WATER FROM NEW-JERSEY.

AN ABUNDANT SUPPLY WITHIN EASY REACH.

THE RESOURCES OF THE REGION DRAINED BY THE PASSAIC AND ITS TRIBUTARIES.

Paterson, N. J., Nov. 26 (Special).—The emergency in the matter of New-York's water supply suggests to many minds that the limit of the Croton's general adequacy is in sight. There is grave doubt as to the extent to which the system may be depended on, either now or hereafter, and such sources of supply as may afford a reserve or auxiliary service are entering the question as conspicuous factors. The nearness of New-York's necessity on this point appears on examination of Croton figures. At the same time the growing importance of the other available watersheds of the metropolitan district will be readily understood. The full present efficiency claimed for the Croton system, including the Bronx River supply, is, under normal conditions, 158,000,000 gallons daily. The average was maintained up to two weeks ago by the use of stored water each day since May 15. The small reservoirs toward the head of the watershed, now being constructed, should increase the daily dependence of a normal year to 190,000,000 gallons, the estimate of six prominent engineers who have reported on the subject. This increase will not be available for three or four years. According to the indicated per capita demand of 102 gallons, with 1,700,000 as the estimated population, the present need is for 173,000,000 gallons daily. In Chicago the per capita allowance is 160 gallons. The only way of adding appreciably to the Croton supply would be the building of such a dam as the Quaker Bridge, which would impound the entire flow and bring it to the maximum daily average of 250,000,000 gallons. Such a dam will take six years to build and cost many millions. So, practically, the city's largest prospective supply will hardly exceed its present necessity, and the danger of a recurrence of such a drought as this is apt to be always a menace.

The available sources of an auxiliary supply are mainly in New-Jersey. To tap the Hudson above its point of pollution would require an enormous outlay. To divert part of the Housatonic would bring a storm of objection from a host of Connecticut mill-owners. Brooklyn needs all the water on its side of the East River, and the streams in Westchester not tributary to the Croton or the Bronx are insignificant. So it seems likely that Northwestern New-Jersey, all of which is drained by the five tributaries of the Passaic, will eventually be called upon. These five rivers will naturally form a subject of growing interest. Two of them, the Ramapo and Wanaque, rise in New-York, draining a large area of Orange and Rockland counties and a dozen lakes. Their daily contribution to the Passaic, as estimated by the New-Jersey State geological reports, is 240,000,000 gallons, the greater part of this flowing from New-York. The interstate rivers meet the Passaic, Rockaway and Pequannock at a point a few miles above the city of Paterson. The five streams come together like the fingers of an open hand, and, rounding the extremity of the Orange Mountains, flow through Paterson and over the Great Falls to the main river-bed, sixty-five feet below. Here at the Great Falls, fifteen miles from New-York's City Hall, the area drained by the united Passaic is 877 square miles. The total area of the Croton watershed is 361 miles. The average daily flow at the Great Falls is estimated at 700,000,000 gallons. Allowing for the power rights of the Paterson mill-owners, there is a residue of 457,000,000 gallons available for water supply.

The mountains from which this water flows are mainly of granitic formation, and the district is sparsely populated. The Ramapo and Wanaque drain Greenwood, Stirling and Tuxedo lakes, with a number of smaller bodies. Greenwood, the largest of the lakes, lies half in each State. It is seven miles in length and has a surface of 2,600 acres. The Pequannock River drains a very high area, in which Lake Macopin is the largest natural reservoir. The Rockaway brings the water from Lake Hopatcong and the lakes of the Longwood Valley, while the main Passaic flows from Union County, following the lines of the Orange Mountains and fed continuously by mountain streams. At present the bulk of the volume of water gathered in the main Passaic at Paterson flows to the sea. About 50,000,000 gallons daily are used to supply Paterson, Newark and Jersey City, the first-named city drawing the water from above Great Falls, the others from below, where the river is polluted by the sewage of Paterson and Passaic. The residue is lost.

With the view of supplying the New-Jersey towns with water direct from the mountains, the several owners of the Passaic waterrights have perfected plans for the storing and distributing of as much water as may be needed. These plans, it would seem, may be feasibly extended to fit the prospective demands of New-York.

Through each subsidiary watershed, reservoir sites have been located, and natural lakes selected for artificial extension. The lakes in the Ramapo shed are among these latter. The claw of the Wanaque passes through the sites of Ringwood and Mecanesi reservoirs. The Pequannock reservoirs are at Oak Ridge, Clinton Falls, Macopin and Kaikout; all but the last named being already dammed as parts of the new system for Newark. The Rockaway connects with Hopatcong, already a semi-artificial reservoir holding a depth of nine feet of impounded water for eight miles of length. The reservoir sites of this shed are Mountville, Upper and Lower Longwood, Green Pond and Split Rock. The combined storage capacity of all these reservoirs will be many billion gallons. In the "Great Notch" of the Orange Mountains, just above Paterson, are the distributing reservoirs of the system known as Great Notch, Garrett Mountain and Sigler's reservoirs. Garrett Mountain, the largest, is a natural bowl of 300 acres scooped in the solid rock 400 feet above sea level. Great Notch reservoir is almost as high and almost as large, while Sigler's is considerably smaller.

At the Great Notch the waters may be received partially by gravity from the mountain reservoirs and streams, partially by pumping from the main river below, and delivered under 310-foot pressure.

Heavy steel pipes or a permanent aqueduct will do the carrying, and the use of part of the Hudson tunnel would complete the connection so far as New-York is concerned.

The fact that these New-Jersey rivers contain so large a proportion of the potable waters of the metropolitan district, and practically all not now drawn upon, gives them an importance peculiarly appreciable at this time.

The city's ability to obtain such an auxiliary supply as will in time be needed is secured by its water-supply act of 1883 and supplementary acts. The interstate phase of the matter is also covered by legislative enactment. It is probable that in the event of taking water from New-Jersey the new supply would be used first in the district below Fourteenth-st, where high pressure would be almost as great a boon as plenty of water. The highest pressure at present given anywhere in the city is that corresponding to the maximum elevation of 119 feet in the Central Park reservoir. A pressure of 300 feet would force the water to the tops of the tallest buildings. It would improve the fire service as well, a fact shown by the recent disaster in Fulton-st., when the entire district was endangered by lack of water-pressure.

Perhaps the idea is most strongly urged for present consideration by the fact that it would provide an infallible safeguard against the danger of drouth. It has, however, a larger scope in the certainty that the permanent resources of the Croton are being rapidly exhausted.

FOURTH-CLASS POSTMASTERS APPOINTED.

Washington, Nov. 28.—Fourth-class postmasters were to-day appointed as follows: for Pennsylvania—J. Kleinhaus, Blooming Grove; J. D. Wilkinshaw, Cokeville; J. C. Leslie, New-Kensington.

CLOSE OF THE AUGUSTA EXPOSITION.

Augusta, Ga., Nov. 28.—The Augusta Exposition closed to-night. Exhibitors and visitors are well pleased, as the Exposition has been a great success in every way.

THE EXTENT OF THAT WATCH SWINDLE.

From The Detroit Free Press.

We had been talking in a general way in the smoking car, when an oldish man with a very innocent expression of countenance suddenly turned and said:

"Gentlemen, I've been sort o' looking around Chicago for three or four days, and I kinder imagine I got swindled in buyin' a watch. Here it is, and I wish you'd look at it and give me your opinions. I haint travelled around much, and I don't know many of the tricks of a big, bad city, and I hate to think I don't know 'nuff not to bite at a swindle. Jest look it over and tell me what you think."

It seemed to be a gold watch and the works seemed to be all right, but the first man who took it in hand investigated for a moment or two and said:

"Well, old man, if you paid more than $25 for that thing you've been bitten."

"I hev, eh? That's what I had concluded."

"I should say," observed the second man, after a thorough investigation, "that if I had my choice between a $20 bill and this watch, I'd take the bill. I've seen better ones at $18."

"What's your opinion?" asked the old man, as he handed it to a third.

"Humph! You won't get mad?"

"Oh, no."

"If you have been swindled you want to know it?"

"I do."

"Well, sir, I used to be agent for a factory in Connecticut which turned out better looking watches than this at $8 apiece to the trade."

"For the land sakes!" gasped the old man, as he settled back in his seat and looked so heart-broken that no one felt like saying anything more to him.

An hour later, when I found him alone and apparently in better spirits, I sat down beside him and asked:

"How much did you really pay for that watch, anyhow?"

He pulled out his wallet, hunted out the bill, which was from the best jewelry house in Chicago, and showed me the figures. The price of the watch was $275, with a guarantee on the bill for five years.

"An Old Landmark Gone"

Johnston & Sons, Jewelers, for fifty years established at 150 Bowery, corner of Broome St., New-York, are closing out their business, and to do so before January 1 will offer their entire stock of Diamonds, Watches, Jewelry and Silverware at SPECIAL CUT PRICES. It may be asked why we are offering our Stock at such sweeping reductions when it is as good as gold, simply because before moving we prefer cash, not merchandise. We must sell, and without question we will give the best value in Diamonds, Silverware, Watches or Jewelry to be found in New-York.

We do not exaggerate one iota in our description of the following special attractions offered this week; we ask a personal inspection that will be convincing.

A WHITE AND SHARP 2½ CARAT DIAMOND IN a gentleman's ring is a special bargain, $175.

A PAIR OF HEAVY ROMAN GOLD SLEEVE Buttons, mounted with a perfect white and brilliant diamond, will make an exquisite gift; $50; worth $75.

AN EXCEPTIONAL BARGAIN IN A FLEUR DE Lis Diamond Brooch and Pendant, $400.

A VERY HANDSOME AND EFFECTIVE DIAMOND Bracelet, with a centre of 7 matched rubies, surrounded with 16 diamonds, $135; worth $200.

A VERY FINE ORIENTAL TURQUOISE RING, surrounded with white and very handsome diamonds, $110.

A HANDSOME THREE-STONE DIAMOND RING, 3 carats, perfectly matched, $225; worth $300.

AN UNUSUALLY FINE EMERALD AND DIAMOND Ring, one which we have taken in exchange, will be sold for $225.

A DAINTY THREE-STONE RING; TWO PERFECT white diamonds on either side of a very fine sapphire—cost $125 originally—only $60.

A LADIES' SOLID 14-K. AMERICAN WATCH, cases tastefully chased and engraved, $25; we give our guarantee 20 years with this watch.

AN OLD-FASHIONED PLAIN AND ATTRACTIVE 3-piece Silver Tea Set, very heavy, $125; worth $250.

A VERY HANDSOME REPOUSSE CHASED AND fluted Silver Tea Set, worth $450; we will sell it for $260.

A HOT-WATER KETTLE, handsomely chased and of good size, $190; worth $315.

A LARGE, HANDSOME TUREEN, made by Tiffany & Co., cost originally $350, only $175; a handsome chased pair of Candlesticks, made by the same firm, $90, worth $150.

12 SOLID SILVER COFFEE SPOONS, $8; worth $15. 12 SOLID SILVER OYSTER FORKS, $10; worth $15. SALAD BOWL AND SPOON, $50; worth $85. TETE-A-TETE SET, REPOUSSE CHASED, $75; worth $125. CHASED SUGAR AND CREAM, $47; worth $90. SALAD FORK AND SPOON, $10; worth $25.

1,000 CASES OF SILVERWARE, HANDSOMELY chased for wedding gifts, will be sold for less than manufacturer's cost.

JOHNSTON & SON,

150 BOWERY, N. Y.

"And I've been in the watch trade myself for thirty-two years!" he chuckled, as I returned the paper.

"But what was your object?" I asked.

"Just to prove to myself over again that everybody likes to believe that everybody else has been taken in and done for, and that not one man in twenty knows half what he thinks he knows, especially about a watch."

A RAILROAD RECORD BROKEN.

FROM JERSEY CITY TO WASHINGTON IN FOUR HOURS AND ELEVEN MINUTES.

Washington, Nov. 28 (Special).—The record between New-York and Washington was broken to-day by the Cochran special train, which arrived here to-night after covering the distance between Jersey City and this city in four hours and eleven minutes. The former record of four hours and eighteen minutes was made by the Palmer train, in March, 1890, when the "Aunt Jack" Company returned to New-York after presenting the popular play in this city for the benefit of the "Five A's." That was considered a remarkable trip, but the one to-day beats it by seven minutes. The 227 miles were made in 251 minutes. The special train, consisting of the vestibuled Pullman combination dining and baggage car Ulysses, the observation and sleeping car Olympic, and the parlor car Cecilia, with sixty-eight hotel, theatrical, railroad and newspaper men aboard, drew out of the Pennsylvania Station at Jersey City at 2:41 p. m., amid cheers from a crowd on the platform of the station. The engine was No. 340 and was driven by George Roe. The track had been cleared and there was no delay. The cars ran with remarkable ease, even when the train was speeding along at the marvellous rate of eighty miles an hour, and the journey was greatly enjoyed by the passengers.

Among those who were on board were George W. Boyd, assistant general passenger agent of the Pennsylvania Railroad; W. W. Lord, assistant Eastern passenger agent; M. Dillingham, George W. Root, C. A. Blanchard, Frank Howe, jr., of Philadelphia; Harry Hine, F. N. Barksdale, of the Pennsylvania Railroad, and E. F. Brooks, acting superintendent of the road.

THE STATUE OF COLUMBUS.

Carlo Barsotti, Editor of "Il Progresso Italo-Americano," has received a letter from the secretary of the Department of Public Parks, saying that the proposal of the Italian colonies of America to give to the city of New-York a statue of Christopher Columbus has been accepted, and that the Superintendent of Parks has been instructed to recommend a site for its location.

THE WEATHER REPORT.

FAIR AND COLD WEATHER COMING.

Washington, Nov. 28.—The cyclonic area that, during the last forty-eight hours, moved from Montana to Missouri, thence to Maine, has passed east of Nova Scotia. Behind it an extensive anti-cyclonic area has brought a wave of cold, the front of which covers Virginia and the Atlantic coast, northward, reaching to the northwest sections of the Carolinas and nearly to the cotton belt. Accompanying the change of temperature, with the wave's advance rain has fallen in the Southern States and light snows north of Washington. The weather will be conditioned by the high barometer wave and generally fair and cold weather may be expected, except snows over the lakes Sunday and Monday, and rains on the South Atlantic Coast early Sunday.

FORECAST TILL 8 P. M. SUNDAY.

For New-England, decidedly colder northwest winds and fair Sunday; colder and fair Monday.

For Western New-York, Western Pennsylvania and Ohio, colder north winds; fair Sunday, except local snows along the lake shore; continued cold and fair Monday.

For the District of Columbia, Eastern New-York, Eastern Pennsylvania, New-Jersey, Delaware, and Maryland, decidedly colder northwest winds and fair Sunday; colder and fair Monday.

For Virginia, North Carolina and South Carolina, decidedly colder northwest winds with a cold wave; fair Sunday, except light rains in extreme southeast portions early Sunday morning; colder and fair Monday. Frosts will occur to the coast Sunday night.

For Western Florida, colder north winds and rains; clearing in the afternoon; frosts are likely Sunday night in north portion; colder and fair Monday.

For Eastern Florida, light rains Sunday in north; fair in south portion; colder in northern; stationery temperature in southern portion and frosts are likely Sunday night in extreme north portions of Florida.

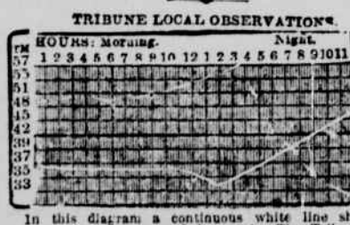
For Alabama, Mississippi and Louisiana, fair Sunday; decidedly colder, with a cold wave in Alabama; north winds and frosts Sunday night; decidedly colder and fair Monday.

For Eastern Texas, decidedly colder in southeast; stationary temperature in northwest portion; fair weather Sunday and Monday.

For West Virginia, Kentucky and Tennessee, decidedly colder and fair Sunday; continued cold and fair Monday.

For Wisconsin, fair weather; stationary temperature in eastern portion; slightly warmer by Monday morning in west portion.

TRIBUNE LOCAL OBSERVATIONS.



In this diagram a continuous white line shows the changes in pressure, as indicated by The Tribune's self-recording barometer. The broken line represents the temperature, as observed at Perry's Pharmacy.

Tribune Office, Nov. 29, 1 a. m.—Cloudy weather prevailed yesterday, but after a light fall of snow in the evening—the first of the season—the sky was cleared. The temperature ranged between 21 and 57 degrees, the average (46) being 18° higher than on the corresponding day last year and 8° higher than on Friday.

Clear or fair and colder weather may be expected in and near this city to-day.

The Usual Speech.—Bilkins—So, after courting that girl for ten years, you at last got up spunk enough to propose?

Wilkins—Yes, proposed last night. I guess it'll be all right.

"Eh? Didn't she accept?"

"Not exactly, but I think she will."

"What did she say?"

"It's so sudden!"—(New-York Weekly.

The Empire State express of the New-York Central continues to make its wonderful schedule of 450 miles in 503 minutes every day. Fifty-two and one-third miles per hour, actual running time. See time table.

GLANCES HERE AND THERE.

Readers of Lord Wolseley's criticisms of Von Moltke can hardly have passed unnoticed his frequent allusions to his fellow-officers of the British army. They have invariably been severely satirical. His language irresistibly recalls Gilbert's satire in "The Pirates of Penzance" of "the very model of a modern Major General." One can imagine Lord Wolseley to be a constant baldhead at every performance of that exquisite satire on the British army of to-day. A very remarkable passage in these criticisms of Von Moltke gives Lord Wolseley's explanation of his opposition, from a military point of view, to the construction of the proposed under-the-Channel tunnel between England and France. He had said that such a tunnel would enable the French to descend unexpectedly upon Great Britain in force. Von Moltke had suggested that the French army as it debouched from the English terminus of the tunnel could be "killed with sticks." Lord Wolseley says he replied that the entire French army could seize the English mouth of the tunnel before the British army could be moved to oppose it, whereupon Von Moltke, assuming that to be a fact, agreed with Wolseley. Ye Lord Wolseley lays great stress upon the importance of the telegraph in the conduct of modern wars, evidently forgetting that in the event of threatened war between England and France a severance of telegraphic communication through the tunnel's wires might justifiably be regarded as a warning of approaching forces.

People abroad have very different ideas from ours of the use and value of tunnels and railways and other artificial means of inter-communication. Secretary of State William H. Seward once remarked in conversation that the adoption of a uniform gauge of railways in this country would do more to restore and cement the Union than would all the Reconstruction legislation then pending or suggested; and he embodied the idea, in more dignified language, however, in one of the last of his state papers, in which he urged, not only a uniform railway gauge, but the bridging of the rivers of the country at every point of vantage, and describing all means of intercourse and commerce as bonds of the Union. At the opening of the St. Clair Tunnel recently, Sir John Ross, with something as nearly akin to Seward's idea as he could venture to express at a banquet where politics were decried, alluded to the tunnel as favoring "unrestricted reciprocity," as "a sign of perpetual friendship," and added that "commercial connections between the two countries would lead to peace and unity." This was a modified form of what Erastus Wiman had said in his more impulsive way to cries of "No politics here," but Sir John, being on his native heath and a lord at that, was not hissed. In fact, the truth of what he said was too patent.

The experiments lately made in this country show that we have a first-class article of smokeless powder invented by an American, and the secret of the manufacture of which is in loyal Americans' keeping. It is probably not generally known that smokeless powder for Germany, to be used in artillery and small arms in her next inevitable war, is being now manufactured by an American, well known in New-York City, under another invention by another American, and by a totally different process from that lately tried in this country.

Some people, though not born humorists, were born to cause humor under certain circumstances. It was at the horse show that many people were pouring through the entrance and a crowd had blocked the space within the building proper. The hunters were performing and one horse who was acting unusually badly attracted the attention of the people who were entering the building so that they did not begin to look for their seats, but stood where they were to see what the outcome of the struggle between horse and rider would be. The odds semed greatly in favor of the hunter until the rider, who probably knew very well with what material he had to deal, cut his steed a half-dozen blows which were so keen and rapid in succession that the strokes cracked sharply all over the garden and startled every one. At that moment from the crowd within the entrance came a roar of indignation. "Stop that, you brute!" some one roared. "What are you hitting that horse for?" But when people realized who it was that had opened his lungs in defence of the vicious brute, there was a howl of laughter, for it was a great, broad-shouldered, heavy policeman. He was armed with the usual deadly club and no one failed to catch the humor of the situation where a giant of a policeman ready at the slightest word to crack with his stick the skull of a man objected to the lashing of an ill-tempered horse. And that's why the crowd laughed and why few people in that part of the building saw the hunter, now brought to his senses, take his next two jumps in beautiful shape.

Every one knows how wonderfully successful policemen are at a football game in obstructing the view of those people who are not high in the air. The principle of the thing is this: The newspaper men naturally must be within the ropes that they may follow the players in their cyclonic course, and thus give an accurate account of the game in their papers. Several score, more or less, policemen are placed within the ropes to see that the reporters are as unsuccessful as possible in following the elevens and the blue-coated gentlemen, outrunning many times the newspaper men, place their expansive backs in such opportune places that no one behind them can see anything at all except the tips of the goal posts. Now the point of this story is this: Two policemen at the horse show had their view of the performing horses shut off by the horses which were awaiting their turns. The policemen being on one side of the fence at the edge of the tan-bark arena and the offenders being on the other, there was nobody to club, so the policemen began to howl at those within. Not the least bit of notice was given to their protests until an attendant came across the bark and asked what all the noise was about. "We can't see nothing," said one of them, and he added some language thereto which is rarely seen in type. "Tell those fellows to move their horses so we can see." The attendant went to deliver his message, and coming back he leered through the fence. "If you don't like it," he said impudently, "you can go out in the street. There's lots of horses out there and you can get a good look at them." Those policemen were simply dumbfounded. A good high fence sometimes carries more authority than blue uniforms and brass buttons. Fancy a stable boy talking that way to two New-York policemen out in the street. You can hear a skull crack at the very thought.

Some more about the horse show since the subject has gone so far. They were very pretty girls and they wore very pretty gowns, and their box was worth a second glance, a good many people thought. They may have known a good deal about some things, but their knowledge of horses could be represented only by the cube root of nearly nothing. One hunter could not (or would not) jump over the seam of an oaken floor, but the animal had a good rider who did his best under the circumstances. "Why, he doesn't seem to be able to ride at all," said one of the young women—the prettiest one by the way. "Not a little bit," said the other. Shortly they changed their mind, for one of them said, clapping her hands, "Why, it was the horse's fault after all. He rides beautifully doesn't he, but his horse can't jump a bit." (As her words are recalled, she said, "can't jump for a cent.") Now in case those two young women should read this column the writer humbly submits that there were two hunters and two riders, and the first rider was a good horseman, and his animal acted like a cur, and that the second animal was a jewel of a hunter, and his mount a clumsy, stupid fellow who should have been anywhere in the wide world at that moment save in the saddle. So some people go to a horse show just as they go to the opera.

Some men get through the world so easily that the wonder is that they are willing to stay in it. The field for their brilliant minds on this earth is too limited. A man came out from a theatre the other evening and stood on the sidewalk. "Number of your carriage, sir?" asked the man who looks after this important part of the theatre. "Ninety-six," was the answer, and the man bawled ninety-six, and cleared a way for the carriage to come up; but at that the "smart" man remarked coolly that he only wanted an opening made through the carriages, so that he could get across the street. His successful ruse made trouble for half a dozen people who did have carriages waiting for them.

ADDITIONAL EXAMINERS OF NATIONAL BANKS.

Washington, Nov. 28.—With a view to increasing the efficiency of the service, the Controller of the Currency has appointed additional examiners of National banks as follows: Hugh Young, of Pennsylvania, assigned to the Pittsburg district; Charles H. Dengler, of Pottsville, Penn., assigned to the eastern district of Pennsylvania (not including Philadelphia); J. S. Alden, of Pennsylvania, assigned to the North Carolina district; and George A. Stone, of Iowa, assigned to the Iowa district.

PROMINENT ARRIVALS AT THE HOTELS.

BRUNSWICK—Congressman Henry Cabot Lodge, of Massachusetts. FIFTH AVENUE—Senator Eugene Hale, of Maine. GRAND—Lieutenant-Colonel Peter C. Hains, U. S. Engineers. PLAZA—Stephen B. Elkins.

CLOSING PRICES OF CALIFORNIA STOCKS.

San Francisco, Nov. 28, 1891.

	Yesterday.	To-day.		Yesterday.	To-day.
Alta	.85	.80	Ophir	3.25	3.20
Bulwer	.20	.35	Ophir	1.90	1.80
Best & Belcher	2.30	2.25	Savage	1.35	1.25
Bodie Consol	.55	.55	Sierra Nevada	2.50	2.62
Caledar	1.40	1.35	Union Consol	1.95	1.80
Con Cal & Va	4.90	4.80	Utah	.60	.60
Crown Point	1.15	1.15	Yellow Jacket	1.50	1.50
Gould & Curry	1.30	1.30	Commonwealth	.20	.20
Hale & Norcross	1.40	1.40	Nevada Queen	.20	.20
Mexican	2.20	2.20	Belle Isle	.35	.35
Mono	.35	.35	North Belle Isle	.30	.25
Navajo	.15	.15			

Announcements.

FOR COLDS AND SORE THROAT, no more useful article can be found than the well-known "Brown's Bronchial Troches." Sold only in boxes.

HENRY A. DANIELS, M. D.,
90 WEST 59TH-ST.
Diseases of the Nervous System, Genito-Urinary Organs, Impotency and Sterility. Hours 8 to 1, 5 to 8.

Mrs. Winslow's Soothing Syrup for children teething, softens the gums, reduces inflammation, allays pain, cures wind colic and diarrhœa. 25 cents a bottle.

NIGHT!
New Departure in Photography!
Perfect Portraits at Night!
New Artificial Illumination as soft as Twilight.
Rockwood, 1,440 Broadway (40th-st.)
Cabinet Portraits $6 per doz. Open till 10 o'clock.

PEQUOT, E. & W. OGEECHEE.
NEW COLLARS.

WHEATENA.—The best breakfast food; delicious nourishing; cooks in one minute; 25 cents; all grocers. HEALTH FOOD COMPANY, 61 5th-ave.

PHILLIPS' DIGESTIBLE COCOA
is a valuable substitute for tea or coffee. It nourishes while they only stimulate. A superior drink for invalids.

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

TO-DAY.

Sun rise, 6:59 | Set, 4:30 | Moon rises, 4:57 a m | Moon's age 28

HIGH WATER.

A.M.—Sandy H'k	6:05	Gov. Isl'd	6:30
P.M.—Sandy H'k	6:35	Gov. Isl'd	6:59
Hell Gate	8:23		
Hell Gate	8:52		

INCOMING STEAMERS.

TO-DAY.

Vessel.	From	Sailed	Line
Bermuda	St Kitts	Nov 13	Quebec
Aurania	Liverpool	Nov 21	Cunard
La Champagne	Havre	Nov 21	Fr Trans
Orinoco	Bermuda	Nov 28	Quebec

MONDAY, NOV. 30.

Devonia	Glasgow	Nov 19	Anchor
Athos	Port Limon	Nov 21	Atlas
Orizaba	Havana	Nov 26	NY & Cuba

TUESDAY, DEC. 1.

Nevada	Liverpool	Nov 22	Guion
Cufic	Liverpool	Nov 20	White Star
Westernland	Antwerp	Nov 21	Red Star
Alvo	Kingston	Nov 25	Atlas

OUTGOING STEAMERS.

TUESDAY, DEC. 1.

Vessel.	Line.	For	Mails close	Vessel sails.
Havel	NG Lloyd	Bremen via South'pton	3 am	6 am
Colon	Pacific Mail	Colon	10 am	12 m
Venezuela	Red D	Laguayra, &c	11 am	1 pm

WEDNESDAY, DEC. 2

Majestic	White Star	Liverpool	2 am	5:30 a m
City of Berlin	Inman	Liverpool	2:30 a m	6 am
Rhynland	Red Star	Antwerp	4 am	6 am
Bermuda	Quebec	Bermuda	1 pm	3 pm

THURSDAY, DEC. 3.

Pomeranian	Allan-State	Glasgow	10 am
Scandia	Hamb-Amer	Hamburg	6:30 a m
Santiago	N Y & Cuba	Cienfuegos	1 pm	3 pm
Orinoco	Quebec	Bermuda	1 pm	3 pm

SHIPPING NEWS.

PORT OF NEW-YORK.....SATURDAY, NOV. 28, 1891

ARRIVED.

Steamer Francisco (Br), Jenkins, Hull Nov 15, with mdse to Sanderson & Son. Arrived at the Bar at 1 p m.

Steamer Salfond (Nor), Weig, Newcastle Nov 5, via Delaware Breakwater, in ballast to Funch, Edye & Co. Arrived at the Bar at 5 a m.

Steamer Magnus (Dan), Riis, Newcastle Nov 10, in ballast to Funch, Edye & Co. Arrived at the Bar at 7 a m.

Steamer Island (Dan), Skjoldt, Copenhagen Nov 11, Christiania 13, Christiansand 14, with mdse and passengers to Funch, Edye & Co. Arrived at the Bar at 6.30 a m.

Steamer Fuerst Bismarck (Ger), Albers, Hamburg Nov 20, Southampton 21, with mdse and passengers to R J Cortis. Arrived at the Bar at 9 a m.

Steamer Scandia (Ger), Kopff, Hamburg Nov 15, Havre 17, with mdse and passengers to R J Cortis. Arrived at the Bar at 1.50 a m.

Steamer California (Ger), Droescher, Hamburg Nov 14, with mdse and passengers to R J Cortis. Arrived at the Bar at 2 a m.

Steamer Zaandam (Dtch), Duit, Rotterdam Nov 12, with mdse and passengers to Funch, Edye & Co. Arrived at the Bar at 10.30 p m, 27th.

Steamer Imperial Prince (Br), Cox, Mediterranean ports, with mdse to Simpson, Spence & Young. Arrived at the Bar at 7 a m.

Steamer Saltram (Br), Wren, Madeira Nov 12, via Delaware Breakwater, in ballast to Miller & Houghton. Arrived at the Bar at 3 a m.

Steamer City of Birmingham, Burg, Savannah, with mdse and passengers to R L Walker.

Steamer Benefactor, Ingram, Wilmington, with mdse and passengers to Wm P Clyde & Co.

Steamer Pottsville, Ritson, Philadelphia for Boston.

Steamer Harrisburg, Hand, Philadelphia for Salem.

Steamer Maverick, Daboll, Boston.

Ship N B Palmer (Nor), Sorensen, Stettin 51 days, in ballast to C Tobias & Co.

Bark Umberto I (Ital), Travesso, Singapore 99 days, with mdse to Winter & Smillie; vessel to master.

SUNSET—Wind at Sandy Hook, fresh, N; cloudy.

At City Island—fresh, NNW; cloudy.

CLEARED.

Steamer France (Br), Foot, London—F W J Hurst.

Steamer Sumatra (Nor), Natvig, London—Funch, Edye & Co

Steamer Ebro (Br), Morgan, Hull—Sanderson & Son.

Steamer Galileo (Br), Magee, Hull—Sanderson & Son.

Steamer Furnessia (Br), Harris, Glasgow—Henderson Bros.

Steamer Manchester (Br), McMillan, Cork, for orders—Miller & Houghton.

Steamer Ems (Ger), Sander, Bremen via Southampton—Oelrichs & Co.

Steamer Indian Prince (Br), Forster, Rotterdam—Simpson, Spence & Young.

Steamer Othello (Br), Mundy, Antwerp—Sanderson & Son.

Steamer Lady Palmer (Br), Smith, Antwerp—Funch, Edye & Co.

Steamer La Flandre (Dtch), Schmidt, Antwerp—H Sternberg & Co.

Steamer Guernsey (Br), Clark, Dunkirk—Simpson, Spence & Young.

Steamer Fulda (Ger), Thalenhorst, Mediterranean ports—Oelrichs & Co.

Steamer Geo W Clyde, Holmes, Cape Haytien, &c—Wm P Clyde & Co.

Steamer Yumuri, Hansen, Havana and Mexican ports—Jas E Ward & Co.

Steamer Alamo, Lewis, Key West and Galveston—C H Mallory & Co.

Steamer Hudson, Kemble, New-Orleans—S H Seaman.

Steamer El Paso, Quick, New-Orleans—J T Van Sickle.

Steamer Santuit, Sturges, Mobile—C L Wright & Co.

Steamer Benefactor, Hansen, Wilmington, NC—Wm P Clyde & Co.

Steamer Old Dominion, Couch, Newport News and Richmond—Old Dominion Ss Co.

Steamer Richmond, Jenney, West Point, Va—Old Dominion Ss Co.

Steamer F W Brune, Lewis, Baltimore—H C Foster.

Steamer Manhattan, Bragg, Portland—Horatio Hall.

Steamer H M Whitney, Hallett, Boston—H F Dimock.

Ship Charmer, Holmes, Hong Kong—John Rosenfeld's Sons.

SAILED.

Steamers Etruria, Bothnia and Arizona, for Liverpool; Furnessia, Glasgow; Lydian Monarch, London; Ems, Bremen; Spaarndam, Rotterdam; La Gascogne, Havre; Fulda, Genoa; Manchester, ——; Yumuri, Havana; Geo W Clyde, Port au Prince; El Paso, New-Orleans; Nacoochee, Savannah; Old Dominion, Richmond; Saturn, Norfolk.

THE MOVEMENTS OF STEAMERS.

FOREIGN PORTS.

QUEENSTOWN, Nov 28—Arrived, steamer Servia (Br), Dutton, from New-York on her way to Liverpool.

GLASGOW, Nov 27—Sailed, steamer State of Nebraska (Br), Brown, for New-York.

HULL, Nov 28—Sailed, steamer Grafton (Br), ——, for New-York.

LONDON, Nov 28—Sailed, steamer Gluckauf (Ger), ——, for New-York.

SHIELDS, Nov 28—Arrived, steamer Kathleen (Br), Thompson, from New-York.

ROTTERDAM, Nov 28—Sailed, steamer Werkendam (Dtch), Bakker, for New-York.

ANTWERP, Nov 28—Arrived, steamer Friesland (Belg), Radle, from New-York.

Sailed, steamer Noordland (Belg), Nickels, for New-York.

Nov 27—Arrived, steamers Hermann (Belg), Meyer, and Leven (Br), Strachan, from New-York.

CLOSING PRICES OF BOSTON STOCKS.

Boston, Nov. 28, 1891.

	Yesterday.	To-day.		Yesterday.	To-day.
Atch & Top	43⅛	43⅝	Atlantic	11	10½
Bost & Albany	203	101½	Bost & Mont	38¼	37¾
Bost & Maine	102½	100¾	Cal & Hecla	257	260
Chic Bur & Qy	101⅞	102	Franklin	15	15
Eastern R R 6s		120	Kearsarge	11	11
Fitchburg pfd	74⅝	74¾	Osceola	29	28
K C St L & Ch 7s		118	Santa Fe Cop	25	27½
Lit R & Ft S 7s		90	Tamarack	154	152
Mass Cent	15	15	San Diego L Co		18
Mex Cent com	21	21	West End L Co	16½	16¾
N Y & N E	39	38¾	Bell Telephone	200¾	200
N Y & N E 7s	119	119	Lamson St Ser		18
Old Colony	163	163	Water Power	2¾	2¾
Rutland pfd	68	58	Centennial Min	12	12
Wis Cent com	18	18	N E Tel & Tel	50	49¾
Allouez M (new)	1.93¾	1.87½	Butte & Bost Cop	14¼	14

Horses and Carriages.

A.—FLANDRAU & CO.
Downtown.
372, 374, 376 BROOME-ST.
Uptown.
BROADWAY AND 51ST-ST.
ELEGANT CARRIAGES
FOR TOWN AND COUNTRY
OF EVERY VARIETY.
Broughams, Coupes, Landaus, Landaulets, Omnibus, Victorias, Spiders, Phaetons, Buckboards, Road Wagons, Rockaways, (4 and 6 pass.), Curtain Rockaways, Depot Wagons, Wagonettes, Cabriolets, Stanhopes, Carts, Dos-a-Dos, Village Carts.
Immense Stock
TOP AND NO TOP CARRIAGES
FANCY DRIVING TRAPS,
ALL COLORS OF PAINT AND TRIM.
OAK, MAHOGANY, WALNUT WOODS.
ALL STYLES OF HARNESS.
SECOND-HAND CARRIAGES.
ABOVE STYLES.
FOR SALE AT LOW PRICES.
CALL BEFORE PURCHASING AND EXAMINE OUR STOCK.

A. VAN TASSELL & KEARNEY'S CARRIAGE REPOSITORY, 130 and 132 East 13th-st., AT PRIVATE SALE.
AN ENORMOUS ASSORTMENT of all the new styles of SPRING and SUMMER CARRIAGES.
ALL THE NEW DESIGNS in OAK, MAPLE and OTHER NATURAL WOODS, prominent among which is the display of