NEW PUBLICATIONS.

BURGOYNE'S CAMPAIGN.

A JOURNAL KEPT IN CANADA AND UPON BURGOYNE'S CAMPAIGN IN 1776 AND 1777. By Lieut. JAMES M. HADDEN, Roy. Art. With an Explanatory Chapter and Notes by HORATIO ROGERS, Brev. Brig. Gen. U. S. V. 4to. pp. c., 581. Albany: Joel Munsell's Sons.

This book is an excellent example of the care and thoroughness with which American students are exploring the history of our country. The memorable campaign of Burgoyne, which began with the eclat of an almost assured victory for the royal arms, and ended in the disastrous surrender of Saratoga, has been patiently investigated by many historians, and the diaries and other manuscripts of several of the participants in it have been given to the public; but here we have a new contribution to the extensive literature of the subject, and one which no future writer upon Burgoyne's campaign can afford to overlook. Hadden, who served as an artillery lieutenant throughout that expedition, seems to have been an officer of ability; he distinguished himself in the Peninsula, became Surveyor-General of the Ordnance, and rose to the rank of Major-General in the British Army. He kept a Journal of his experiences in America, from his landing at Quebec in July, 1776, to the battle of Freeman's Farm September 19, 1777, that severe engagement, nominally indecisive, by which Schuyler and Gates really checked Burgoyne's threatening advance and prepared the way for the great success at Saratoga a month later. Lieutenant Hadden was warmly recommended in the British dispatches for his gallantry in this action. His Journal contains a somewhat minute account of military movements illustrated with six or seven maps and plans (reproduced in this volume in fac-simile); and it also embraces interesting extraneous incidents, sketches of the country and people, etc., etc. Perhaps it would be too much to say that it brings to light any great historical secrets; but it is a valuable sketch of one of the most important as well as one of the most striking campaigns of the War of Independence, written with precision and detail. The Journal moreover is supplemented by a series of Orderly Books kept by Lieutenant Hadden, in 1776, 1777, and 1778, and containing the General Orders issued by Carleton, Burgoyne, and Philips, during their respective periods of command, and General Rogers has reproduced all of these which have not already appeared in print. His examination of these documents has led him to a curious discovery—to wit, that Dr. O'Callaghan's well-known edition of the "Orderly Book of Lieut. Gen. John Burgoyne, from the Original Manuscript deposited at Washington's Headquarters, Newburg," is not a faithful copy of the Newburg MS., for it contains parts of orders which are not in that document but have been taken without acknowledgment from a London publication of 1780, and moreover that the Newburg MS. is not the "original" Orderly Book—namely the one kept in the office of Burgoyne's adjutant general—but is itself an imperfect and careless copy. In the regular course of procedure there must have been a number of Orderly Books containing copies of the General Orders made for different officers of Burgoyne's command. Lieutenant Hadden's is one of these sets of copies; the Newburg MS. is apparently another and a very incomplete one. The Hadden publication therefore becomes of considerable historical importance; and when General Rogers bought the eight little memorandum books whose contents he has now given us he seems to have made a fortunate purchase.

The admirable manner in which the publication has been annotated may serve as a model for editors. Stepping quickly over such ground as has been traversed before, General Rogers has undertaken to give an exhaustive account of the persons referred to in the text, and an explanation of all references which need explaining. Matters of military organization are treated with a care and precision which set before us a most vivid picture of the expedition, its character, strength, and composition. Hardly a name is mentioned respecting which the editor has not succeeded in obtaining biographical particulars; and whenever the importance of the subject justifies such a course an ample notice in the appendix takes the place of the customary footnote. The scheme of Burgoyne deserves especial remark on account of the full discussion of the scandal respecting his paternity; and another example of good editorial work is the summary of the controversy over the behavior of Colonel Hale of the 2d New Hampshire Regiment, who was accused by General St. Clair of treasonably surrendering his command at Hubbardton, but was never tried. The amount of labor expended upon the work can only be realized by one who has made a long examination of it. The recompense for such pains is to be found in the applause of a few students, and the satisfaction which a conscientious historian must feel in his own thoroughness. With these rewards no doubt General Rogers will be entirely content.

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The final examination of the several classes for the year will begin on MONDAY, May 19, at 9:30 a. m.

Candidates for the degree of Master of Arts, and students in the Graduate Department will be examined on THURSDAY, June 5, and following days.

The examination of candidates for admission will begin on TUESDAY, June 3, at 9:30 a. m.

SCHOOL OF MINES.

The annual examination of the classes will begin on MONDAY, May 19, at 10 a. m.

The examination of candidates for admission to any of the six regular courses, viz., Mining Engineering, Civil Engineering, Analytical and Applied Chemistry, Geology, Metallurgy, Architecture, will begin on FRIDAY, June 6, at 9:30 a. m.

SCHOOL OF POLITICAL SCIENCE.

The annual examination of the students of the school will begin on MONDAY, May 19, at 10 a. m.

For admission it will be required of the applicant that he shall have satisfactorily completed the regular course of undergraduate study in this college, or in some other maintaining an equivalent curriculum of study, to the end of the Junior year. Students from other colleges must present certificates of proficiency and of discharge in good standing.

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COMMENCEMENT AT THE ACADEMY OF MUSIC, on WEDNESDAY, June 11, at 10 a. m.

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The entrance examination will be held at 10 a. m., on Tuesday, June 17, and Tuesday, September 16, at the University building, Washington Square.

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TOLEDO, CINCINNATI AND ST. LOUIS RAILROAD.

Circuit Court of the United States, Western Division of the Southern District of Ohio. Case No. 3,578. In Chancery.

Pursuant to the command of an order for sale from the Circuit Court of the United States—Western Division of the Southern District of Ohio—and to me directed, made in Case No. 3,578, wherein The Central Trust Company, of New-York, a corporation, as Trustee, &c., is complainant, and The Toledo, Delphos and Burlington Railroad Company, Grenville B. Braman and others are respondents, I will offer at public sale, at the front door of the Court House of said United States Court, in the City of Cincinnati, County of Hamilton, and State of Ohio, at 11 o'clock a. m., on SATURDAY, the 28th day of June, A. D. 1884, the following described property, to wit: All and singular the line of railroad in the said decree of the said Toledo, Delphos and Burlington Railroad Company, commonly known as the Southeastern Division of the Toledo, Cincinnati and St. Louis Railroad, as the same is constructed between the crossing at Third-st., in Dayton, Ohio, being the western terminus of said division, and thence with the line of said road through the Counties of Montgomery, Greene, Fayette, Ross, Vinton and Jackson, and thence on its branch line through the counties of Jackson, Gallia and Lawrence to a connection with the Ironton and Huntington Railroad, at or near the city of Ironton, Lawrence County, Ohio, being about one hundred and eighty miles (180) in length, together with all and singular the right of way, road-bed made or to be made, its track laid or to be laid, between the terminal points aforesaid, together with all and singular the stations, depot grounds, rails, fences, bridges, sidings, engine-houses, engines, cars, machine-shops, buildings, erections in any way appertaining unto said decreed line of railroad, between said points together with all machinery, supplies, tools and fixtures which are now or may hereafter, and up to the time of sale herein, be held, owned or acquired by the said Toledo, Delphos and Burlington Railroad Company for use in connection with its line of railroad aforesaid, between said points, and all its depot grounds, yards, sidings, turnouts, sheds, machine-shops, leasehold rights which are or may be owned by said last mentioned railroad company in connection with its line of railroad aforesaid, between said points, together with all and singular the powers and franchises thereto belonging, and the tolls, income and revenue to be levied or derived therefrom; all of which said property is fully described in the original deed or indenture of trust and mortgage from the said Toledo, Delphos and Burlington Railroad Company, as consolidated, to the said The Central Trust Company, of New-York, a corporation, as trustee, &c., dated May 16, A. D. 1881, and recorded in the said counties of Montgomery, Greene, Fayette, Ross, Vinton, Jackson, Gallia and Lawrence, State of Ohio. Under this order for sale I will not sell any part of the railroad or property of The Iron Railroad Company which has been ordered to be sold in Case No. 3,579 of this court, except such interest as the defendant herein, The Toledo, Delphos and Burlington Railroad Company, may have acquired in the road-bed of said Iron Railroad Company by virtue of a certain contract for laying down and maintaining a third rail on said road-bed of said Iron Railroad Company, entered into on the 30th day of April, A. D. 1881, between said Iron Railroad Company, defendant Toledo, Delphos and Burlington Railroad Company, defendant herein, prior to the consolidation of the said Iron Railroad Company with the said Toledo, Delphos and Burlington Railroad Company.

TERMS OF SALE.—No bid will be accepted by me from any bidder until said bidder first places in my hands or deposits with me as a pledge that he will make good his bid in case of its acceptance by the Court, the sum of twenty thousand dollars ($20,000) in money, or the said first mortgage bonds of the said defendant herein, The Toledo, Delphos and Burlington Railroad Company, of date July 1, 1880, to the amount or one hundred thousand dollars ($100,000) exclusive of interest.

Also, that of the purchase price, no bid, not less than the sum of twenty thousand dollars ($20,000) shall be paid in cash, and also such further portions of said purchase price shall be paid in cash as this Court may from time to time direct, in order to meet other claims which this Court may adjudge in this cause to be prior in equity to the said first mortgage.

The Court reserves the right to resell in this cause said premises and property upon failure to comply within twenty days (20) with any order of this Court in that regard; and the balance of the purchase price not required to be paid in cash, may be paid either in cash or the purchaser at said sale shall have the right to satisfy his bid in whole or in part by paying over and surrendering and cancelling said first mortgage bonds of said defendant herein, The Toledo, Delphos and Burlington Railroad Company, of date May 16, 1881, and overdue and unpaid coupons belonging thereto, as this Court shall hereafter declare to have been properly sold, and are valid obligations in the hands of the present holders, at such price or value as would be equivalent to the distributive amount that the holders thereof would be entitled to receive in case the whole amount of the bid were paid in cash. Also, as to so much of said purchase price as is hereby required to be paid in cash, the same shall be payable in cash, or by the surrender of certificates of indebtedness issued by William J. Craig, as Receiver, while operating said Toledo, Delphos and Burlington Railroad under the orders of the Court in this cause. SIMEON HARRIS,
Special Master Commissioner.
14 Masonic Temple, Cincinnati, O.
Butler, Stillman & Hubbard, New-York; Roadly, Johnson & Colston, J. R. Forster, Ramsey & Matthews, Cincinnati, O.; Henry D. Hyde, Boston, Mass.; John L. High, C. D. Roys, Chas. M. DeCosta, Chicago, Ill.; Wilson & Jones, Springfield, Ill.; John A. McMahon, Davton, O., Counsel. au23-law10w

SPECIAL MASTER COMMISSIONER'S SALE
of the
TOLEDO, DELPHOS AND BURLINGTON RAILROAD,
Commonly known as
THE DAYTON DIVISION
of the
TOLEDO, CINCINNATI AND ST. LOUIS RAILROAD.

Circuit Court of the United States, Western Division of the Southern District of Ohio. Case No. 3,577. In Chancery.

Pursuant to the command of an order for sale from the Circuit Court of the United States, Western Division of the Southern District of Ohio, and to me directed, made in Case No. 3,577, wherein The Central Trust Company of New-York, a corporation, as trustee, etc., is complainant, and The Toledo, Delphos and Burlington Railroad Company, The Toledo, Cincinnati and St. Louis Railroad Company, Grenville B. Braman, and others, are respondents, I will offer at public sale, at the front door of the Court House of said United States Court, in the City of Cincinnati, County of Hamilton, and State of Ohio, at 11 o'clock a. m., on SATURDAY, the 28th day of June, A. D. 1884, the following described property, to wit: All and singular the line of railroad in the said decree of the said Toledo, Delphos and Burlington Railroad Company, as the same is constructed between Delphos, Allen County, Ohio, through the counties of Allen, Van Wert, Mercer, Darke, Miami and Montgomery, to the City of Dayton, Montgomery County, Ohio, being about one hundred (100) miles in length, together with all and singular the right of way, road-bed made or to be made, its track laid or to be laid, between the terminal points aforesaid, together with all the stations, depot grounds, rails, fences, bridges, sidings, engine-houses, machine-shops, buildings, erections in any way appertaining unto said decreed line of railroad, together with all the engines, cars, machinery, supplies, tools and fixtures held, owned or acquired by the said Toledo, Delphos and Burlington Railroad Company, for use in connection with its line of railroad aforesaid, and all its depot grounds, yards, sidings, turnouts, sheds, machine-shops, leasehold rights owned by said last mentioned railroad company, in connection with its line of railroad aforesaid, between said points, together with all and singular the powers and franchises thereto belonging, and the tolls, income and revenue to be levied or derived therefrom, as the same shall be in fact in use by the said Toledo, Delphos and Burlington Railroad on said June 28, 1884, all of said property being fully described in the deed or indenture of trust and mortgage from the said Toledo, Delphos and Burlington Railroad Company to the said The Central Trust Company, of New-York, a corporation, as Trustee, etc., dated the 21st day of May, A. D. 1881, and recorded in the counties of Allen, Van Wert, Mercer, Darke, Miami and Montgomery, State of Ohio.

TERMS OF SALE.—No bid will be accepted by me from any bidder until said bidder first places in my hands or deposits with me as a pledge that he will make good his bid in case of its acceptance by the Court, the sum of twenty thousand dollars ($20,000) in money, or the said first mortgage bonds of the said defendant herein, The Toledo, Delphos and Burlington Railroad Company, of date July 1, 1880, to the amount or one hundred thousand dollars ($100,000) exclusive of interest.

Also, that of the purchase price, no bid, not less than the sum of twenty thousand dollars ($20,000) shall be paid in cash, and also such further portions of said purchase price shall be paid in cash as this Court may from time to time direct, in order to meet other claims which this Court may adjudge in this cause to be prior in equity to the said first mortgage.

The Court reserves the right to resell in this cause said premises and property upon failure to comply within twenty days (20) with any order of this Court in that regard; and the balance of the purchase price not required to be paid in cash, may be paid either in cash or the purchaser at said sale shall have the right to satisfy his bid in whole or in part by paying over and surrendering and cancelling said first mortgage bonds of said defendant herein, The Toledo, Delphos and Burlington Railroad Company, of date July 1, 1880, and overdue and unpaid coupons belonging thereto, at such price or value as would be equivalent to the distributive amount that the holders thereof would be entitled to receive in case the whole amount of the bid was paid in cash.

Also, that as to so much of said purchase price as is hereby required to be paid in cash, the same shall be payable in cash or by the surrender of certificates of indebtedness issued by William J. Craig, as Receiver, while operating said Toledo, Delphos and Burlington Railroad under the orders of the Court in this cause. SIMEON HARRIS,
Special Master Commissioner.
14 Masonic Temple, Cincinnati, O.
Butler, Stillman & Hubbard, New-York; Roadly, Johnson & Colston, J. R. Forster, Ramsey & Matthews, Cincinnati, O.; Henry D. Hyde, Boston, Mass.; John L. High, C. D. Roys, Chas. M. DeCosta, Chicago, Ill.; Wilson & Jones, Springfield, Ill.; John A. McMahon, Davton, O., Counsel. au23-law10w

Corporation Notices.

PUBLIC NOTICE.

OFFICE OF THE CLERK OF THE COMMON COUNCIL,
No. 8, CITY HALL, NEW-YORK, May 20, 1884.

Pursuant to directions given me in the following resolution, which was adopted by the Common Council May 19, 1884, and approved by the Mayor the same day, viz:

"Resolved, That Thursday, 5th day of June, 1884, at 11 o'clock a. m., and the Chamber of the Board of Aldermen be and are designated as the time and place when and where the applications of the New-York City Railroad Company, Second Avenue Railroad Company, Forty-second Street, Manhattan and St. Nicholas Avenue, will be considered, and that public notice be given by the Clerk of this Board by publishing the same daily for fourteen days, Sundays excepted, in two papers published in this city, to be designated therefor by his Honor the Mayor, according to the provisions of chapter 252 of the Laws of 1884."

PUBLIC NOTICE is hereby given that at the time and place named in the resolution the applications, also named in the said resolution, will be considered, as required by section 4 of chapter 252, Laws of 1884.

The said applications are as follows:

THE NEW-YORK CITY RAILROAD COMPANY.

OFFICE OF THE NEW-YORK CITY RAILROAD COMPANY,
No. 501 FIFTH AVENUE, CORNER FORTY-SECOND STREET,
NEW-YORK, May 10, 1884.

To the Honorable the Mayor, Aldermen and Commonalty of the City of New-York:

The New-York City Railroad Company (a corporation duly organized under, by virtue of and pursuant to chapter 252 of the Laws of 1884, of the State of New-York, entitled, "An act to provide for the construction, extension, maintenance and operation of street surface railroads and branches thereof in cities, towns and villages," in conforming to said law, respectfully make this application for your consent that this company may construct, maintain, operate, use and extend a railroad or branches thereof on the surface of the soil through, upon and along the following-named streets, avenues, roads or highways of this city; and also through, upon and along any private property which said company may acquire for the purpose, and may also construct such switches, sidings, turnouts and turn-tables and suitable stands as may be necessary for the convenient working of such road; and that at the election of the company, this company may operate any portion of its road by animal or horse power, or by cable traction or any power other than locomotive steam power.

And this application for your consent is made upon the express condition that the provisions of said act pertinent thereto shall be complied with.

The route embraced in this application, and the streets, avenues, roads, or highways above referred to are as follows, viz.:

From connections with the ferries at the foot of East Ninety-second street, East River, running thence westerly through, upon and along East Ninety-second street to First avenue; thence southerly through, upon and along First avenue to East Twenty-third street; thence thr. upon, and along East Twenty-third street to East River, to make connections with ferries at the foot of that street;

Also, with connections in First avenue, at East Sixty-first street, through, upon and along East Sixty-first street to connections with ferries at the foot of that street, East River;

Also, through upon and along East Forty-second street, through, upon and along East Forty-second street, to the foot of that street, East river;

Also, through upon and along East Thirty-fourth street, from the company's route in First avenue easterly to connections with the ferries at the foot of East Thirty-fourth street, East river;

Also, with connections in First avenue, at East Twenty-sixth street, through, upon and along East Twenty-sixth street to connections with ferries at the foot thereof, East river;

Also, from the foot of East Forty-second street, East river, with connections with any ferries from that street westerly through, upon and along East Forty-second street and through, upon and along East Forty-second street, and through, upon and along West Forty-second street, with connections with the ferries at the foot of West Forty-second street, Hudson river;

Also, from connections with the route of this company in West Forty-second street, at Tenth avenue, thence southerly through, upon and along Tenth avenue to West street; thence southerly through, upon and along West street to Vestry street;

Also, from connections with the route of this company in Tenth avenue, at West Thirty-fourth street, thence westerly through, upon and along West Thirty-fourth street to connections with the ferries at the foot of that street, Hudson river;

Also, from connections with the route of this company in Tenth avenue, at West Twenty-seventh street; thence westerly through, upon and along West Twenty-seventh street to Eleventh avenue; thence southerly, through, upon and along Eleventh avenue to connections with this company's route in West Twenty-third street;

Also, from connections with the route of this company in Tenth avenue, at West Twenty-third street, through, upon and along West Twenty-third street, to connections with the ferries at the foot of that street, Hudson river;

Also, from connections with the route of this company in Tenth avenue, at West Fourteenth street; thence westerly through, upon and along West Fourteenth street to connections with any ferries which may be established at the foot of that street, Hudson river.

Also from connections with the route of this company in Tenth avenue, at West Thirteenth street; thence westerly through, upon and along West Thirteenth street to connections with the iron works at the foot of that street, Hudson river;

Also, with connections in West street, at West Tenth street, with Liverpool Steamship Line at the foot thereof;

Also, with connections with the company in West street, at Gansevoort street westerly through, upon and along Gansevoort street to connections with the ferry at the foot of that street, Hudson river;

Also, with connections in West street, at Christopher street, with ferries at the foot of Christopher street, Hudson river;

Also, with connections in West street, at Clarkson street, with Liverpool Steamship Line at the foot thereof;

Also, with connections in West street, at Charlton street, with Liverpool steamship line at the foot thereof;

Also, with connections in West street, at Desbrosses street, with the ferries at the foot of Desbrosses street, Hudson river;

Also, with connections in West street, at the foot of Vestry street, with Hudson river boats at the foot thereof.

The said route is to be laid with double tracks of iron or steel, or so-called rails.

And your memorialist will ever pray.

NEW-YORK CITY RAILROAD COMPANY,
By ELLIOTT F. SHEPARD, President.
WALTER L. MCCOKKLE, Secretary.

THE SECOND AVENUE RAILROAD COMPANY.

To the Honorable Board of Aldermen of the City of New-York:

The Second Avenue Railroad Company hereby makes application for the consent of your Honorable Body that the said company may construct, maintain, operate, use and extend a railroad with adequate tracks, on the surface of the soil, through, upon and along the First avenue in said city, from the Harlem river to Fifty-seventh street, and thence also with a double track through, upon and along Fifty-seventh street from said First avenue to connect with its present track in said Second avenue; and also a branch railroad with a double track through, upon and along Ninety-sixth street from its present track in Second avenue, to connect with its proposed branch in First avenue; and also may construct such switches, sidings, turn-outs and turn-tables and suitable stands as may be necessary for the convenient working of such roads.

WM. S. THORN, President.

Dated New-York, May 10, 1884.

THE FORTY-SECOND STREET, MANHATTANVILLE AND ST. NICHOLAS AVENUE RAILWAY COMPANY.

NEW-YORK, May 12, 1884.

To the Common Council of the City of New-York:

The petition of the Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company respectfully shows:

That they are a corporation heretofore organized for the purpose of building and operating a street surface railroad. That in pursuance of Chapter 252 of the Laws of 1884, entitled "An act to provide for the construction, extension, maintenance and operation of street surface railroads and branches thereof in cities, towns and villages," passed May 6, 1884, they have decided to construct a main operate, use and extend a railroad or branches on the surface of the soil through, upon and along the following streets, avenues, roads or highways in the City, County and State of New-York, namely:

First—Commencing at the existing track of the Tenth avenue, in Forty-second street; thence through, upon and along Forty-second street with double tracks, to the East River; also from Forty-second street and First avenue, through and along First avenue, with double tracks, to Thirty-fourth street.

Second—Commencing at the Forty-second street where the same is intersected by Seventh avenue; thence running through, along and upon Seventh avenue, with double tracks to Broadway; thence through, along and upon Broadway and across the circle and Eighth avenue, with double tracks to the Boulevard; thence through, upon and along the Boulevard, with double tracks, to connect with the tracks of the company at Manhattan street, the tracks on the Boulevard to be laid, one track to the east and one track to the west of the Boulevard parks in the centre of said Boulevard, and as near said Boulevard parks as practicable.

And asks to construct such switches, sidings, turn-outs and turn-tables and suitable stands thereon as may be necessary for the convenient working of such roads.

That they have duly filed with the Secretary of State a certificate signed by their Board of Directors, as required by said statute, stating the name of the city and county, and of the streets and highways in which such extensions or branches are to be constructed, the places from and to which the same are to be constructed, maintained and operated, and the length thereof, as nearly as may be.

Wherefore your petitioners pray that your Honorable Body will, in pursuance of the provisions of the act above mentioned, consent on behalf of the City of New-York to the construction and operation by your petitioners of such a road, upon, through and along the aforesaid streets and avenues.

And your petitioners will ever pray, etc.

THE FORTY-SECOND STREET, MANHATTANVILLE AND ST. NICHOLAS AVENUE RAILWAY COMPANY,
By GEO. M. VAN NORT, President.
ALFRED WAGSTAFF, Secretary.

All persons interested in the foregoing applications are hereby notified to be present at the time and place mentioned in the resolution.

FRANCIS J. TWOMEY, Clerk Com. Council.

Ocean Steamers.

HAMBURG-AMERICAN PACKET COMPANY'S Semi-weekly Mail SS. Line for PLYMOUTH (London), Cherbourg, (Paris) and HAMBURG.
GELLERT.....June 4 | GERMANIA.....June 14
W. SCHLEIDEN.....June 7 | WIELAND.....June 19
Rates: First Cabin, $65, $70 and $80, according to location. Steerage, $28. Round trip at reduced rates. Steerage from Europe, $18. Send for "Tourist Gazette."
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NORTH GERMAN LLOYD SS. CO.
SHORT ROUTE TO LONDON,
NEW-YORK, SOUTHAMPTON AND BREMEN.
ELBE.....Wed., June 4 | ALEMANNIA (new).....June 14
RHEIN.....Sat., June 7 | EMS.....Wed., June 18
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First cabin $100 to $150; second cabin, $60. Steerage at lowest rates.
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From New-York, pier foot Canal-st., N. R.
For the Isthmus of Panama:
CRESCENT CITY sails Sunday, June 10, noon.
Connecting for Central and South America and Mexico.
From San Francisco, 1st and Brannan sts
For Japan and China.
CITY OF RIO DE JANEIRO sails Saturday, June 14, noon
Excursion tickets between San Francisco and Yokohama at special rates.
For HONOLULU, NEW-ZEALAND and AUSTRALIA.
AUSTRALIA sails Friday, June 6, on arrival of London mails at San Francisco.
For freight, passage and general information, apply at company's office on the pier, foot Canal-st., N. R.
H. J. BULLAY, Superintendent.

RED STAR LINE.—For Antwerp