POINTERS O[illegible]E RACES.

Big Opening Day's Card at the Hilltop Track.

Disappointments Probable, but Large Fields Certain.

The opening day's card at Guttenburg is in startling contrast to the programmes recently seen at Elizabeth. No less than eighty-seven entries are carded to go in the six events on the hilltop, but candor compels the confession that the programme is padded quite considerably.

For instance, nearly all of the horses which raced at Elizabeth yesterday are named to go to-day. No one with a grain of common sense will believe that any of these will start. Nevertheless the fields will be large and the racing interesting.

The handicap is the feature, with Raceland, Blitzen, Logan, Fidelio, Fenelon, Badge, Nick, Virgie, Stowaway and Strathmaid entered.

Seventeen sprinters of fair ability are named to go in the opening event, and it should be a race well worth looking at.

Fifteen two-year-olds will start in the fifth event and eighteen sprinters will go in the third race, a dash of six furlongs.

The track will probably be heavy, for considerable rain fell last night. The entries and selections are as follows:

First Race.—Introductory scramble; purse $500; allowances; five furlongs.

W. O. Daly's Botero	119
J. Casey's Afrobant	116
Glen Island Stable's Nick	110
W. O. Daly's Terrifier	105
S. F. Cadigan's Lord Harry	105
S. S. Collins's Sirocco	104
M. F. Dwyer's St. Hubert	102
D. Higgins's Bel Demonio	102
S. R. Letts's Trophy	102
J. A. Batchelor's Strathmaid	102
J. Dwyer's Billet Doux colt	102
J. H. McAvoy's Kriskina	100
W. Lovell's Josie Wells	100
F. D. Weir's Flattery	97
R. Bradley's Paway	97
Woodland Stable's Sandowne	95
Chesapeake Stable's Our Magg	85

Sirocco, with only 105 pounds on his back, can hardly be beaten in this race. Flattery is also in very light, and should be second. Third place ought to be filled by Nick.

Second Race.—Purse $400, for three-year-olds; selling allowances; six and a half furlongs.

M. F. Dwyer's Harvest	111
T. Welch's Wheeler	110
Northwestern Stable's G. D. D.	102
H. Heffner's Queen Enid	100
F. H. Ryan's Carnalite	94
R. Bradley's Fidget	93
R. R. Letts's Fancy colt	93
W. Lovell's Pia colt	90
J. Shields's Mary S.	85

Harvest and Mary S. appear to have this race between them. They should finish as named. C. O. D. ought to be third.

Third Race.—Purse $500; selling allowances; six furlongs.

Chesapeake Stable's Tom Tough	110
M. J. Daly's Pagot	103
Auburn Stable's Double Cross	103
J. Reiser's Innovation	102
Myrtle Stable's Home Run	100
J. Bradley's St. Denis	100
Excelsior Stable's Remorse	100
W. H. Keller's Dalsyrian	99
J. Wilson's I. O. U.	97
J. A. Batchelor's Pan Handle	95
G. J. Kelly's Estelle	95
W. K. Cotton's Headlight	95
W. O. Daly's Hiram	90
G. W. Smyth's Fleurette	90
D. Higgins's Polydora	90
J. Barrett's Surprise	90
F. D. Weir's Harsen	90
E. H. Crosby's Trixy Gardner	90

Dalsyrian looks a good thing in this race and he ought to win easily. Harlem and I. O. U. look the best of the others and may finish as named.

Fourth Race.—Handicap; purse $700; one mile.

M. F. Dwyer's Raceland	124
R. Bradley's Blitzen	116
J. Shields's Logan	103
W. O. Daly's Fidelio	107
J. Smyth's Fenelon	105
J. Mulldadge	104
Glen Island Stable's Nick	102
R. Bradley's Virgie	99
Wood and Stable's Stowaway	97
J. A. Batchelor's Strathmaid	97

Raceland ought to win the handicap, while Strathmaid's light weight should give her something like a mortgage on the place. Virgie should be third.

Fifth Race.—Purse $500, for two-year-olds; penalties and allowances; four furlongs.

— Plunger	105
R. Behrman's Doris gelding	105
— Briar gelding	105
J. Shields's Dr. Cosby	100
M. F. Dwyer's Calando	100
J. Boden's Nettie Billy	100
W. H. Holler's Blossom	100
— Fanny Hill filly	100
J. Miller's Bessie M.	100
W. C. Daly's Eleanor B. (formerly Silver Thread filly)	95
J. Mahony's Jennie I.	95
Glen Island Stable's Fredericks	90
W. C. Daly's Gertie	85
C. F. Sanders's Jennie W.	85

Blossom, Dr. Cosby and Gertie look to be the pick of this lot, and the writer prefers them in the order named.

Sixth Race.—Purse $500; selling allowances; seven furlongs.

J. A. Mahony's Prince Howard	121
J. H. McCormick's Firefly	118
D. Higgins's M. Fedora	118
T. Barrett's Jack Rose	118
E. A. McGuire's Long Stride	115
M. J. Daly's Balbriggan	110
W. Lovell's Aunt Jane	109
Myrtle Stable's Character	109
J. H. Magee's Signature	109
Chesapeake Stable's Thiers I.	109
J. Reiser's Sorrento	109
Hackensack Stable's Ben March	109
J. Boden's Jack Batchelor	109
W. B. McCormick's John Winsle	106
J. Shields's Brooklyn	106
Northwestern Stable's False B	106
E. H. Ryan's Adjourn	106
G. Gaines's Relief	106

The closing event may be won by Firefly, with Jack Rose second and Relief third.

Morning Papers' Selections.

AT GUTTENBURG.

First Race—Sirocco, Terrifier.
Second Race—Harvest, Mary S.
Third Race—Harlem, Dalsyrian.
Fourth Race—Raceland, Fidelio.
Fifth Race—Blossom, Fredericks.
Sixth Race—Jack Rose, Thiers I.

First Race—Sandowne, Sirocco.
Second Race—Mary S., Harvest.
Third Race—Harlem, Polydora.
Fourth Race—Raceland, Fidelio.
Fifth Race—Blossom, Cosby.
Sixth Race—Jack Rose, Prince Howard.

First Race—Bel Demonio, Lord Harry.
Second Race—Harvest, Mary S.
Third Race—Estelle, Dalsyrian, Harlem.
Fourth Race—Raceland, Strathmaid.
Fifth Race—Dr. Cosby, Bluebells.
Sixth Race—Firefly, Thiers I.

SHIPPING NEWS.

ALMANAC FOR TO-DAY.

Sun rises, 4.43 | Sun sets, 7.01 | Moon rises, 12.01

HIGH WATER TO-DAY.

	A. M.	P. M.
Sandy Hook	11.08	11.43
Governor's Island	11.16	11.52
Hell Gate	1.08	1.38

LOW WATER TO-DAY.

Sandy Hook	5.06	4.46
Governor's Island	5.42	5.26
Hell Gate	7.10	6.34

Fast and Eastern Standard Time without four minutes.

PORT OF NEW YORK

OUTGOING STEAMERS.

SAILED TO-DAY.

Adirondack, Kingston.
Alaska, Liverpool.
Amsterdam, Rotterdam.
Campania, Liverpool.
Caracas, Laguayra.
Concho, Galveston.
Fulda, Genoa.
Furnessia, Glasgow.
Kansas City, Savannah.
Island, Christiansand.
La Bretagne, Havre.
Madiana, Barbadoes.
Paris, Southampton.
Prins Maurits, Hayti.
Rhaetia, Hamburg.
Yumuri, Havana.

INCOMING STEAMERS.

DUE TO-DAY.

Hindoustan, Gibraltar April 17.
San Marcos, Colon April 26.
St. Enoch, Liverpool April 22.
Belgravia, Gibraltar April 22.
Egyptian Monarch, London April 21.
Gallert, Havre April 24.
Peninsular, Lisbon April 19.
Umbria, Liverpool April 29.

RIPPED BY A TORNADO.

Great Portion of Wilmington, O., Demolished by a Storm.

[SPECIAL TO THE WORLD.]

WILMINGTON, O., May 5.—This city was struck to-day by a tornado of terrific proportions. The storm passed through the business portion of the city. The streets are full of wrecked vehicles, fallen buildings and debris of all kinds.

No one was killed outright. Many persons were injured.

The public school building containing 400 pupils was unroofed and badly damaged. The City Hall is wrecked. The book-store of Hildebrandt & Gill and was crushed.

The business houses of Campbell, Hamle & Co., H. G. Cartright & Co., J. W. Sparks, Ben Farquhar, F. S. Taylor, E. F. Marble, C. A. Marble and many others are badly wrecked. The livery stable of F. Faulkitt is a complete ruin. All the churches in the town except the Presbyterian are badly wrecked. A number of dwelling houses were blown down.

SKIPPER AND COAL-BOAT LOST.

Broke from the Atlanta's Side in the Storm and Cannot Be Found.

Capt. Joseph Murphy and his coal boat, the J. E. Murphy, have been missing since Wednesday night, and the general opinion of harbor men is that they have gone to the bottom of the river. The J. E. Murphy was coaling the cruiser Atlanta Wednesday afternoon. About half the load had been taken aboard the Atlanta when night set in, and the storm was so violent that further work was stopped. Capt. Murphy went on board his boat about midnight, and about five minutes later the lines holding the Murphy alongside parted and she drifted away.

The ship carpenter of the Atlanta heard a cry and supposed that one of the sailors who had been getting out the ship's fourth anchor had fallen overboard, but found them all safe. Then it was noticed that the coal boat had broken away. It was impossible to see fifty feet from the vessel and nothing could be done.

Capt. Murphy's friends have given up all hope for him. He leaves a widow and eleven children in Elizabeth. None of the crew of the Murphy was aboard Wednesday night.

THEY SAY HE'S A TRAIN-WRECKER.

A Brakeman Charged with Having Derailed a Train to Kill His Wife.

[SPECIAL TO THE WORLD.]

WHEELING, W. Va., May 5.—George Williams, employed by the West Virginia and Pittsburg Railroad as a brakesman, was arrested to-night charged with wrecking a passenger train several days ago. A number of persons were killed and injured in the accident.

Some time ago Williams and his wife separated and Mrs. Williams went to Weston. On the day of the accident, Williams, it is said, learned that his wife was returning home on the train afterwards wrecked, and made threats in the presence of several persons that if he were sure she was on the train, he would wreck it even if it killed every other passenger.

In the accident Mrs. Williams was only slightly injured.

RESCUED FROM POTTER'S FIELD.

Fritz Riecker's Disinterred Body to Be Buried by Friends.

The body of the late Fritz Riecker, of No. 122 Broadway, Williamsburg, was disinterred from Potter's Field yesterday and brought to the Morgue. The funeral will take place from Turn Hall, in East Fourth street, at 1 P. M. to-morrow.

He was a member of the Arion, Liederkrantz, Turner and other German societies, and these will be represented at the funeral. Mr. Riecker was found injured on March 14 at the foot of the "L" station at Third avenue and Seventy-sixth street. He was taken to the Presbyterian Hospital, where he died three hours later. His name was supposed to be Boyer, and under this name he was buried in Potter's Field. Later the body was found to be that of Riecker.

Hood's Cures

Even When Totally Helpless

A GREAT SUFFERER FROM RHEUMATISM

Unable to Move Hands or Feet.

Mr. C. M. Ryer
Hoboken, N. J.

"I am a boiler-maker with W. & A. Fletcher Company, North River Iron Works, this city, and at my business I contracted rheumatism so that I became a very great sufferer, and was really an invalid, helpless, could not move hands or feet, was unable to dress or undress myself. I had to have help to turn myself in bed. I did not work for four months and was in a hospital for a long time. I spent a great deal of money without benefit. I asked the doctors if they could cure me, and they

SAID THEY COULD NOT

One day a friend advised me to take a bottle of Hood's Sarsaparilla. When I had taken one bottle I could get my stand on my feet and walk through the rooms. I continued to take the medicine, and steadily improved until I was perfectly well. I can trace all I say to my fellow-workmen, who saw me in my agony, or by the firm by which I am employed." C. M. Ryer, Hoboken, N. J.

Hood's Pills act easily, yet promptly and effectually on the liver and bowels. 25 cents.

Hood's Sarsaparilla Cures

If you have no use for us to-day put us down in your memo book. You can use us by and by. Credit extended.

Fletcher Watch & Jewelry Co.,
152 BROADWAY.
Elevator on John street.

CLEVELAND IN NO HURRY.

He Will Not Consider Big New York Appointments at Present.

TWENTY-TWO SMALL EMPIRE STATE POST-OFFICES DISTRIBUTED.

No Politics in the Distribution, Says Maxwell—Four Anti-snap Leaders Meet in Washington Purely by Accident—Poucher and Mowry Studying Applications for Presidential Post-Offices in New York.

[SPECIAL TO THE WORLD.]

WASHINGTON, May 5. The presence in this city of four anti-machine leaders whose names have been prominently discussed in speculations regarding the New York appointments has encouraged a belief that the President is about to dispense the Federal patronage in the metropolis.

It appears, however, from reliable information, that the principal New York appointments have not been taken up by Mr. Cleveland and will not be considered at present. An effort has been made to make it appear that the meeting of the four leaders was the result of a suggestion that the President wished to consult them before making any appointments. This is wholly without basis. The meeting of the leaders was purely accidental.

Senator McClelland saw the President for a few minutes just before the cabinet meeting this morning and afterwards paid a visit to the several departments. Senator McClelland denied emphatically that he had filed an application for appointment as Collector, although it would appear from the Treasury books that he had filed one. He said further that no one had been authorized to present any such papers. Mr. Mcclelland's recent triumph over the machine forces in Westchester County is regarded here as a most satisfactory event by the friends of the Administration, and when the Westchester appointments are made the Senator's advice is likely to be preferred to that of Congressman-elect Ryan.

William A. Poucher and Henry Mowry were at the Post-Office Department during the greater part of the day examining the applications for the various Presidential post-offices in New York State. Mr. Poucher and Mr. Mowry, coming from the central part of the State, are familiar with the names of those who have taken part in the factional squabble, and their advice under the circumstances is likely to have great weight when the appointments are made.

It is possible that a number of first-class Post-Office appointments in New York State will be made before many weeks. Gen. Maxwell appointed to-day twenty-two fourth-class Postmasters in New York, twenty to fill vacancies caused by resignations and two to take the places of officials removed for serious derelictions. The list follows:

Broome County—Port Crane, C. Van Amberg, vice J. S. Edwards, deceased; Coleseville, J. W. Booth, vice Charles Blatchley, resigned.
Chautauqua County—Forsyth, J. F. Moore, vice Sarah D. Durand, resigned; Point Chautauqua, J. G. Cone, vice Joseph P. Thayer, resigned; Sheridan, P. P. Sheller, vice R. A. Bailey, resigned.
Cortland County—Scott, W. J. Corcoran, vice D. M. Morris, removed.
Delaware County—Masonville, L. L. Sornberger, vice George Burch, resigned.
Genesee County—Bethany, C. A. Huggins, vice G. W. Graff, dead.
Kings County—Blythebourne, C. R. Lennington, vice R. S. Sedgwick, resigned; Lawn Wood, F. J. Quinn, vice A. Weil, resigned.
Livingston County—Conesus Centre, J. D. Morris, vice A. F. Kellerman, resigned.
Monroe County—East Hamlin, Harry Hamill, vice Alfred Hopper, resigned; Mumford, William Buckeley, vice W. A. Hyde, resigned; Ruan, G. H. Houck, vice N. S. Sherman, resigned.
Otsego County—Decatur, J. Horan, vice W. S. Bliss, resigned; Fly Creek, D. C. Badger, vice T. N. Doubleday, removed; West Laster, J. W. McLaughlin, vice E. Mayne, resigned.
Westchester County—Baldwin Place, S. M. Lounsbury, vice Henry Slawson, resigned.
Wyoming County—Lamont, E. R. Welch, vice L. S. Hoening, resigned.
Yates County—Eddytown, D. L. Royce, vice T. M. Chadwick, resigned; Italy, C. M. Geer, vice A. J. Robson, resigned; Kerr, O. S. Relan, vice Joseph Sanderson, resigned.

Gen. Maxwell declared that there was no politics in these appointments.

"They were made to fill vacancies caused by resignations and removals for cause," said he, "and I selected the men I thought best fitted to fill the offices. In many cases the appointments were made upon the recommendation of Congressmen, but in others I simply examined the applications and made the selections without inquiry into the political indorsements. They are all petty offices. There are a large number of vacancies in New York and I shall fill them as soon as I can. The appointments in Kings County were made on the recommendation of Congressman Coombs, and the appointments in Monroe County on the indorsement of Thomas Brown. I cannot recall the name of the indorsers of the others. But I assure you there is no particular significance in any of the appointments."

Senator McClelland returned to New York late to-night. Mr. Poucher, Mr. Mowry and Robert Grier Monroe are still in town.

President Cleveland appointed to-day Annie B. Kenna, widow of the late Senator Kenna, Postmistress at Charlestown, W. Va., vice H. C. McWharter, removed; Allen H. Dunham, Postmaster at Terre Haute, Ind., vice D. C. Gratner, removed; Richard Dalton, Surveyor of Customs at St. Louis, and H. H. Kain Collector of the Port of Vicksburg.

Secretary Smith has appointed George W. Andrews, of Illinois, an Inspector of Surveyors, General and District Land Offices vice Robert Harbison, resigned.

A statement made by the Post-Office Department shows that 155 Presidential postmasters were appointed during the first two months of the administration, against 204 appointed by Harrison in the corresponding months. Of Mr. Cleveland's appointments twenty-eight and of Mr. Harrison's thirty-nine were made to fill vacancies caused by removals.

The average term served by the thirty-nine Postmasters removed by Mr. Harrison was two years and eight months, while the average term served by the twenty-eight Postmasters removed during the last two months was three years and four months.

THE MAINE'S AFTER-BARBETTE.

It Is the Largest Yet Made for the Navy and Is New-Fangled.

[SPECIAL TO THE WORLD.]

BETHLEHEM, Pa., May 5. The after-barbette of the battle-ship Maine, now being constructed at the Brooklyn Navy-Yard, has been completed at the Bethlehem Ordnance Works and will to-morrow be shipped to the naval constructor in charge of the vessel. The barbette is the largest yet made for the new navy and Bethlehem's an innovation in shape. A plane compared of flat plates inter-ested the cylinder.

The barbette is fifty feet high, with an inside diameter of 20 feet 4 inches. The circle is composed of nine inner steel plates, 12 inches thick, and the outer of nine, filled in with two-inch armor plates, each weighing 15,000 pounds. The plates stand half way down and descend inward and downward at an angle of 45 degrees. Its straight length is 10 feet, to inches and fits the edges of the plate. The barbette is built upon a cylinder of the Bethlehem Works. Mr. Bushe has stated so that the guns upon the barbette will project small have greater range and can be used with more telling effect. The weight of the barbette is 800 tons.

ANOTHER WRECK OFF JERSEY.

A Schooner Loaded with Oysters Goes Ashore on a Shoal.

ATLANTIC CITY, May 5.—The treacherous shoal about Absecom Inlet was the scene of a wreck this morning. The schooner River Belle, from James River, Va., bound for Reeds Bay, with a cargo of 2,000 bushels of oysters, consigned to Alfred Somers and Bodine Reed, of Oceanville, ran ashore on the inlet bar about 10 o'clock.

She is pounding heavily on the bottom and will probably spring a leak and sink. The schooner was owned and commanded by Capt. Wallace French, of New Gretna.

WON'T PAY FOR A MONOPOLY

George Gould Wants the New "L" Franchises on His Own Terms.

UNWILLING TO PAY 5 PER CENT. OR BUILD FOUR-TRACK ROADS.

Neither Will He Promise to Build His Lines to the City's Northern Boundary—No Profit in Carrying Passengers Long Distances, He Says—The Manhattan's Latest Bluff to the Rapid Transit Commissioners.

The Extensions Committee of the Manhattan Elevated Railroad Company delayed its answer to the Rapid Transit Commission's resolutions till yesterday, the limit of time allowed, and at the eleventh hour came in with no answer at all—only another make-shift in the shape of an appeal for getting rid of paying five per cent. compensation to the city which the Commission has demanded for the very valuable privileges offered to the corporation. The statement which Julien T. Davies, attorney for the company, handed in covered fourteen printed pages and is dated May 5. Here is the meat of it:

The Manhattan company offers to accept the scheme depicted in the commission and to undertake to build the lines and make the improvements contemplated, if the conditions and requirements to be agreed upon shall be modified as follows:

It is ready to agree to pay to the city of New York the same compensation as that fixed by the Legislature in the act of 1886 in respect of the New York lines, viz., "five per cent. upon the net income from its franchises, after deducting the cost of maintenance and operating the road, and the cost of all new lines or branches other than the third track. The company does not agree to the question that may arise with respect to the method of computing the tax to be paid to the Rapid Transit Commission, but the company is not being for decision, and as a fair proposition the company states that it is ready to agree to pay to the city of New York, upon the completion of the new lines, a sum equal to five per cent. of the net income, which shall equal three fifths of the net receipts of its entire system, meaning thereby the gross receipts less operating expenses, which shall include adequate interest accruing during the year to keep the road and equipment in safe and workable condition, taxes and interest on funded debt.

In ending this part of the document, George Gould naively adds:

Surely, if this commission should secure such a measure of compensation for the city for the occupancy of the streets in a case where the right of way has not to be acquired by the expenditure of several millions of dollars, it may be true performed its whole duty to the public.

In conclusion, the Manhattan Company wishes to assure the commission of its anxious desire to extend its lines. But this desire is based upon its will to meet the public demand for additional transit facilities rather than its hope or expectation that such extensions will prove self-sustaining for a long period of time.

It must be remembered that these extensions and necessary equipment will cost, and damages included, probably not less than $30,000,000. These additional lines run into territory comparatively undeveloped, and years must elapse before the company can hope to get returns on this large investment of capital.

The meeting was held at William Steinway's house, the full commission being in attendance, with John M. Bowers, counsel to the board, and John Bogart, its chief engineer, present. Besides Mr. Davies, Judge Dillon was also present for the Manhattan Company.

The report declared that the cost of the proposed construction would be about $30,000,000, irrespective of damages to be paid to abutting property-owners.

According to the argument the damages that would have to be paid to property-owners in Ninth avenue would be very great, as the addition of the extra tracks to make a four-track road would bring the structure and trains nearer to the house fronts than now. So the Manhattan people calmly suggested to the commission that it require only third track to be constructed from the One Hundred and Fifty-fifth street to Barrow Street, with the option to the company to construct a third track south to the Battery. Regarding the question of forfeiture, George Gould suggested that the forfeiture clause should only hold good with respect to the portions of the road not completed within the time limits specified.

The communication further suggests that the provision respecting the running of continuous trains around the Battery be modified, because extensive changes now prohibited by law would have to be made. "It would be necessary," according to Mr. Gould, "to change the position of the elevated road structure in Battery Park."

Mr. Gould argues:

1. That the 5 per cent. provision would lay upon the company an immediate additional burden of taxation, notwithstanding that several years must elapse before the company can derive any benefit from the new construction permitted.

2. That it would first be necessary to learn what lines the company were liable to this tax, and to ascertain whether the imposition of a tax of 5 per cent. upon the net income of passenger traffic was intended to compel the company to pay a tax of 5 per cent. upon the amount of interest it pays annually on its funded debt, and

3. The effect of such an acceptance of this condition would be to burden not only the net receipts on the new lines, but also the net receipts of the Manhattan road in its branches which it holds under lease from the Metropolitan Elevated Railway Company.

The report says that the Manhattan company pays now in taxes of all kinds $900,000 a year, and to follow out the requirements of the commission it will take upon itself a new burden involving a constant annual expenditure of between $1,000,000 and $300,000, with the effect of enormously increasing the assessed valuations of real estate and thereby directly benefiting the city treasury by "hundreds of thousands of dollars annually.

Concerning the subject of the "third track," President Gould says:

The third tracks will accommodate the public, but will not be a source of profit to the elevated railroad. The great necessity is to provide means by which express trains can be run downtown in the morning and uptown at night, thus meeting the needs of the tide of travel that flows and ebbs each day to and from the southern parts of our island. Upon these trains travelers will make long journeys, from seven miles on the east side to ten miles on the west side for a fare of five cents. There is no profit in carrying a passenger such a distance for such a fare.

Mr. Davies concluded the reading of this surprising document thus:

As to the compensation for the additional franchises now proposed to be conferred, the city has in reality no cause for any complaint. The earnings of the new or extended lines. The advantages are all on the side of the city. Twenty-two miles to the east side over will be paid in the new construction, which becomes at once taxable. The increased capitalization of the company also becomes at once taxable. If the $30,000,000 appropriately needed for the enterprise is to be raised by a bond and mortgage, or be contributed from the pockets of the stockholders, what claim has the city to precedence of compensation over either the bondholder or stockholder whose money is the lifting extensions?

The effect of the extensions will be to promote the settlement and development of the new and comparatively undeveloped regions reached by the extended lines, thus adding enormously to the taxable values of the city, and what does the city expect the company to do? Absolutely nothing. It has no right of way to give, the right of way belongs to the abutters, and the company will have to arrange with them for the purchase of the property rights in the streets. It has simply a veto. It can say, "You shall not go there without our consent." But when the city has consented it gets nothing in return, but that consent. It does not have to be equity or claim to any compensation whatever.

Still, in deference to the expressed wishes of the commission, and if the company is to be compensated, the company is willing, although it is not in justice, to agree to pay the city as aforesaid.

"Are we to understand, then," said Mr. Bushe, "that the company refuses to extend its lines to the city's limits?"

"At the present time," said Mr. Davies, "we are not in a position to agree to build the line above Fort George."

"Well, it doesn't seem to me," retorted Mr. Bushe, "that the Manhattan company should reserve considerations at its own pleasure."

"The extension of the line to the city limits may be a very important matter," said Mr. Steinway.

"Well, it may be," continued Mr. Bushe, "is that the objection of the Battery can easily be met by engineers. The two vital points in the statement just read have to do with the compensation to be paid the city and the exclusion beforehand of interest on the bondholder. I think the commission should be given a little time to study the paper."

"I supposed we came here," said Mr. Storm, "to have matters settled to-day. We submitted resolutions to the Manhattan company and they haven't answered us one way or the other. Unless we have a month to put in a reply and they haven't done it."

Here Mr. Spencer chimed in: "I agree with you, Mr. Storm. We ask questions of the company and nobody appears authorized to answer them. I suggest that we meet again as soon as possible and that the company be requested to have an authorized representative who can define the status of the corporation. And I think the company should have ready then a statement of its financial condition, so that we may have some ground to stand on."

Mr. Bogart was requested to consult with Col. Haim on the cost of all the facilities offered by the commission, and, at Mr. Bushe's suggestion, to examine the Battery structure.

During a discussion aroused by Judge Dillon's statement that the company ought only to be taxed on its new lines, Mr. Bowers pointedly remarked that the taxation ought to be put on the whole system, as the company got a monopoly of rapid transit.

"That is so," added Mr. Storm. "They are given a monopoly and they should be made to pay 5 per cent. on the whole system."

The meeting was then adjourned till next Wednesday at 3.30 P.M.

WITH THE MANUSCRIPT SOCIETY.

Musical People Enjoy a Pleasant Evening at Chickering Hall.

The Manuscript Society gave its third public meeting of the third season at Chickering Hall last evening, producing the works of the following composers: Arthur Foote, Martin Roeder, Henry Holden Huss, Frank E. Sawyer, E. G. McCollin, Emilio Pizzi, Fannie M. Spencer, Victor Herbert, E. J. Biedermann, Adelina Murio-Celli and John Hyatt Brewer.

Taken as a whole, it was a thoroughly agreeable concert, the participant artists being all competent and numbering the Beethoven String Quartet. Misses Kate Percy Douglas, Pauline Gunisberg, Grace Hodgkins, Rena Atkinson; Messrs. Harry Pepper, Purdon Robinson, Victor Herbert, Bernard Einstein, P. Siegert and A. Kaiser. Among the instrumental works a quartet of Arthur Foote and one of Emilio Pizzi; two "cello solos, "Legende" and "Mazurka," of Victor Herbert, and a sextet for string quartet and flute and contrabass of John Hyatt Brewer stand forth as prominently interesting.

The "Bustle Dance" of the sextet is dainty, characteristic and altogether clever. Several song solos were on the programme, among which a group of three by Frank E. Sawyer easily won first place as well as popular favor. They were admirably sung by Mr. Harry Pepper and drew forth the heartiest applause of the evening both for composer and singer.

The enthusiasm meant encore, which was, however, not given. The songs of Fannie E. Spencer are melodious and clever, but lost much of their effect through the fault in intonation of Miss Rena Atkinson in the upper register, whose voice otherwise is pretty and agreeable.

THOUGHT THEY HAD CAUSE TO DIE.

One of the Girls Who Took Poison Is Chicago Is Dead.

[SPECIAL TO THE WORLD.]

CHICAGO, May 5.—Olivia and Mercedes Plows were the two young women who tried to die in each other's arms in the Leland Hotel. Olivia, a beautiful girl of twenty, is a corpse. Mercedes, aged seventeen, was saved. The girls ran away from their Michigan avenue home several months ago and lived on the West Side.

The conduct of the young women was such as to cause much anxiety to the mother and led to many bitter quarrels. She finally resolved to place the younger daughter in the house of the Good Shepherd. Friday last, while Mrs. Plows was uptown engaged on this business, the girls got an expressman and sent their trunks to the Leland Hotel, at which place they shortly afterwards appeared, registering as "Miss Orme and Miss Vaugrenre, of New York."

While at the hotel they appeared always in each other's company, and most of their leisure time was spent in the parlor. Wednesday night they counted their supply of morphine capsules, divided them equally, read a few selections from a Bible and took the poison.

Mercedes Plows said at the inquest:

We took this poison meaning to end our lives. You can never learn from me the cause of our trouble at home. I refuse to tell. Enough is it to say that both Olivia and myself were unhappy, despondent at times of life. Six months ago I took poison to end my life, but I failed. No one knew of this, not even my sister Olivia. Then we talked it a matter over and agreed that time I taken advantage of every opportunity to gather morphine. I had enough to kill in my possession for months. Don't try to obtain the name of the person who gave the drug to me, for I have promised not to tell, and I won't. I don't think Olivia ever tried to commit suicide before. That's all. No more will I say.

The family suppressed all facts that would tend to explain the trouble. Olivia Plows was for a short time a member of one of Charles Frohman's companies, and she is a sister of Josephine Plows, the actress.

THEY DIVIDE A MILLION.

Jacob Tallman's Grandchildren Declared to Be His Heirs.

Judge McAdam, in Superior Court, yesterday rendered a decision construing the will of Jacob T. Tallman, who died July 6, 1892, leaving property in this city valued at $1,000,000. Tallman's wife had died ten months before his death, and Judge McAdam rules that clauses in the will leaving property to her had lapsed by her prior death, and the property, which includes the Rockland flats, at Nos. 23 and 25 West Fifty-third street, and the Savoy, at Nos. 49, 51 and 53 West Fifty-seventh street, goes to the children of Mr. Tallman's adopted daughter.

Out of the frying pan has come not a little knowledge as to cookery—what to d, as well as what not to o. Thus we have learned to use Co tolene, the most pure and perfect and popular cooking material, for all frying and shortening purposes. Progressive cooking is the natural outcome of the age, and it teaches us not to use lard but rather the new shortening—Cottolene, which is far cleaner and more digestible than any lard can be. The success of Cottolene has called out worthless imitations under similar names. Look out for these! Take only Cottolene.

Send three cents in stamps to N. K. Fairbank & Co., Chicago, for handsome Cottolene Cook Book, containing six hundred recipes, prepared by nine eminent authorities on cooking.

Cottolene is sold by all grocers.

N. K. FAIRBANK & CO.,
Produce Exchange, New York.

DIED.

KNOB.—May 4, JOHN KNOB, aged 36 years.

Funeral will take place from the residence of his mother, 852 8th ave., New York, on Sunday, May 7, at 1 o'clock. Relatives and friends invited.

INSTRUCTION

STENOGRAPHY and typewriting lessons at 115 Broadway, N. Y.; terms $1 per week; call or write.

HELP WANTED—MALE.

WANTED—An experienced man fully competent in all respects to take charge of a well-equipped factory for the manufacture of high-grade bicycles; correspondence desired with first-class men only; permanent situation with A1 house. Address with full particulars to experience, qualifications, and salary asked, Bicycle, Box 135 World.

QUARRYMEN—Wanted, good rock quarrymen and laborers at Macomb's Dam Bridge to work three seasons; good wages to good men. Apply Scorsmith & Co., on work.

FOR SALE.

100 UPRIGHT Grand Pianos to be sold at factory prices; terms to suit. J. Hill, box 150 World.

RELIGIOUS NOTICES.

ST. BARTHOLOMEW'S PARISH HOUSE, 207 East 42d st.—Sunday services: Prayer-book service and sermon by Rev. Dr. McGrew, at 11 A. M. Evening prayers and address at 8 o'clock. All are cordially invited to be present.

LOST, FOUND AND REWARDS.

LOST—Maltese cat, with collar and bell, 4 white feet and breast; will pay reward if returned to 276 West 38th st.

ABOUT THE CITY HALL.

A Great Interest Is Centred in That Vicinity.

PERSONAL INTERVIEWS WITH CITY OFFICIALS AND THEIR NEIGHBORS.

The interest concerning the City Hall still continues. Shall it be utterly destroyed or reinstated uptown somewhere? Shall a portion of the square be used for the new City Hall or the entire square? All these are questions of great public interest.

But whatever plan may be adopted, one thing remains certain, and that is, that the centre of New York City is around and about the City Hall. There are the offices of the Mayor, the Board of Public Works, and the other departments, and in the large office buildings which surround it are some of the most prominent and brainy men in this city. It is a locality where bright, quick, active thought and work are necessary, and it is natural that the amount of thought and energy which are expended in that vicinity should exhaust people greatly, and too often because of it they break down. In this connection the following interesting facts gathered in a recent stroll through that locality can be read with profit by all:

CITY HALL AND PARK.

Daniel Englehard is Mayor's Marshal. He says: "I have been a great sufferer from insomnia, but I have derived great benefit from the use of that discovery, Paine's celery compound. I believe by regularly taking it that I shall be completely cured."

William H. Burke, Water Purveyor, is at the head of that Department of Public Works. In the course of a chat he related his experience in the following words: "I took one bottle of Paine's celery compound, which I received from Mayor Gilroy. I frequently suffer from nervousness following too much work. I therefore gave this remedy a trial, and am happy to state that I derived much benefit from it."

Maurice F. Holahan, Department of Public Works, said: "I know that Mayor Gilroy has used Paine's celery compound, and I know that he has used it religiously, too. My wife is a great sufferer from headaches, nervous troubles, &c., and I intend to have her try this remedy, for I judge from what it has done for others that it will do her great good."

J. H. Williams, a well-known business man, whose office is not far distant from the City Hall, said: "Working and worrying too many hours out of the twenty-four caused me to suffer from a nervous derangement and depression of the stomach, also indigestion and general nervousness. It grew so severe that I began to investigate concerning a cure for it, and found that Paine's celery compound was the necessary article. It has benefited me so wonderfully that I can heartily commend it."

Col. G. F. Totter, Vice-President of the National Mutual Insurance Co., World Building, gave the following facts that are especially interesting: "I have been a great sufferer from chronic constipation and insomnia. One is bad enough, both horrible. Fortunately, I was persuaded to try Paine's celery compound as a means of obtaining relief. It is giving me sleep. I'll persist in its use and hope for even better results than already attained."

From the above interviews it can be readily seen how popular is this great discovery, made by Dr. Phelps, of Dartmouth College. This popularity among public men and women and the people universally, is due wholly to the fact that it builds up and strengthens the nervous system and enables men and women to accomplish more in all their duties of life. This compound is more popular in New York City to-day, not only in the vicinity of the City Hall but throughout all the business and residence portions of the city, than any other discovery has been.

And it deserves to be.

RAILROADS.

"AMERICA'S GREATEST RAILROAD."

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All trains arrive at and depart from Grand Central Station, 42d Street; the only railroad station in the City. Trains leave as follows:

8.30 A. M.—EMPIRE STATE EXPRESS—Fastest train in the world. Due Buffalo 3.10 P. M., Niagara Falls 3.55 P. M. No extra fare.
9.10 A. M.—CHICAGO FAST MAIL—For Buffalo, Cleveland, Detroit and Chicago.
10.00 A. M.—NEW YORK AND CHICAGO VESTIBULE LIMITED—Due Chicago at 9.45 A. M. next day. Complete Wagner service.
†10.30 A. M.—DAY EXPRESS—For the West.
1.55 P. M.—SOUTH