRST CLASS STEAMSHIPS WILL SAIL at 4 P. M. from Pier No. 13, N. R. (foot of Cedar st.) FOR HAVANA DIRECT.
As follows:
... CO. W. CLYDE... March 30.
Steamer COLUMBUS, Wednesday, April 10.
For freight or passage, having magnificent accommodations, apply to
WM. P. CLYDE & CO., No. 6 Bowling Green.
McKELLAR, LULING & CO., Agents, Havana.

WHITE STAR LINE,
TO QUEENSTOWN AND LIVERPOOL.
ADRIATIC... SATURDAY, March 16, 3 P. M.
BRITANNIC... SATURDAY, March 23, 9 A. M.
CELTIC... THURSDAY, March 28, 1:30 P. M.
FROM PIER FIFTY-TWO, NORTH RIVER.
Passage in cabin $60, $80 and $100, gold; steerage $28, currency.
For passage tickets or drafts on Ireland, England and Scotland apply to
V. ALDRIDGE, 20 COURT STREET, Brooklyn.
OR
R. J. CORTIS, 37 BROADWAY, N. Y.

INMAN LINE ROYAL MAIL STEAMERS
FOR QUEENSTOWN AND LIVERPOOL.
CITY OF NEW YORK, Thursday, March 14, at 1 P. M.
CITY OF MONTREAL, Tuesday, March 21, at 7 A. M.
CITY OF BERLIN, Saturday, March 30, at 1 P. M.
CITY OF BRUSSELS, Thursday, April 4, at 3 P. M.
CITY OF RICHMOND, Saturday, April 13, 3 P. M.
FROM PIER 45 NORTH RIVER.
CABIN, $60, $80 and $100 gold. Return tickets on favorable terms. STEERAGE, $28 currency. Drafts at lowest rates.
Saloons, staterooms, smoking and bathrooms amidships.
JOHN G. DALE, Agent, 15 and 33 Broadway, N. Y., or to J. C. HENDERSON, No. 18 Court st, sole Agent for Brooklyn.

PAINTS, OILS, &c.

C. T. RAYNOLDS & CO.,
ESTABLISHED IN 1770.
IMPORTERS, MANUFACTURERS and DEALERS in Paints, Oils, Varnishes and Colors, Artists' and Painters' Materials, White Leads and Zincs.
NOS. 106 AND 108 FULTON ST, N. Y.

USE GOVERNMENT WHITE LEAD, WARRANTED FREE FROM ZINC OR BARYTES. WILL WEAR AS LONG AND COVER AS MUCH SURFACE AS ENGLISH WHITE LEAD.
No. 1, in kegs, 7¼c. No. 2, for tinting, 6¾c. per lb.
FRENCH and AMERICAN ZINCS, PAINTS, OILS AND COLORS, AT EXTRAORDINARY LOW PRICES, FOR CASH, AT THE FACTORY, 165 FURMAN ST, Between Wall st. and Fulton ferries.
Save money by buying your paints at the factory.

MILLINERY OPENINGS.

A. C. MOONEY,
411 FULTON STREET.
SPRING OPENING ON WEDNESDAY AND THURSDAY, March 27 and 28.
SPECIAL NOVELTIES IN PARISIAN MILLINERY AND ARTISTIC DESIGNS OF OUR OWN NOT TO BE FOUND ELSEWHERE.

CARPETING, &c.

GILL & PURDY,
257 FULTON STREET, opposite Clinton (Late Foster Bros.).
Offer a large assortment of Axminster, Velvet, Body Brussels and other grades of Carpetings; also Linoleum, Oil Cloths, Shades, etc., all at the lowest possible prices.

CLAIRVOYANTS.

A PARISIAN LADY GIVES CONSULtations on business, law suits, love, marriage, sickness, loss of money or friends and death; guarantees satisfaction. 493 Fulton street, near Jay, two flights of stairs. Hours from 12 M. to 10 P. M.

MRS. FAY, FROM LONDON, THE SEVenth of the seventh daughter, gives great satisfaction in reading the present and future to ladies only. 156 Cumberland st corner Myrtle av; office hours from 9 A. M. to 9 P. M.; terms, 50c.

WINES, LIQUORS, &c.

CHAMBETTAZ & CHATELAN,
38 COURT STREET,
IMPORTERS OF BORDEAUX CLARETS AND SAUTERNE WINES. Brandies from $12 Gold per Case. FINE OLD RYE WHISKIES.

TEAS.

THOMAS CHUTE & CO.,
127 and 129 WATER ST, N. Y.,
SAMPLE TEAS, 1st quality, selected, "A," 50c.
SAMPLE TEAS, 2nd quality, good, "B," 40c.
NO CONNECTION WITH ANY OTHER HOUSE.

TRAVEL, TRANSPORTATION, &c.
Railroads.

LONG ISLAND RAILROAD, FEBRUARY 11, 1878—TRAINS LEAVE DEPOT, COR. ATLANTIC and FLATBUSH AVS: FOR GREENPORT AND SAG HARBOR, etc., at 8:30 A. M. and 3:25 P. M. FOR PATCHOGUE, etc., at 8:50 A. M., 4:25 P. M. FOR BABYLON, etc., at 8:50 A. M., 4:25, 5:25, 5:50 P. M. FOR PORT JEFFERSON, etc., 8:20 A. M., 4:25 P. M. FOR NORTHPORT, etc. at 8:20, 9:50 A. M., 4:25, 5:50 P. M. FOR LOCUST VALLEY, etc. at 9:50 A. M.; 3:2, 4:25, 5:50 P. M. FOR FAR ROCKAWAY, etc. at 8:50 A. M.; 4:25, 5:50 P. M. FOR ROCKAWAY BEACH at 8:50 A. M. FOR JAMAICA, etc., at 8:20, 8:50, 9:50 A. M., 12:15, 3:25, 4:25, 5:25, 5:50, 6:50, 8:55, 11:40 P. M. FOR EAST NEW YORK, via Rapid Transit. SUNDAYS, at 8:50 A. M. for Port Jefferson, Locust Valley, Patchogue, Hempstead, Jamaica, etc., at 5:50 P. M. for Northport, Locust Valley, Hempstead, Jamaica, etc.
SATURDAYS ONLY at 9:50 A. M. for Rockaway Branch, Babylon and Patchogue.
F. SPENCER, Gen'l Supt.
J. CHITTENDEN, Gen'l Pass. Agt.

CONEY ISLAND.
PROSPECT PARK AND CONEY ISLAND R. R.
CONEY ISLAND DIVISION.
TRAINS for Coney Island will leave the Brooklyn Depot, Ninth avenue and Twentieth street (Greenwood), as follows: 6:30, 7:40, 9:00, 10:30 A. M.; 12:00 M., 2:00, 3:30, 4:45, 5:50, 6:55 and 8:00 P. M.
RETURNING, leave Coney Island as follows: 7:05, 8:10, 9:30 and 11:00 A. M.; 12:30, 2:30, 4:00, 5:15, 6:20, 7:25 and 8:30 P. M.
On Sundays trains will run as follows:
LEAVE BROOKLYN, Ninth avenue and Twentieth street—9:00, 10:30 A. M., 12 M., 1:00, 2:00, 2:33, 3:00, 3:30, 4:02, 4:45, 5:15, 5:50, 6:55 and 8 P. M.
LEAVE CONEY ISLAND—9:30 and 11:00 A. M., 12:30, 1:30, 2:30, 2:59, 3:31, 4:00, 4:46, 5:15, 5:53, 6:23, 7:25 and 8:30 P. M.
The Brooklyn Depot can be reached by the horse cars of this company known as the Vanderbilt avenue line, from Fulton Ferry, passing Catharine Ferry, through Park, Vanderbilt and Ninth avenues (crossing all city rail road lines), direct to the depot; Adams st, Boerum place and Fifth av. line direct to the depot; Hamilton Ferry cars and cars of Smith and Ninth st. line by transferring at Ninth av and Fifteenth st. to cars of this company without additional charge.
R. SCHERMERHORN, Engineer and Superintendent.

NEW YORK, NEW HAVEN AND HARTFORD RAILROAD.—Trains leave Forty-second st. depot for Boston at 8:05, 11 A. M., 1, 3, 9, 10, 11:35 P. M.
FOR BOSTON AND ALBANY RAILROAD—8:05, 11 A. M., 3, 9 P. M.
FOR CONNECTICUT RIVER RAILROAD—8:05, 11 A. M., 12 M., 3 P. M.
FOR NEWPORT—8:05 A. M. 1 P. M.
FOR SHORE LINE DIVISION—8:05 A. M., 1, 3, 5:15, 10 P. M.
FOR AIR LINE RAILROAD—8:05 A. M., 1, 3, 11:35 P. M.
FOR N. H. AND NORTHAMPTON RAILROAD—8:05 A. M., 1 P. M.
FOR NAUGATUCK RAILROAD—8:05 A. M., 1, 3 P. M.
FOR HOUSATONIC RAILROAD—8:05 A. M., 3 P. M.
FOR DANBURY AND NORWALK RAILROAD—8:05 A. M., 1, 4:40, 9 P. M.
FOR NEW CANAAN RAILROAD—8:05 A. M., 1, 4:40, P. M.
FOR SPRINGFIELD—8:05, 11 A. M., 12, 3, 9, 11:35 P. M.
FOR NEW HAVEN—7:10, 8:05, 9:05, 11 A. M., 12 M., 1, 2:10, 3, 4:40, 5:15, 9, 10, 11:35 P. M.
FOR SOUTH NORWALK—7:10, 8:05, 9:05, 11 A. M., 12 M., 1, 2:20, 3, 4:40, 5:15, 5:55, 6:33, 9, 10, 11:35 P. M.
FOR STAMFORD—7:10, 8:05, 9:05, 10:10 A. M., 12 M., 1, 2:20, 3, 3:55, 4:40, 4:45, 5:15, 5:55, 6:33, 7:20, 9, 10, 11:35 P. M.
The 8:05, 11, 1, 3, 9 and 10 o'clock trains are through Express; the 4:40 and 5:15 trains are local Express trains; the 9 and 10 P. M. trains run daily.
HARLEM RIVER BRANCH trains leave Harlem River station, opposite Second av, at 12:10, 7, 8, 9:15 A. M., 12 M., 12:55, 3:55, 4:50 P. M., connecting with steamboats from Fulton Market slip.
Tickets for sale at Forty-second street depot, Fulton Market slip and at the N. Y. Transfer Co.'s offices, 944 Broadway, New York, and 4 Court st, Brooklyn, which Company will check baggage from residence to destination.

CENTRAL RAILROAD OF NEW JERSEY—Ferry station in New York, foot of Liberty street.
Commencing November 26, 1877.—Leaves New York foot of Liberty street, as follows:
6:30 A. M.—For Flemington, Easton, Belvidere, Bethlehem, Bath, Allentown, Mauch Chunk, Tamaqua, Mahanoy City, Hazelton, Wilkesbarre, Scranton, Elmira, &c. Connects at Junction with D. L. & W. R. R.
8:45 A. M.—For High Bridge Branch, Easton, Allentown, Harrisburg and the West, Mauch Chunk, Tamaqua, Wilkesbarre, Scranton, Danville, Williamsport, &c.
10:15 A. M.—For SOMERVILLE and Flemington.
1:00 P. M.—For Flemington, Easton, Bath, Allentown, Mauch Chunk, Tamaqua, Mahanoy City, Hazelton, Tunkhannock, Wilkesbarre, Scranton, Columbia, Lancaster, Ephrata, Pottsville, Harrisburg, &c.
4:00 P. M.—For HIGH BRIDGE BRANCH, Easton, Belvidere, Allentown, Mauch Chunk; connects at Junction with D. L. & W. R. R.
4:30 P. M.—For SOMERVILLE and Flemington.
5:30 P. M.—Daily for Easton, Allentown, Reading, Harrisburg and the West.
6:25 P. M.—For EASTON.
For ELIZABETH—6:30, 6:45, 7:30, 8:00, 8:30, 8:45, 9:30, 10:15, 11:30 11:45 A. M.; 12:45, 1:00, 2:15, 2:00, 3:00, 3:30, 3:45, 4:00, 4:15, 4:30, 4:45, 5:00, 5:15, 5:30, 5:45, 6:00, 6:15, 6:30, 7:15, 8:00, 8:25, 9:30, 10:30, 11 and 12 P. M.
SUNDAY TRAINS leave at 5:30 P. M. for Round Brook and intermediate stations; at 5:30 P. M. for Easton, Allentown, Harrisburg and the West.
For NEWARK—At 5:45, 6:15, 6:45, 7:15, 7:45, 8:15, 8:45, 9:30, 10:00, 10:30, 11:00, 11:30 A. M.; 12:00 M., 12:30, 1:00, 1:30, 2:00, 2:30, 3:00, 3:30, 4:00, 4:15, 4:30, 4:45, 5:00, 5:15, 5:30, 5:45, 6:00, 6:15, 6:30, 7:00, 7:30, 8:00, 9:00, 9:30, 10:30, 11:30, 12:00 P. M.
For trains to local points, see time tables at stations.

NEW YORK AND LONG BRANCH DIVISION.
For Perth Amboy, Long Branch, Ocean Grove, &c., leave foot of Liberty st. at 8:15, 11:45 A. M. and 4:00 and 5:15 P. M.
Stages connect to and from KEYPORT at MATAWAN STATION with all trains, and to and from POINT PLEASANT at SQUAN.

FREEHOLD AND NEW YORK RAILWAY CONNECTIONS.
Leave foot of Liberty st. for Freehold at 8:15, 11:45 A. M., 4 and 5:15 P. M.

NEW YORK AND PHILADELPHIA NEW LINE.
BOUND BROOK ROUTE.
FOR TRENTON AND PHILADELPHIA.
Trains leave New York foot of Liberty st, for Trenton and Philadelphia at 6:30, 8:00, 9:30, 11:30 A. M.; 1:30, 3:30, 5:30, 12:00 P. M., and 4:00 P. M. for Trenton.
Leave Philadelphia from station North Pennsylvania Railroad, Third and Berks sts, at 12:05, 7:30, 9:30, 11:30 A. M.; 1:30, 3:30, 5:30 P. M.
Leave Trenton for New York at 1:20, (except Monday,) 6:35, 8:05, 10:20 A. M.; 12:15, 2:15, 4:10, 6:15 P. M.
Pullman Drawing Room Cars are attached to the 9:30 A. M.; 3:30 P. M. trains from New York, and to the 7:30 A. M.; 1:30 P. M. trains from Philadelphia.
Sunday trains leave New York for Philadelphia at 9:30 A. M., 5:30, 12:00 P. M.; for Trenton at 9:30 A. M., 5:30 P. M.; leave Philadelphia at 9:30 A. M., 5:30, 12:00 P. M.; leave Trenton at 1:20, 10:20 A. M., 6:10 P. M.
Tickets for sale at foot of Liberty st, Nos. 529 and 944 Broadway, at the principal hotels, all offices of the Erie Railway in New York and Brooklyn, and at No. 4 Court st Brooklyn. Baggage checked from residence to destination.
H. P. BALDWIN, General Passenger Agent.

PENNSYLVANIA RAILROAD.
GREAT TRUNK LINE
AND UNITED STATES MAIL ROUTE.
ON AND AFTER DECEMBER 10, 1877,
Trains leave New York, via Desbrosses and Courtlandt streets ferries, as follows:
Express for Harrisburg, Pittsburg, the West and South, with Pullman Palace Cars attached, 9:00 A. M., 5 and 8:30 P. M. daily.
For Williamsport, Lock Haven, Corry, and Erie, at 8:30 P. M., connecting at Corry for Titusville, Petroleum Centre, and the Oil Regions. For Williamsport and Lock Haven, 9:00 A. M.
For Baltimore, Washington, and the South, "Limited Washington Express" of Pullman Parlor Cars daily, except Sunday, 9:30 A. M.; arrive Washington 4:10 P. M. Regular at 8:20 A. M., 1, 6:30 and 9:00 P. M. Sunday 6:30 and 9 P. M.
Express for Philadelphia, 7:30, 8:20, 9 (9:30 Limited), 11:00 A. M., 1, 4, 5, 6:00, 6:30, 7, 8:30 and 9 P. M. Sunday, 9 A. M., 5, 6, 6:30, 7, 8:30 and 9 P. M. Emigrant and second class, 7:00 P. M.
Boats of "Brooklyn Annex" connect with all through trains at Jersey City, affording a speedy and direct transfer for Brooklyn travel.
Accommodation for Trenton at 2:30, 3:00 and 4:10 P. M.
For Newark at 6:10, 7:00, 7:40, 8:00, 9:00, 10:00, 11:00 A. M., 12:00 M., 1:00, 2:00, 2:30, 3:00, 3:20, 3:40, 4:10, 4:30, 4:50, 5:00, 5:10, 5:40, 6:00, 6:30, 7:00, 7:30, 8:00, 9:00, 10:00 P. M., and 12:00 night. Sunday 9:00 A. M., 5:30, 7:00 and 8:20 P. M.
For Elizabeth, 6:10, 7:00, 7:40, 8:00, 9:00, 10:00, 11:00 A. M., 12:00 M., 1:00, 2:00, 2:30, 3:00, 3:20, 4:10, 4:30, 4:50, 5:00, 5:10, 5:40, 6:00, 6:30, 7:00, 7:30, 8:00, 9:00, 10:00 P. M. and 12:00 night. Sunday 9:00 A. M., 5:30, 7:00 and 8:20 P. M.
For Rahway, 6:10, 7:00, 8:00, 9:00, 10:00, 11:00 A. M., 12:00 M., 1:00, 2:00, 3:00, 3:20, 4:10, 4:30, 4:50, 5:00, 5:10, 5:40, 6:10, 6:30, 7:00, 8:00, 9:00, 10:00 P. M. and 12:00 night. Sunday 9:00 A. M., 5:00, 6:30 and 7:00 P. M.
For Woodbridge, Perth Amboy and South Amboy 6:10 and 10:00 A. M., 2:30, 4:30 and 5:10 P. M.
For New Brunswick, 7:00, 8:00, and 11:00 A. M., 2:00, 3:00, 4:10, 5:00, 5:30, 7:00 P. M. and 12:00 night. Sunday 9:30 A. M., 7:00 P. M.
For East Millstone, 11:30 A. M., 3:00 and 5:30 P. M.
For Kingston and Rocky Hill, 8:20 A. M. and 4:10 P. M.
For Princeton, 7:30, 8:20 and 11:00 A. M., 1:00, 3:00, 4:10 and 7:00 P. M.
For Lambertville, 8:20 A. M., 1:00, 3:00 and 5:00 P. M.
For Flemington, Phillipsburg and Belvidere, 8:20 A. M. and 3:00 P. M.
For Mercer and Somerset Branch, 11 A. M. and 3:00 P. M.
For Trenton, Bordentown, Burlington and Camden, 7:30 A. M., 1:00, 2:00, 4:00 and 7:00 P. M.
For Freehold, 7:30 and 11:00 A. M., 2 and 4:10 P. M.
For Farmingdale and Squan, 7:30 A. M., 2 P. M.
For Hightstown, Pemberton and Camden at 4:00 P. M. via Monmouth Junction, and 3:00 P. M. via Amboy, from foot of Liberty street. For Pemberton on Tuesdays, Thursdays and Saturdays only at 7:30 A. M., via Monmouth Junction.
Trains arrive—From Pittsburg, 6:50 and 10:40 A. M. and 10:20 P. M., daily; 10:10 A. M. and 6:50 P. M., daily, except Monday. From Washington and Baltimore, 6:50 and 9:00 A. M., 4:10, 5:10 and 10:10 P. M. Sunday, 6:50 and 9:00 A. M. From Philadelphia, 5:05, 6:50, 9:00, 10:10, 10:40, 11:20 A. M., 2:10, 4:10, 5:15, 5:50, 6:50, 8:10, 10 and 10:20 P. M. Sunday, 5:05, 6:50, 9:00, 10:40, 11:20 A. M., 6:50 and 10:20 P. M.
Ticket offices, 526 and 944 Broadway, No. 1 Astor House and foot of Desbrosses and Courtlandt sts. No. 4 Court st, and Brooklyn Annex Depot, foot of Fulton street, Brooklyn; Nos. 114, 116 and 118 Hudson st, Hoboken; Depot, Jersey City. Emigrant Ticket Office, No. 8 Battery place, N. Y.
FRANK THOMSON, General Manager. L. P. FARMER, General Passenger Agent.

TO PHILADELPHIA VIA PENNSYLVANIA RAILROAD
THE OLD ESTABLISHED ROUTE AND SHORT LINE BETWEEN NEW YORK AND PHILADELPHIA.
3 through trains each way daily; 3 depots in Philadelphia, 2 in New York.
Double track, the most improved equipment, and the fastest time consistent with absolute safety.
ON AND AFTER NOVEMBER 12, 1877.
EXPRESS TRAINS leave New York, via Desbrosses and Courtlandt st. ferries as follows:
7:30, 8:20, 9, (9:30 limited), 11:00 A. M., 1, 4, 5, 6, 6:30, 7, 8:30, and 9 P. M. Sundays, 9 A. M., 5, 6, 6:30, 7, 8:30 and 9 P. M.
Boats of "Brooklyn Annex" connect with all through trains at Jersey City, affording a speedy and direct transfer for Brooklyn travel.
RETURNING TRAINS leave Philadelphia 3:20, 3:35, 7, 7:30, 8, 8:30 and 11 A. M. (limited express, 1:35 P. M.), 2, 4, 5:30, 7, and 7, 8, 8:30 and 12 midnight. On Sunday, 3:20, 3:35, 7, 8, 8:30 A. M., 4, 7:35 P. M., and 12 midnight.
Ticket offices, 526 and 944 Broadway, No. 1 Astor House, and foot of Desbrosses and Courtland streets; No. 4 Court street, and Brooklyn Annex depot, foot of Fulton street Brooklyn; Nos. 114, 116 and 118 Hudson street, Hoboken; depot, Jersey City. Emigrant Ticket Office, No. 8 Battery place, N. Y.
FRANK THOMSON, General Manager. L. P. FARMER, General Passenger Agent.

DRY GOODS, &c.

J. O'BRIEN, & CO.
O'BRIEN & CO.
151, 153, 155, 157 and 159 ATLANTIC AVENUE,
Have purchased recently at auction and private sale for cash about $48,000 worth of
BLACK AND COLORED SILKS,
And purpose selling
AT A REDUCTION OF 33⅓ PER CENT LESS
Than Importers' and Manufacturers' prices for the same make of goods in order to make a speedy sale.
Among this immense stock will be found the
MOST POPULAR MAKES OF FRENCH AND AMERICAN SILKS.
BLACK SILKS.
Per yard.
18 inches wide LYONS GROS GRAIN... 75c.
21 inches wide GUINET'S CASHMERE FINISH... 95c.
22 inches wide CASHMERE SUBLIME... $1.25
24 inches wide SEILLARD'S DRAP DE FRANCE 1.50
COLORED SILK.
18 inches wide TRIMMING SILK... 75c.
22 inches wide CHENEY BROS. AMERICAN SILKS 1.00
22 inches wide LYONS GROS GRAIN... 1.00
22 inches wide AMERIQUE CASHMERE DE SOIE. 1.25
The silk buying public are particularly requested to examine these Silks, as they are from 50c. to $1 per yard cheaper than any goods offered in this city or New York.
J. O'BRIEN & CO.,
151 TO 159 ATLANTIC AVENUE.

FREDERICK LOESER & CO.,
FULTON, TILLARY AND WASHINGTON STS.
TRADE L MARK.
WE WILL OFFER ON MONDAY MORNING, 25TH INST., AT OUR LACE COUNTERS,
A VERY LARGE LOT OF
REAL GUIPURE LACES,
BLACK FRENCH LACES,
FINE MOHAIR LACES,
AT ONE TENTH OF THEIR FORMER PRICES.
WE WILL ALSO OFFER ON MONDAY, SPECIAL BARGAINS IN SPRING DRESS GOODS AND LADIES' UNDERCLOTHING.
FREDERICK LOESER & CO.

WECHSLER, ABRAHAM & CO.,
297 AND 299 FULTON ST,
266 AND 268 WASHINGTON ST.
TRADE W. A. & Co. MARK.
SPECIAL SALE OF SILKS.
COMMENCING MONDAY, March 25.
We have just concluded the largest purchase of LYONS DRESS SILKS
Ever made by a Brooklyn Firm.
In order to get them at prices which we know will at once CREATE A SENSATION,
We were obliged to close out the entire lot of 500 PIECES FOR CASH.
The stock comprises the most desirable lines imported this season, and we propose to sell them at such
TELLING PRICES
That will at once stamp them as the
GREATEST BARGAIN
EVER OFFERED TO THE PURCHASING PUBLIC.
Our patrons will remember the great sale we held on February 11, admitted by all who had the good fortune to procure their requirements, to have been the cheapest silks ever sold in this city or elsewhere, but at this sale we mean to
OUTDO ALL PREVIOUS EFFORTS.
AND
CHALLENGE THE TRADE
To compete with us in the bargains we will display on this occasion. We only have space to enumerate a few lots:
50 pieces BLACK SILK, good dress gros grain, 75c. and 85c. a yard; present value, $1.25 and $1.35.
75 pieces CACHEMIRE SUBLIME, satin finish, at $1 the yard, present value $1.50.
75 pieces BELLONS ROYAL CACHEMIRE SUBLIME, elegant goods, $1.35, present value $2.
50 pieces GUINET'S CACHEMIRE IMPERIAL, $1.50, present value $2.25.
75 pieces plain colored DRESS SILKS, new shades, 75c., value $1.
100 pieces colored DRESS SILKS, in all the new shades, fine, rich and extra heavy, at $1 the yard, present value $1.50.
200 pieces new and desirable SUMMER SILKS, in plaids and stripes, exclusive designs, at 69c., actual value $1.
We earnestly urge upon our customers the importance of an early selection before the assortment is broken.
We shall devote our elegant, spacious and well lighted rotunda near Washington street entrance to the exhibition.
These Silks will be offered at retail only and we shall positively refuse to sell more than two dresses to any one customer.
WECHSLER, ABRAHAM & CO.

FURNITURE, &c.

WEEKLY AND MONTHLY PAYMENTS.
THE CHEAPEST HOUSE IN THE CITY.
MORIARTY & CO.'S WAREHOUSES,
164 AND 166 FULTON ST.
COME AND SEE FOR YOURSELVES.

WEEKLY AND MONTHLY PAYMENTS TAKEN FOR FURNITURE, CARPETS, OIL CLOTHS, BEDDING, &c.
At JOHN MULLINS,
82 and 84 MYRTLE AV Corner Lawrence st.

WEEKLY AND MONTHLY PAYments taken for all kinds of Carpets, Furniture, Beddings, &c.
by A. SCHULTZ, 225 Atlantic street, Brooklyn,
And 227 Grand street, cor. 6th, Williamsburg.

WEEKLY AND MONTHLY PAYMENTS
Taken for FURNITURE, CARPETS AND BEDDING,
AT B. M. COWPERTHWAIT & CO.'S,
155 and 157 CHATHAM STREET, New York.
Great bargains for cash. Parlor and chamber suits; a great variety.

DRY GOODS, &c.

OPENING!
LORD & TAYLOR,
GRAND, CHRYSTIE AND FORSYTH STS., N. Y.,
WILL ON WEDNESDAY AND THURSDAY, MARCH 27, AND 28,
FORMALLY INAUGURATE THE ADVENT OF SPRING FASHIONS
BY THROWING OPEN THEIR LARGELY EXTENDED AND REFITTED MILLINERY PARLORS
FOR A GRAND DISPLAY OF FRENCH PATTERN BONNETS AND ROUND HATS,
TOGETHER WITH CHOICE SPECIMENS OF HOME IDEALS IN THE MILLINERY ART!
The ladies of New York and adjacent cities are respectfully invited to be present on those days, and inspect a large and most superb exhibition of head wear for themselves and their children.
NEW REGIME IN EAST SIDE MILLINERY.
FABRICS FINE, STYLES SELECT, ASSORTMENT VARIED.
FEATHERS in TIPS, PLUMES, POMPONS, BANDS, &c.
FRENCH FLOWERS in BOUQUETS, SPRAYS, WREATHS AND MONTURES.
RIBBONS in ALL QUALITIES, WIDTHS AND COMBINATIONS.
SILKS AND SATINS in EVERY TINT AND IN ALL QUALITIES.
500 CASES STRAW GOODS,
IN ALL BRAIDS, SHAPES AND PRICES.
KID GLOVES, LACES AND LADIES' TIES,
ESPECIALLY ADAPTED TO THE REQUIREMENTS OF THE SEASON,
ORNAMENTS in ROMAN PEARL, GILT, SILVER, JET AND STEEL.
LORD & TAYLOR,
255, 257, 259, 261 GRAND ST, COR. CHRYSTIE, AND 83 AND 85 FORSYTH ST., NEW YORK.

LORD & TAYLOR.
255, 257, 259 AND 261 GRAND ST, COR. CHRYSTIE, AND 83 AND 85 FORSYTH ST, N. Y.,
ARE NOW OFFERING EXTRAORDINARY BARGAINS IN LADIES' MISSES' AND CHILDREN'S UNDERWEAR.
CHEMISE, PLAIN BAND, 25c.
CHEMISE, OF FINE MUSLIN, TRIMMED WITH EDGE, 30c. and 40c.
CHEMISE, OF FINE MUSLIN, CORDED BAND, 47c.
CHEMISE, WITH THREE ROWS OF EMBROIDERY, INSERTING AND RUFFLE, 48c.
CHEMISE, WITH PLAIN BAND, TRIMMED WITH EMBROIDERED EDGE, 50c.
CHEMISE, OF FINE MUSLIN, CORDED BAND, 48c.
CHEMISE, OF FINE MUSLIN, EXTRA FINISH, CORDED BAND, IN CLUSTER, 60c.
CHEMISE, TUCKED YOKE, EMBROIDERED EDGE, 75c.
CHEMISE, FRONT TRIMMED WITH THREE ROWS OF EMBROIDERED INSERTION BANDS, EDGED WITH EMBROIDERY, 75c., 80c., and $1.
DRAWERS, FIVE TUCK AND HEM, 35c. and 42c.
DRAWERS, FIVE TUCK AND EMBROIDERED EDGE, 55c.
DRAWERS, FIVE TUCK AND EMBROIDERED RUFFLE, 65c.
DRAWERS, TUCKED, TRIMMED WITH INSERTION, AND EMBROIDERED EDGE, 88c.
NIGHT DRESSES, YOKE TUCKED FRONT, TRIMMED WITH A CAMBRIC RUFFLE, 75c.
NIGHT DRESSES, ROBE TUCKED FRONT, TRIMMED WITH A CAMBRIC RUFFLE, 75c.
NIGHT DRESSES, ROBE FRONT, TRIMMED WITH INSERTION AND EDGE TO WAIST, 85c.
NIGHT DRESSES, YOKE TUCKED, ROBE FRONT, TRIMMED WITH CAMBRIC RUFFLE, $1.
NIGHT DRESSES, YOKE TUCKED, ROBE FRONT, TRIMMED WITH CAMBRIC RUFFLE, $1.
NIGHT DRESSES, TUCKED FRONT, YOKE TRIMMED, WITH EMBROIDERED RUFFLE, $1.20 and $1.25.
NIGHT DRESSES, TUCKED AND PUFF FRONT, TRIMMED, EMBROIDERED INSERTION AND EDGE, $1.25.
NIGHT DRESSES, TUCKED FRONT, TWO ROWS OF EMBROIDERED INSERTION, CAMBRIC RUFFLE, $1.25.
NIGHT DRESSES, TUCKED FRONT, THREE ROWS OF EMBROIDERED INSERTION, CAMBRIC RUFFLE, $1.35.
NIGHT DRESSES, TUCKED FRONT, THREE ROWS OF EMBROIDERED INSERTION, TRIMMED EDGE, $1.40 and $1.45.
NIGHT DRESSES, TUCKED AND PUFF ROBE FRONT, $1.50.
(SKIRTS, 9 TUCKS, BEST MUSLIN, 50c.
SKIRTS, 18 TUCKS BEST MUSLIN, 65c.
SKIRTS, WITH DEEP CAMBRIC RUFFLE, THREE TUCKS IN FLOUNCE, 75c.
SKIRTS, WITH TWO CAMBRIC RUFFLES, EXTRA WELL MADE, 85c.
SKIRTS, WITH EMBROIDERED RUFFLE, TUCK ABOVE, $1 and $1.25.
SKIRTS, WITH TWO EMBROIDERED RUFFLE TUCKS ABOVE, $1.50.
SKIRTS, WITH NINE TUCKS IN FLOUNCE, TRIMMED WITH EMBROIDERED EDGE, $1.20.
CUSTOMERS AND STRANGERS VISITING THE CITY ARE RESPECTFULLY INVITED TO CALL AND EXAMINE THIS STOCK BEFORE MAKING THEIR SPRING PURCHASES.
OPENING DAYS,
MARCH 27 AND 28.
LORD & TAYLOR,
GRAND, CHRYSTIE AND FORSYTH STS, N. Y.

UNUSUAL NOVELTIES
IN BEIGE AND JET
GIMPS, FRINGES AND ORNAMENTS.
FLOWER TRIMMINGS in all colors.
PEARL BUTTONS, FANCY INLAID.
RUSSIAN LACE SCARFS AND SETS.
TORCHON AND VAL LACE TOILETS.
GREAT VARIETY AT REMARKABLY LOW PRICES.
MILLER & GRANT,
879 BROADWAY, N. Y.

S. B. JONES,
FULTON, JOHNSON AND WASHINGTON STS.
TRADE J MARK.
OUR OPENING
DISPLAY OF NEW AND FASHIONABLE NOVELTIES, IN ALL DEPARTMENTS WILL TAKE PLACE ON WEDNESDAY, March 27. WHEN WE SHALL EXHIBIT SOME OF THE LATEST DESIGNS IN FRENCH PATTERN HATS, BONNETS, FLOWERS AND FEATHERS, TO WHICH WE INVITE SPECIAL ATTENTION.
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THIRD WEEK OF THE COMBINATION SEASON.
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Miss Sydney Cowell... as... Betsey, Cook to Godfrey Grahame.
Miss Agnes Elliott... as... Arimints Snapper, In search of her Uncle.
TIME—Early Summer of Last Year.
SCENE—The Rectory of an English Village near London.
ACT I.—THE RECTOR'S CONFESSION.
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Sunday Eagle.

SUNDAY MORNING, MARCH 24, 1878.

A SON OF SUNNY ITALY.

One of the Fiends who Infest Brooklyn.

Opening of the Organ Grinding Season—Tribulations of a Veteran—Tricks of the Trade—A Lively Episode.

Of course you anathematize him, now that you are old and gouty and nervous, but beshrew me if there were not days in the long ago when an organ grinder seemed to you a very superior sort of creature. Those were the days when you and Mary Jane pledged your troth in licorice water; when you promised that at some happy hour in the near future she should be the proud possessor of a colossal organ purchased with your hoarded coppers. Well, Mary Jane makes music enough now without the aid of an organ, and you don't yearn for organs as much as you used to. The "Bloom of Youth" fails to disguise the ravages of time on her features, and although your cheeks have been made ruddy by that artist of Bacchus who uses no brush, it is plain that the evening of life is closing around you. But the organ grinder: He ages not, and his monkey chatters as cheerily as of yore. I saw him the other day, deceived by delusive weather reports, but nevertheless grinding away in the rain with the same imperturbable mien he wore years ago. It was not without considerable difficulty that I induced him to accompany me to a quiet corner in a saloon near by, but the promise of beer and a few silver coins at last overcome his objections.

AN OLD VETERAN

in his profession, he had picked up English to an extent that rendered his remarks intelligible.

"My name is a Guiseppe Vecci, an I playa de organ many, many year. I ave bin all ovare de contra," said Vecci in response to a query.

"Where do most of the organ grinders come from?" I asked.

"From the Province of Genoa."

"Do you all own the organs you use?"

"Mosta all owna de organ dey play. Dey buya de organ in Baxta streets, Newa York. Dey costa huu'red dollar, some of tdem costa a hun'red an' feefty dollar. Dat a one (pointing to his instrument of torture) ees magneeficent. He costa me one hun'red an a seventy-five dollar," replied Guiseppe, gazing fondly on the machine.

The tribe to which he belongs are birds of passage. Before the first snow they are generally tramping around beneath Southern skies. True, you occasionally come across some wretched waif of the profession in Midwinter, but his presence in Northern latitudes is generally due to an unprofitable Summer, or the fact that he is a fresh arrival from Italia's sunny clime. Many a person has often been led to believe that one organ grinder makes a Summer, and again has been betrayed into the purchasing of light clothes on hearing the seductive notes of "Spring, Spring, Beautiful Spring," ground out under his window. With this thought in my mind I asked Guiseppe when

THE ORGAN GRINDING SEASON

generally opened North?

The man of many melodies immediately grew interested:

"Whata do you vant to know dat for? You wanta to go in the beeznis; I sella you dat organ o' mine: eet eez a verra magneeficen' organ."

"No."

"Whata do you vork at?"

"Papers."

"Dat eez no gooda vork (contemptuously and with a shrug of the shoulders). You maka more monee with dat organ. Eet eez is verra harda vork to carry de bag an' picka de paper from de streets."

"But tell me when you open the season up North," I persisted.

"Ven de birds begin to sing an' de flowers come. In Apreel, I tink you call him. Ve open in March diz year. In de Wintare ve go to de South, to Savannah, Newa Orleans, an' de large ceetica."

"Who are your

BEST CUSTOMERS?"

"De chil'ren, of course," replied Guiseppe, his bronzed features relaxing into something like an expression of tenderness.

"Poor children or rich?"

"Do poor chil'ren. Si! Si! Dey getta de penny somehow. Vy? Because dey donta ave de piano to play."

"Did you ever know an organ grinder to die?" I asked, rather abruptly.

Guiseppe seemed staggered at the question. He acted like a person to whom a difficult conundrum had been put which he was ashamed to admit could not be solved.

"Dat is verra good beera," he answered with an air of abstraction.

The question being repeated he hesitated for a moment, then his countenance suddenly lighted up: "Si! Si! I ard of vone dat die. 'E vas keeled with a locomoteeve, I tink you call 'im. Ah! yes; 'e vas keeled verra bad."

"I mean did you ever know one to die of disease or old age?"

"No (with a quick shake of the head). Dey get plentay money, den dey go 'ome to Etaleo. I nevare know vone to die. Dey are verra tough, vot you Amery-can call 'im."

"THE BOY MUSICIANS,

who go around with harps and violins, do they work for their parents?"

Another shrug of the shoulders and a grimace from Guiseppe: "Doy 'ave no parent 'ere. Dere peepils een Estaleo; dey come ovare 'ere vith de padroni. De Estalian Society in Newa York dey stop dat now. De padroni cannot bring dem ovare now, same as vonce. Dey treat chil'ren verra bad; leek dem an' take all de monay."

"Do you know any of the people in Brooklyn, in front of whose houses you play?"

"Si! si! I play in front de 'ouse of

MISTARE TALMAGE.

'E is a verra good man, an' 'e lika de moosic of de organ verra much. 'E like de hymn moosic—de 'Sweet By an' Bye' I play 'im de piece vone tousan' time, I bet you. 'E give me plentay monay, an' tell me go right avay, so dat I von't get tired. Den I play for suodder fine gentleman, vot you call 'im—

MAIRE 'UNTER.

'E make bleeve shoot me evra time I come, but 'e always give me monay to go away."

"You get ill used sometimes, don't you?"

"Some time verra bad. Vone day I 'ave my monkey Carlo vith me an' I let 'im run up on Meestare Fitzgibbon's stoop. Meestare Fitzgibbon 'e give Carlo tobacco, I t'ink, an' Carlo 'e tink eet eez to eat an' e get verra seek. Den annoder time a man tell me play a long vile in front of an 'ouse, an' I get plentay of money. I play tree hour au' den I find out dat 'ouse eez empty.

DAT BROOKLYN CLUB

eez a verra bad place." (This with a severe expression of disgust.) "A verra bad man go dare, a verra fat man dat look as eef 'e 'ave a pillow stuck under eez west. I find out eez name eez Hassan Veeler. 'E come to de vindow vone day an' chucks me plenty pennies. Ven I pick dem up dey are all red hot from de fire. 'E make my monkey Carlo drunk before 'e do dat. Carramba! I cuta dat Veeler vitha de knife eef 'e takea dat pillow fron undare eez west, 'E is a verra bad man."

Guiseppe stated further that the Society of which he was a member had passed several resolutions denouncing Mr. Wheeler as an enemy of Italy; that legal measures were taken against him which terminated owing to his flight to Chicago. He referred with great indignation to the fact that his Society discovered that Mr. Wheeler was the person who induced seventeen of his brethren to start their organs simultaneously in front of a gentleman's house one night, on which occasion a powerful hose was turned upon the serenaders, the police eventually arresting them all for disorderly conduct. For the purpose of diverting his thoughts from the subject agitating him, I asked if the men in his business ever had any trouble with each other.

"Not verra often. Ven you see two men play on vone block den you know dey are mad. Ve play

A LITTLE JOKE

ven a man 'e just come ovare from Estaleo. Ve send 'im to de doaf an' dumb asylums to play, an to de stations houses. I 'ave a verra good trick play on me ven I come 'ere first. I ask vat kind of tunes de people like best an' I am told to get de organ dat play de Irish moosic. Den dey tell me to go an' play in de Fifth Ward vere de Irish gentlemen dey live. So I takea de organ vere I am sent, an' I play avay. In a meenit, (excitedly) justa meenit only, de vindow open an' a brick 'e comes sailing past my 'ead. I tink dat is verra strange, but maybe dat eez vone of de customs of de contra' an' I play avay faster. Den a whole shower of bricks come, an' a verra mad Irishman he yells at me, 'You son of a gun I kill you.' Den 'e kicks me all over de street, an'e dvomen dey say eet sarve me right, dat I am a blaggard. Ven I go tell do police 'e say to me vat did you play?' Den I play eet for 'im, an' 'e too bangs me. 'I say vy you do dat?' 'E say I knocka de whole top of your 'ead off you blaggard, eef you play dat Orangeman's song de "Battle of de Boyne Water" before me.' I dead not knowa dat eet vas a seditious moosic."

"What do you think of

THE NEW YORK ORDINANCE

prohibiting you from playing before nine o'clock in the morning?"

"Dat eez a verra bad law. You know how dat came a law? No. Den I tell you. Dat law vas made for de people dat get drunk at night and vant to sleeps in de morning. Vone morning dere vas an organ grinder dat play in front of one of dem Alderman's houses until de Alderman 'e gets de 'jims-jams.' Dat vas vy de law vas made," and Guiseppe scowled wickedly.

"When you learn that there is a sick person in the house in front of which you are playing, you generally leave, do you not?" said I, innocently.

Guiseppe stared at me a moment as if he was in doubt as to whether I was trifling with him or not. Apparently satisfied of the sincerity of my question he answered:

"NEVARE LEAVE A SEECK 'OUSE

vidout dey put you avay or paya you. Dey are de best customare. Ve get a great deal more monay from de people dat do not likea de organ dan from de oddares. Ven you find a man dat eez real seeck an' vants quiet eet eez the lively moosic that fatches 'im. 'Ome Sweet 'Ome' an 'Ve Von't go 'ome till Morning' eez two verra good song for de seeck man. I keel a verra great manny people vith dem two song. Good day, sare, I must go. I remember a verra seeck man, I musta go plays for now," said Guiseppe, as he hoisted his organ.

Half an hour later I saw him on Columbia street, grinding away at a furious rate, an elderly lady frantically waving him away. As I passed him he winked suggestively and remarked:

"Howld an a minute an' ye'll see me bring the ould lady to her sinses, I'm towld her husband is very low." MUL.

HIGHLAND MARY.

BY THE LATE LADY STIRLING MAXWELL.

I would I were the light fern growing
Beneath my Highland Mary's tread,
I would I were the green tree throwing,
Its shadow o'er her gentle head!
I would I were a wild flower springing,
Where my sweet Mary loves to rest,
That she might pluck me while she's singing,
And place me on her snowy breast!

I would I were in yonder heaven
A silver star, whose soft dim light
Would rise to bless each Summer even,
And watch my Mary all the night!
I would, beneath these small white fingers,
I were the lute her breath has fanned—
The gentle lute, whose soft note lingers,
As loth to leave her fairly hand!

Ah, happy things! ye may not wander
From Scotland to some darker sky,
But even live unchanging yonder,
To happiness and Mary nigh!
While I at midnight sadly weeping
Upon its deep transparent blue,
Can only gaze while all are sleeping,
And dream my Mary watches too!

THE WIDOW'S REPLY.

A colored man, living in New York, having admired a colored widow living in the next block above, but being afraid to come out boldly and reveal his passion, went to a white man of his acquaintance, the other day, and requested him to write the lady a letter asking her hand in marriage. The friend wrote, telling the widow in a few brief lines that the size of her feet was the talk of the neighborhood, and asking her if she could not pare them down a little. The name of the colored man was signed, and he was to call on her on Sunday night for an answer. The writer of the letter met the nigger limping along the street, and asked him what the widow said. The man showed him a scratched nose, a lame leg, and a spot on his scalp where a handful of wool had been violently jerked out, and answered in solemn tones, "She didn't say nuffin, and I didn't stay dar mor'n a minute."

BRAIN STIMULANT.

The best possible thing for a man to do when he feels too weak to carry anything through is to go to bed and sleep as long as he can. This is the only recuperation of brain power, the only actual recuperation of brain force; because during sleeping the brain is in a state of rest, in a condition to receive and appropriate particles of nutriment from the blood, which take the place of those which have been consumed by previous labor, since the very act of thinking burns up solid particles of nutriment, as every turn of the wheel or screw of the steamer is the result of consumption by fire of the fuel in the furnace. The supply of consumed brain substance can only be had from the nutritive particles in the blood which were obtained from the food eaten previously, and the brain is so constituted that it can best receive and appropriate to itself those nutritive particles during the state of rest, of quiet, and stillness of sleep. Mere stimulants supply nothing in themselves; they goad the brain, force it to a greater consumption of its substance, until it is so exhausted that there is not power enough left to receive a supply.—*Health Almanac.*

TRAINED HOUSEKEEPERS.

It is absurd to neglect a girl's domestic education until she is ready to become a wife. The idea that a woman must learn to keep house by her own experience is both foolish and hurtful. Does a man put off learning a business till it is time to start for himself? Still, housekeeping must not be considered the Alpha and Omega of these duties. Deeper than this lie other qualities, quite as indispensable, and still more necessary to a husband's, or even a wife's, happiness. It would consume too much space to enumerate them all, but we may sum them up by saying that daughters should be taught to be womanly. For a truly womanly woman has much the best chance of being loved by a truly worthy man. The ordination of nature has made a tender, affectionate, sympathizing woman many more likely to attract strong, earnest, heroic men, than one of a different stamp. Men love by a fine instinct, which generally leads them right, that is, when they love in the pure sense of the term; and they would love oftener in that sense if women were true to that ideal womanhood which even the lost reverence and acknowledge. The best dower, therefore, a mother can give her daughter, is the dower of perfect womanliness, for a womanly woman can enter into her husband's weaknesses, adapt herself to his fancies, and, by a pleasant fiction, at least, adopt his tastes.

HOSPITALITY.

True hospitality is a thing that touches the heart and never goes beyond the circle of generous impulses. Entertainment with the truly hospitable man means more than the mere feeding of the body; it means an interchange of soul gifts. Still it should have its laws, as all things good must have laws to govern them.

The obligation to be hospitable is a sacred one, emphasized by every moral code known to the world, and a practical outcome of the second great commandment.

There should never be a guest in the house whose presence requires any considerable change in the domestic economy.

However much the circumstances of business or mutual interests may demand in entertaining a stranger, he should never be taken into the family circle unless he is known to be wholly worthy of that *sanctum sanctorum* of social life; but when once a man is admitted to the home fireside he should be treated as if the place had been his always.

The fact of an invitation gives neither host nor guest the right to be master of the other's time, and does not require even a temporary sacrifice of one's entire individuality or pursuits.

A man should never be so much himself as when he entertains a friend.

To stay at a friend's house beyond the time for which one is invited is to perpetrate a social robbery.

To abide uninvited in a friend's house is as much a misdemeanor as borrowing his coat without his permission. It is debasing the coin of friendship to mere dross when a man attempts to make it pay his hotel bills.

The fact of two men having the same occupation and interest in life gives to neither a social right to the other's bed and board. A traveling minister has no more right to go uninvited to a fellow preacher's house than a traveling shopkeeper or shoemaker has to go uninvited to the house of his fellow craftsman. Men are ordained to the ministry as preachers, teachers and pastors, and not as private hotel keepers.

They who go into the country in Summer as uninvited guests of their farmer friends should be rated as social brigands, and treated accordingly.

These few social maxims are by no means to be taken as a complete code of laws. Others quite as important will spring up out of the personal experience of every reader of this article, and the justice and equity of all may be tested by that infallible standard of society—the golden rule. There can be no true hospitality that in practice is a violation of this rule; and you may safely rest assured that you have given the fullest and most perfect measure of entertainment to your neighbor if you have done exactly as you would be done by.—*Sunday Afternoon.*

FRENCH DINNERS.

French cooks have deserved well of their fellow men; but it must be added that they have not a little tried the patience of those who have admired their many good qualities. Careful, inventive, and wonderfully hard working in their own calling, they have certainly signalized themselves when they strayed from it, and attempted to write anything beyond recipes, by such silly extravagance as almost to justify the not uncommon opinion that of all vanities that of the gastronome is the most foolish. Such a belief would not be without much apparent reason if cooks were judged by what some of the most skillful among them have written. Ude, for instance, modestly places his calling above painting, which he classes with music, dancing, fencing, and "mechanics in general." With the breadth of statement natural to one who looks down on these pursuits from so lofty a height Careme, who signed himself "Careme de Paris," as though he were something between a prince of the blood and the executioner, spoke thus of his work among the pots and pans: "L'amour de la science mo mene sans cesse a de nouvelles meditations, et toutes sont relatives au developpement de son progress;" and a writer of our own time, undoubtedly one of the first cooks of the day, and admirable for the clearness of his recipes, is so anxious that the products of his art may be appreciated that he tells us how properly to sit at the table. "Pour manger avec aisance et sans raideur," he says, "il faut etre assis d'aplomb, tres a l'aise et ni trop haut ni trop bas; le buste a egal distance du dossier de la chaise et de la table." Many other instances of flights calculated to make the profane laugh might easily be found; but perhaps the chefs have given still more occasion for disrespectful wonder by the marvellous names which they have loved to bestow on their dishes. M. Gruffe, with his usual good sense, protests against these ridiculous appellations, and lays down the simple and obvious rule that the name of a dish ought, as much as possible, to indicate its component parts; but he stands alone; and, generally speaking, his brethren take the greatest pleasure in high sounding titles which, when applied to food, are utterly unmeaning. "I defy anybody to know what these cooks mean by their jargon," said Mr. Thackeray; and most people who have studied menus will agree with him. But in justice to cooks it should be added that they are not altogether responsible for these senseless terms, their patrons, who ought to have known better, having taken pleasure in encouraging this form of absurdity. Toward high flown writing too, these latter have stimulated the heads of the kitchen, their own grandiloquence having been sometimes even greater. When the reader of old gastronomic books comes across such a sentence as that of the Marquis de la Cussy, who says of roasting, "Rotir est tout is a fois rein et l'immensite," he is apt, like Lord Ellenborough, when listening to a silly peer, to think that he is responsible for his time, and that he will be able to give but a sorry account of it if he devotes any further attention to such nonsense.—*Saturday Review.*

ON THE AMAZON.

From a book of recent exploration on the Amazon the impression received is not agreeable. The whole of that part of the South American continent which slopes to the watershed of the mighty Amazon offers numerous and easy outlets to the ocean and no very difficult access to the interior. For the fall of the rivers is gradual, and their flow generally sluggish, although the navigation is frequently incumbered by snags and now and then obstructed by rapids. Consequently there is a vast extent of rich alluvial soil in bottom that might be very easily irrigated; and the banks in many places are clothed with magnificent forests, which stretch to unknown distances in the interior. But, judging by the little that has been done already, it seems unlikely that these immense resources will soon be turned to profitable account. All things taken into consideration, there are greater inducements for speculative settlers along the course of the Lualaba, Congo, or Livingstone, whichever we may please to call it. The climate of the Amazon valleys, with their warm evaporation and scorching sunshine, enervates inhabitants of every race. As we have said, the people are fond enough of money, and ready to beg or sometimes steal; but even the high wages and ample rations offered by the expedition could not tempt the sturdy idlers in rags to a short burst of exertion tempered by excitement. The whites and half castes herd together in settlements scattered at immense intervals along the river banks, over the vast unreclaimed wilderness. These towns and villages have a most woebegone aspect; the slightly built houses of unseasoned timber have already the appearance of decay before they are well finished; and the townsfolk have so little notion of trade, or of going beyond the community to look for a market, that in the rare instances where they have neighbors within reach, one village may be in actual want while there is a super abundance of produce in the other. The labor difficulty seems to be almost insurmountable, unless it should be solved by a wholesale immigration of Chinese or coolies from the Indies. The whites cannot work, and the Indians will not work. The latter support themselves by the chase and by fishing, or by cultivating patches of ground that just suffice for themselves. Moreover, they are inclined to be troublesome and aggressive.

OLD "SPORTS."

Reminiscences of a Veteran Rider.

The Men who Made the Dust Rise on the Old Flatbush Road Twenty Years Ago.

There are but few left of the "old timers" who used to ride down on the old Flatbush road, which was a favorite trotting ground twenty years ago. Their headquarters was at Andrew Doxey's hotel, at the end of the Flatbush road, and the drive was from there around to what is now known as Tunison Hotel, which at that time was kept by Fry. There is a marked difference between the old time riders and the riders of the present. Then there were but one or two hotels, where all the riders used to meet, and they were all known to one another. Such chaffing and horse talk as took place there would set some of the young sports of the present day wild. Each rider would have his man picked out for a trial up the road, and there used to be some sharp practice resorted to by those old sports. It was a grand treat to see them of an afternoon all come bunched up the road at the top of their speed, one part of the road John Philips ahead, another part the Blue Pony, and then Sam Gage and his old gray mare. Then a general exchange would take place, and Rattlesnake would be on the lead. Among the most prominent of

THE OLD RIDERS

who used to ride daily, and brush up the road were the following: Uncle Ben Hook and his black trotter, good for a 2:45 clip every day in the week; Sam Gage and his flag tail gray mare, and she was a honey cobler, it took the best of them to beat her up the road; Luther Moore and his flag tail bay mare, Nellie Moore, and carrying two men to a wagon Nellie was "boss" of the road, and is now owned by Hyner; she has trotted close to 2:30. Then there was Ed Snedeker; and his big brown horse, known as Crumpy, could trot better than 2:40 and then go the length of the road, and then when he stopped it was a "bottle" sure; John Philips and his roan stallion, who could go off from a standing start and trot a quarter or a half mile very fast, and that was about as far as Uncle John would trot with him, and he could beat most anybody that distance, then he would dull up and commence to laugh at you, which was very aggravating; Nat Dougherty, who had a big sorrel trotter that he got from Wesley Wright, a steady, reliable horse, who would make you keep digging to keep out of his way up the road,

OLD HARRY POWELL

would come along driving either the Mason mare or Dave Powell's little bay horse, and they both were good ones. Harry is an old hand at driving and can be seen on the road every fine day at present. John Cashow, who had a long tailed sorrel mare which was very fast, but a terrible puller, so much so that it was not much pleasure in driving her, yet few could beat her up the road. Bob Furey at that time owned and drove a big brown mare, which could trot a 2:40 clip without any trouble and took a shy at anyone that came along. Andrew Culver, who drove a handsome pair of bays. Daniel Robbins had a big bay mare, a good one. Uncle Dan would trot her from one end of the road to the other and from Hicks' Post's to the stable if you desired it. Jim Weaver had a lopped bay horse at that time, was considered a good one. Ex-Sheriff Geo. Remsen drove a small pony built horse who could trot quite sharp. Dick Duryea always drove a number of good ones. Ben Prince drove his favorite, Democrat, a roan stallion, who could beat 2:35 every day in the week, which at that time was saying a good deal. Jack Nodine always drove, as he is now driving, many good ones. Tom Butler and his favorite bay mare, which had a good record and was a beauty. Tim Barrett and the celebrated blue pony, small, but a hot one to beat up the road.

BIG FRANK SWIFT

and his one eyed black mare and a two wheeled go cart. Everybody would get out of his way when he came along—too much weight to come against it his mare should happen to shy. Jerome Ryerson drove a fine team cross matched. You could always tell when he arrived at the hotel, as he was a great favorite, and all the boys used to flock around him for a jolly time. Wm. M. Parks drove his roan horse, which was known as Red Jacket; a good one. "Old man Oakley," as he was known, always had a good one, and ready to brush any one up or down the road. George M. Woodward drove his team of ponies, and Josiah Smith his little bay trotter. Joe had a number of good ones. Then there were old man Hovey with his flag tailed trotter and his wagon painted red, white and blue; William Hyner and his big brown mare, which was a good one; Dan Miller and his flag tail mare, a very fine one. Then along would come Montgomery Queen with a big pacer, shouting, "Clear the track, here I come," and a terrible noise he would make; next Dick Lathan with a good one; Obe Jackson and his flag tailed bay mare. It was a treat to see him and Luther Moore come up the road with two men in each wagon. How the dust would fly and the sports would all run out of Fry's to take a look at the two boss mares carrying two men to a wagon, having a long, hot brush up and down the road. George Simmon had a slick one, which he handled with judgment, and he was always ready for a trot.

BUB MC LAUGHLIN

had a sorrel pony; then Bub used to ride under the saddle, and a good rider he was; when he could not outtrot 'em then he would see what he could do in the running line. Hezekiah Russell and his sorrel horse John, who was better known as "Old Cocker." He used to ride in a skeleton wagon, and he could out yell and make more noise than all the drivers put together that came up the road. Wesley Wright had a number of good ones, and always ready for a brush. William Marvin drove his old gray horse, Tom Hyer; when he came up the road it did not make much difference to him whether it was a load of hay or a go-cart, if you did not get out of his way. He would go over the top of it if he could get over it. They all gave him plenty of room when he came along. Arthur Quinn at that time drove a sorrel stallion, pretty fair one. Charles Tinney, drove a good bay mare, which he got from Jim Conway, of Flatbush. Daniel Willets had a very good one. John McIlhinny, from Main street, had a fair horse; and who does not remember John in the middle of Winter driving in a linen duster? He was

RAN AWAY WITH HIM

regularly once or twice a day on the road. General Jas. B. Craig had a good one, so did Billy Green from Eph. Snedeker's stable. Sim Hoagland occasionally appeared upon the road, always with a hot one, the riders all gave him plenty of room. Wm. Whelan had a pair of hot ones. Wm. Morris and Tom Costigan used to ride together every afternoon, behind a slashing big bay mare; they met with an accident one afternoon at Flatbush avenue and Fulton street, were thrown out of the wagon and both died from the effects of their injuries. Bob Tuttle at that time owned and drove an old "cocker," who did not have much speed; but who, on the road, could make more noise than Bob? Calvin Witty drove a good one; Bob. Fletcher owned many a good one and does to-day. He could hold his own with most of the flyers up the road. Mr. Ten Eyck, a boon companion of Nat Dougherty, drove a big, brown horse, and a good one, but he was old. John McIlhinny, from Main street, had a fair horse; and who does not remember John in the middle of Winter driving in a linen duster? He was

A QUAINT CHARACTER.

Bob Robinson, who has been a rider on the road for many years, and generally driving a team, always had one that could trot in the 40's. Geo. Mumby drove a big bay horse, and a fair one; would take a turn out of any one. Andrew Rogers had a small sorrel horse who could handle himself nicely—open for a brush at any time. Nic Van Brunt had a pair of black mares, which were considered a fair team. Wm. Conselyea had a good one—about 2.50. Nelse Shaurman could be seen any evening jogging down the road, and in no hurry to come home. A. M. Bliss, an old rider on the road, had a hot one, but at the present day drives a team which can get up and dust most of them. He is no way shy about giving any of them a trot, but he is a hard driver.

In those days Register Barre, just commencing to drive, most generally drove in company with Dan Willets. Fred Bunker drove a slashing roan mare, very fast. Fred was a very sure driver, going it the whole length of the road. George Hall had many a good one, and would trot with any one who came along. He was the owner of the celebrated stallion, Jay Gould. Billy Baldwin drove a flag tailed, sorrel mare, a pretty fair animal, and was an easy going fellow upon the road. Charley Cooper always drove to a track sulky behind a fair horse, making the mud and dust fly in all directions—a reckless driver.

CAST TILES FOR WALLS AND CHIMNEY PLACE.

This system of decoration is not a new one, but rather the revival of a very old method, for in the old Elizabethan houses of England, which approach nearly to perfection in regard to architectural embellishment, such plaster work is profusely used. And in the Moorish ornamentation in the Alhambra are seen, in the patterns which surround the walls, prototypes of these same wall tiles, which in this case are richly enameled crosses of five flowers. These designs may be made to fit into each other, and thus form a diaper pattern; or they may be cast of a single design, square in form (as just described), and repeat the same pattern; or two or more may alternate over the space adorned. After arranging the design, the casts are made, as previously explained; but as a certain amount of under cutting will generally be necessary, and as several, perhaps a large number, will be required, it will be requisite after casting the first tile to use gelatine moulds, made by boiling glue with rather more than its own weight of gold and color. To make these tiles, first arrange round or square designs, with leaves, flowers, etc., formed into conventional patterns, as three large rose, ivy or convolvulus leaves fitted in each corner, with straight stems, meeting in the centre, and united by a circular flower; then three small leaves united, fitting in between these corner ones; or long single leaves of narrow form may extend from each corner, with four small ones on the sides, all united in the centre with a conspicuous five or six petaled flower, and a similar flower on each of the smaller leaves, thus forming a bulk of water, and pouring it over the plaster model while warm. When cold, it will form a tough, jelly like mass, and may be pulled without injury, from the model. Its elasticity enables those projecting parts which fit into the cavities, made by under cutting, to slip over these high parts and immediately assume the original form. By pouring plaster into moulds thus formed any number of tiles resembling the original one may be made. Gorgeous effects are produced by a dark red ground and pale green leaves, touched up with gold or buff ground and turquoise blue figures.—*Exchange.*

DOUBT.

How can it be that here within my heart
Two forces war as if to bind my soul?
And both are love, and each now holds a part,
And each contends to subjugate the whole.
For when with sorrow low my spirit bends,
Depressed and lonely, like a wounded dove,
It turns to thy kind face, my best of friends,
Close in: the shelter of thy tender love;
But when high aims and passion fill my breast
I prouder love to thee, my soul's confessed.