# PLANS TO HELP READING.

## EFFORTS TO AVERT FORECLOSURE SALE.

### A SCHEME TO RAISE THE NECESSARY FRESH CAPITAL—CONFERENCE IN THIS CITY.

An important conference was held in this city yesterday regarding the affairs of the Philadelphia and Reading Railroad, which developed the fact that a plan of reorganization had reached a stage of completion that would probably result in an official announcement in a short time. It is designed to avert the need of a foreclosure sale and assessments on the stock and the junior bond issues, as well as to render unnecessary the issue of receivers' certificates. There arrived in the city yesterday Joseph S. Harris, president of the Reading and one of the receivers; John Lowber Welsh and Samuel Dickson, two of the directors, and A. J. Drexel, the head of the Philadelphia banking house of Drexel & Co. Mr. Harris and Mr. Drexel had a long talk with President J. Rogers Maxwell and other officers of the Central Railroad of New-Jersey. It is understood that this talk related only to a harmonious policy in the management of the coal trade and in the traffic relations between the Reading and Jersey Central.

The conference that related to Reading's organization was held at the Mercantile Trust Company between the committees of the general mortgage bondholders and the income bondholders and Messrs. Welsh and Dickson. Mr. Welsh was only recently elected to the Reading board, and when he entered it there was an understanding that he was to lead in arrangements for the reorganization, with the backing of Drexel & Co. Mr. Welsh yesterday unfolded the plan now under consideration and it was discussed at length. The idea is to issue $30,000,000 new bonds to protect the floating debt and provide for needed fresh capital. All of the details of the plan are not yet decided upon, but the rate of interest is fixed at 6 per cent. It is proposed to make the new bonds subordinate to the general mortgage, but to give them priority over the preferred incomes. The collateral securities now back of the floating debt, coal and other assets will probably be pledged in security of the new issue.

It is contemplated that the new bonds shall be issued at about 95, and the first privilege of subscription be offered to the present security holders. A syndicate is in process of formation to guarantee the success of the new loan. It is understood to include Drexel & Co., of Philadelphia, and Drexel, Morgan & Co., Speyer & Co. and other New-York houses. Arrangements were made a short time ago by which $20,000,000 was virtually pledged to the company, and on Tuesday additional engagements of $17,000,000 were made. This leaves only about $3,000,000 to be raised by the underwriting syndicate.

If this plan is carried out the Reading Company will obtain about $28,500,000 cash. This will take care of the floating debt, amounting in round figures to $18,000,000, and leave nearly $11,000,000 to provide for needed equipment and improvements and to supply working capital for the company. It is said that the Income Bondholders' Committee is disposed to look favorably upon this scheme of financing, even though it establishes a lien ahead of the income bonds. No action was taken yesterday and the two committees of the bondholders will meet again next week. The advantages urged for the Welsh plan is that it will remove the necessity of an issue of receivers' certificates. If fresh money is not raised an issue of receivers' certificates is inevitable, and these would take precedence of all existing obligations, including the general mortgage bonds. Moreover, an assessment upon the income bonds would also be required. The alternative is therefore offered to the income bondholders to submit voluntarily to the placing of $30,000,000 new bonds ahead of their lien and thereby avoid direct contributions of cash to preserve their rights or to see an obligation placed by the receivers ahead of their security and in addition to be compelled to pay a substantial assessment. Opposition to the reorganization will probably be developed, but the Reading management is confident that it can carry through the proposed plan as the most practicable solution of the difficulties of the company.

Philadelphia, April 26.—A plan for the rehabilitation of the Philadelphia and Reading Railroad Company, it was credibly announced this afternoon, has been decided upon by the syndicate headed by Drexel & Co. and Brown Brothers & Co., which is to undertake the task of restoring the embarrassed corporation to solvency. The scheme will probably be made public some time next week upon the adjustment of a few minor details.

When the Reading went into the hands of receivers, in February, it was the intention of the Drexels and their allies to defer any attempt at reorganization for at least a year, because of the belief that the road could be economically operated under the receivership, and that time would be gained for the adjustment, if possible, of the floating debt. The floating debt, however, proved a stumbling block, and an application for an issue of receivers' certificates to the amount of $5,500,000 was made. Opposition from New-York bondholders caused the application to be withheld for the purpose of amendment, but none has been filed. It is understood that the syndicate, becoming convinced that the funds would not be procured by means of certificates, decided to proceed with the task of formulating a plan for reorganization, to which end the resignation of President McLeod was demanded by A. J. Drexel, in person, and the work of replacing the managers of the company with representatives of the syndicate began.

Reorganization by foreclosure of the general mortgage was recently considered, but abandoned. In the final plan provision is said to be made for turning into the treasury from $20,000,000 to $30,000,000 in cash, which sum will be raised either by assessment upon the stock or preference income bonds, or by the creation of a new loan, or both. The plan will further provide for a radical reduction of working expenses of the company.

The refirement of the $10,000,000 collateral trust bonds which are now hypothecated as security for loans and speculations in the shares of the New-York and New-England and Boston and Maine companies is also said to be in contemplation, and a reduction in the rentals paid to certain leased lines, the operation of which has proved unprofitable, is generally expected.

It is probable that the status of the preference income bonds, of which there are three series, will be altered so that holders will share in the profits only when the Board of Managers think it wise to make the division, or the securities are exchanged for a new issue.

President-elect Joseph S. Harris will succeed President McLeod on Monday and on Wednesday a regular meeting of the Board of Managers will be held, at which the matter will most probably be considered. If the plan meets with the approval of the security holders, as is confidently expected, the attempt to raise money by issuing receivers' certificates will be finally abandoned.

## A NEW LIMITED TRAIN FOR CHICAGO.

### THE TRIP TO BE MADE OVER THE NEW-YORK CENTRAL IN NINETEEN HOURS.

Official notice was issued yesterday from the Grand Central Station that with the adoption of the spring schedule on May 14 the New-York Central and Hudson River Railroad would put on a new flyer, to run through to Chicago in nineteen hours, leaving New-York every day in the week at 3 p. m., arriving Chicago at 10 o'clock next morning, via the Lake Shore route. The equipment of the train will be of the most luxurious description. Eastbound, it is expected to leave Chicago at 2 p. m., arriving in New-York at 11 a. m.

The remarkable success attending the running of the Empire State express, which was put on by the New-York Central nearly two years ago, is a sufficient guarantee that the new train can be successfully operated. Of course, such a result is only possible on a line possessing the best roadbed and rolling stock. The reputation of the New-York Central in these particulars is widespread. Accommodations on the new train may now be reserved at any ticket office of the New-York Central.

On May 14 another important change will be made affecting the running of the famous New-York and Chicago limited train of the New-York Central, which has heretofore left the Grand Central Station at 10 a. m., and run through to Chicago via the Lake Shore, arriving at 9:45 the next morning. Beginning on the date mentioned this train will continue to leave the Grand Central Station at 10 a. m. and arrive Chicago at 9:45 a. m. next day, but it will be hauled from Buffalo to Chicago over the Michigan Central Railroad, "The Niagara Falls Route." The same excellent service will be maintained as formerly.

The World's Fair Special, which now leaves the Grand Central Station at 1:55 p. m., will, on and after May 14, start at 12:30 p. m. and arrive at Chicago at 1:30 p. m. next day. This will be a solid vestibuled train of new coaches and Wagner buffet sleeping cars, and will run over both the Michigan Central and Lake Shore and Michigan Southern railways. The return train will leave Chicago at 10:30 a. m. for New-York.

## THE PENNSYLVANIA BUYS DOCKS.

Philadelphia, April 26.—The Pennsylvania Railroad Company has purchased a number of docks in the vicinity of Cortlandt-st., New-York, which it formerly leased, and has issued $2,000,000 of purchase money mortgage bonds to pay for the property. The bonds have been underwritten by the firm of Drexel & Co.

## ELECTRIC RAILWAY BILL PASSED.

Hartford, Conn., April 26.—The Senate passed the General Electric Railway bill, 17 to 5, to-day. An amendment requiring a majority of all directors of all street railway companies to be residents of the State prevailed. The bill places control of all electric roads and street railways in the hands of local authorities subject to the restrictions made by the Railway Commissioners regarding carrying freight and paralleling steam railroads.

## THE INTEREST TO BE PAID, THEY SAY.

### STATEMENT OF THE OFFICERS OF THE TOLEDO AND ANN ARBOR.

The monthly meeting of the Board of Directors of the Toledo, Ann Arbor and North Michigan Railroad will be held at Toledo to-morrow, when the question of paying the interest on the outstanding bonds will come up. The interest is due on May 1, and it was said yesterday by the officers of the company that it would be paid. It was reported in Wall Street yesterday that several well-known capitalists were negotiating to take up the entire floating debt of the company and to secure at the same time a controlling interest in the stock. The floating debt is said to be about $600,000. Of this amount, $465,000 is on a loan secured by $800,000 of consolidated 5 per cent bonds. Of these bonds $700,000 have not been listed.

J. M. Ashley, jr., the vice-president of the company, gave out yesterday the following statement in addition to the one sent by him on last Tuesday night:

"My affairs and the affairs of the company have been kept distinct, aside from the borrowing of money on my stock and putting it into the road in order to create the facilities for handling the increased traffic which has come to us from the formation of the through line with Lackawanna and Green Bay. I do not owe the company anything. On the contrary, the balance is largely in my favor, but of that I do not care to go into details at present. The company is borrowing some money on its bonds. How the fall in the price of the stock will affect these bonds cannot be foretold. It ought not to affect them in the slightest degree. The road has more traffic than it can handle with its present facilities, although these facilities have been increased by the expenditure of over $1,000,000 in the last six months. This expenditure has been very largely the proceeds of the stock held by my father and myself."

Men were busy yesterday afternoon taking the furniture and paintings from Mr. Ashley's office, at No. 20 Broadway.

Samuel Sloan, president of the Delaware, Lackawanna and Western Railroad, said yesterday that he never had, and had not now, any interest whatever in the stocks and securities of the Toledo, Ann Arbor and North Michigan Railroad. The Green Bay, Winona and St. Paul road had a traffic agreement with the Ann Arbor, but was in no way interested in its finances.

Deputy Sheriff Finn has received an attachment for $10,275 against James M. Ashley, jr., vice-president of the Toledo, Ann Arbor and North Michigan Railroad Company, in favor of Alvin Beveridge, for balance due on 1,000 shares of the stock of the railroad company which Mr. Beveridge was carrying for him on margin. The stock cost $38,000. Mr. Ashley put up $5,000, and the market price is now $22,125. The Sheriff attached some money to Mr. Ashley's credit on the Leather Manufacturers' Bank, and levies upon his interest in the Leather Manufacturers' Bank, and also some pictures which are said to be valuable. Maurice M. Steinberger has also obtained an attachment against Mr. Ashley for $4,508.

## JUDGMENTS AGAINST A WESTERN ROAD.

Four judgments aggregating $40,263 were yesterday entered against the Toledo, St. Louis and Kansas City Railroad Company, in favor of Stout & Co., on its promissory notes, which matured on April 1. The judgments were also entered against Sylvester H. Knapland who indorsed the notes. The Franklin Bank Note Company has obtained an attachment against the same company for $2,085 for engraving bonds.

# BRENNAN GOES SCOT FREE.

## MAYOR GILROY PROVES A TRUE FRIEND.

### THE CITY CLUB'S CHARGES AGAINST THE COMMISSIONER DISMISSED.

Mayor Gilroy yesterday dismissed the City Club's charges against Street Cleaning Commissioner Thomas S. Brennan. In so doing he shiddles most of the failure and neglect of duty of which Mr. Brennan is accused upon the weather and upon the Commissioners of the Sinking Fund, of which body the Mayor is himself an ex-officio member and the chairman. Mr. Gilroy gives his findings as to each of the ten charges preferred in their order.

In regard to charge No. 4, which accuses Mr. Brennan of failure to clean the streets, the Mayor finds: "That the Commissioner of Street Cleaning has used every means within his powers to clean the said streets, and has been successful in cleaning the principal thoroughfares required for traffic and the thoroughfares leading to the various ferries, besides many of the other streets; and that as to the streets which he failed to clean, the conditions of the weather and the most unparalleled snowfall of the past winter presented difficulties which were insurmountable. These facts are supported by numerous affidavits as to the weather conditions with which the Department of Street Cleaning had to contend, and showing the efforts that were made by the Commissioner of Street Cleaning to overcome them; all of which are on file in this office. I therefore find that the charge of neglect of duty is not sustained."

As to charge No. 5, that Mr. Brennan failed to provide an efficient uniformed force, the Mayor says there are no affidavits which specifically support the same. On the contrary, numerous affidavits go to show that the Commissioner was uniforming his force before the charges were preferred and was continuing the work, subject to the interruption caused by the conditions of the weather. The Mayor does not find the Commissioner culpable in relation to the block system because "he had entered upon the work of allotting to each sweeper a fixed area of street surface, etc., according to the provisions of Section 7040, when the conditions of the weather and emergencies caused thereby, as already referred to, made it necessary for him to concentrate his forces, and rendered the system of cleaning by districts ineffectual and impracticable."

The Mayor inferentially holds the Sinking Fund Commissioners responsible for Mr. Brennan's neglect to remove unharnessed trucks and other vehicles from the streets, because they did not provide yards for the storage of such trucks. The same conclusion is reached as to the danger of allowing vehicles to stand in the streets at night without permits, and his failure to remove boxes, barrels and like property found upon the street. The last charge, that of failing to sell trucks, barrels, boxes, etc., removed from the streets as the law requires, is disposed of on the same ground—absence of suitable accommodations for the storage of this property, which it was the duty of the Sinking Fund Commissioners to provide.

The Mayor ends the announcement of his decision as follows: "The charges on which the removal of Thomas S. Brennan, Commissioner of Street Cleaning, is demanded are not sufficiently established and supported, and the public interest does not require the granting of the application. The application is therefore denied, and the charges thus made are dismissed."

## MORE CHANGES IN THE CROTON VALLEY.

Chief Engineer Fteley reported to the Aqueduct Commissioners yesterday that several outhouses in the Croton region had been removed; also quantities of manure; barns had been emptied and cleaned. He added that the work of abating nuisances was going on well. Commissioner Daly has requested the Aqueduct Board to extend its jurisdiction to the whole watershed of the Titicus River.

## CONVENTION OF THE SIGMA CHI FRATERNITY.

There is to be a provincial convention of the Sigma Chi Fraternity at the Murray-Hill Hotel tomorrow and Saturday. The convention will be called to order at 10 o'clock by Proctor John B. McPherson, who is the head officer of the province, which includes the active chapters at the Eastern colleges. The dinner will be held at 7 o'clock tomorrow evening.

## MUSIC AT THE NORMAL COLLEGE.

The first of Albert Morris Bagley's lecture recitals before the Associate Alumnae of the Normal College on "The Development of Music from the Time of John Sebastian Bach to the Present Day" was given on Saturday last. The three remaining recitals of the course will be given on April 29, May 6 and May 13.

The last of the alumnae course of free lectures will be given to-morrow at 4 p. m. Frank Damrosch will speak upon "What Music Should do for the Schools, and What the Schools Should do for Music."

## JUDGMENTS AGAINST TWO FIRMS.

Clark & Keen, manufacturers of woollen goods at Philadelphia, yesterday confessed judgment in this city for $80,418, in favor of Charles J. Webb, for money loaned between February 15, 1890, and April 18, 1893. The firm have been in business since 1881. In October, 1889, they made an assignment to Mr. Webb, with liabilities of $300,000, and afterwards made a settlement with creditors, it is said, at 10 cents on the dollar.

Judgment for $2,055 was entered yesterday against Platt, Greulich & Co., brokers, of No. 60 Broadway, in favor of George H. Guy for money deposited with them by George C. Shick, of Trenton, N. J.

## PROMINENT PEOPLE ON THE TEUTONIC.

The opening of the World's Fair in Chicago has brought a large number of eminent foreigners to these shores. Among the passengers of the Teutonic, which arrived here yesterday, were the Earl and Countess of Aberdeen, Lady Arnott, Sir Richard Birbeck, Royal British Commissioner to the World's Fair; Hakky Bey, Major A. H. Davis, Sir Edward Green and Lady Green, Baron Henry de Levay and Baron Schilling.

Through sleeping cars for Montreal and Ottawa via New-York Central and Adirondack and St. Lawrence Line.

# THE CLUBHOUSE NOT SOLD.

## NO BID FOR THE MANHATTAN PROPERTY.

### IT MAY BECOME A HOTEL—A LEASE OF TWENTY YEARS AT A RENTAL OF $55,000.

The Real Estate Exchange rooms were crowded at noon yesterday when Peter F. Meyer mounted his stand and proceeded to sell the Manhattan Athletic Clubhouse at public auction. Andrew Freedman, the receiver, and Stern & Rushmore, the attorneys, were near Mr. Meyer to give him advice and counsel. In the crowd were George W. Carr, Eugene Van Schaick, Warren Sage and other men formerly in the Cherry Diamond organization.

Mr. Meyer said that a bid for at least $738,000 would have to be made before a sale could be accomplished. He spent the next fifteen minutes vainly striving to get a bid, but nobody had a word to say, and after a whispered conference with Mr. Carr and the attorneys he announced that the sale had been postponed until May 24. Mr. Meyer said that a person whose financial worth was undoubted had offered to lease the clubhouse in Madison-ave. He thought that this was a good offer as the amount would pay 7 per cent net on $800,000.

Andrew Freedman, the receiver, when seen at the offices of Stern & Rushmore, No. 42 Wall-st., said: "I have done all I could for the club, but the members have done nothing. I offered to sacrifice my time and everything else, but they did not appreciate it. I advised the bondholders to agree to receive 75 per cent or so, but they would not do it. I would not be surprised if the first mortgage bondholders should foreclose."

"What was the significance of that offer of $55,000 to rent the clubhouse?"

"That is a genuine offer, and it seems to be a good one. I am not at liberty to name the person, but all I can say is that he is a well-known hotel man, and he proposes to make a hotel out of the place. He offers to lease the property for twenty years at an annual rental of $55,000, and to pay for all improvements. He expects that the improvements will cost from $65,000 to $75,000, and the refurnishing will foot up $150,000 more. There is no chance of the Harmonie Club purchasing the clubhouse. I expect that the sale of the personal property of the Manhattan Athletic Club will take several days as there are 2,500 lots to be disposed of, and the auctioneer who handles 400 lots a day will have done a day's work."

The sale of the furniture and fixtures was begun at the clubhouse yesterday. Probably 100 people were present, and while the articles sold were of an unimportant nature the bidding was lively and good prices were obtained. The articles included the furniture of the roof-garden, rugs, dishes and bedding. To-morrow the sale will begin at 10 a. m., and the kitchen, dining-room and bedroom furniture will be sold. The sale will continue on Saturday, Monday, Tuesday and Wednesday.

## BILLS IN THE GOVERNOR'S HANDS.

### MANY MEASURES OF IMPORTANCE TO NEW-YORK CITY WAITING FOR EXECUTIVE ACTION.

Albany, April 26 (Special).—Governor Flower will grant no formal hearings upon pending bills. Typewritten communications or briefs relating thereto will receive careful consideration, the Governor said last night, and these should be submitted at once. Communications referring to different bills should be on separate sheets of paper. The Governor will not take any action upon bills affecting New-York or Brooklyn for at least ten days, at the request of the authorities of those cities, as they wish to examine all such bills before he considers them.

The chief bill concerning New-York now in the Governor's hands is the so-called "Elm Street Improvement bill," which actually authorizes the Board of Street Opening of New-York to widen any street or avenue in the city. Property-owners have submitted briefs against this bill, but as Mayor Gilroy considers it his pet measure, doubtless Governor Flower will sign it, no matter what good reasons have been given by the property owners against making it a law. There are also the bills permitting the removal of the City Hall from City Hall Park, the removal of the reservoir at Forty-second-st. and Fifth-ave., the erection of the City Hall in Bryant Park, and the conversion of the City Hall into a domicile for the Tilden Library. Still another bill permits private owners of dock property to conform their property to the plans of the engineers of the Dock Department.

The supplemental bill conferring additional power on the authorities of New-York to buy land in Putnam, Dutchess and Columbia counties for the protection of the Croton water from pollution is also before the Governor. The Academy of Medicine is dissatisfied with this measure, since it has been amended in the interest of property-owners in the counties named.

The 7th Regiment will be interested in the fate of a bill which authorizes the city of New-York to expend $7,000 yearly upon its armory. Senator Plunkitt has a bill before the Governor providing for the payment of damages to property-owners whose property has been injured by the depression of railway tracks. A bill of Senator Ahearn's authorizes the Fire Department to acquire land for buildings for that department by condemnation proceedings. The bill of the Board of Police taxing the policemen 5 per cent of their salaries for the support of a pension fund is among those before the Governor.

Next in importance to the Elm Street Improvement bill is Senator Cantor's bill providing for the indexing and reindexing of all papers presented to the County Clerk showing the transfer of property. One New-York bill provides for a commission to revise the laws affecting common schools and public education.

Among the bills of general State interest are Mr. Foley's, amending the Excise law extensively in the interest of the liquor dealers; Senator Brown's, creating a colony of epileptics; Senator Bloodgood's, extending slightly the field of investment of the savings banks, a bill providing for the grading of anthracite coal; a general bill exempting the buildings occupied by charitable societies from taxation; Senator Roesch's bill, granting the right of certiorari to persons to whom licenses are refused in no-license towns in the state, and a bill providing for the payment of extraordinary expenses by the Quarantine Commissioners if Asiatic cholera should get a foothold in New-York. Added to these are the annual supply bill of over $1,000,000, and many other important acts.

## HE PASSED THE NIGHT IN IRONS.

### A PASSENGER ON THE DREW INSISTED ON RUNNING THE BOAT.

John Reim, twenty-six years old, of No. 137 Perry-st., Albany, passed the greater part of Tuesday night in irons in the hold of the passenger boat Drew, which plies between Albany and this city. He took passage on the boat at Albany. Before it had gone far on its journey, however, he became greatly excited and disturbed the passengers. He decided that the captain was not attending to his duties properly, and pushed to the wheel-house. There he insisted upon aiding the wheelman. Captain Roe tried to quiet the man, but failing in this, ordered the mate to put him in irons. When the boat arrived at her pier yesterday morning, Reim was placed in the custody of Policeman O'Neill, of the steamboat squad.

At the Tombs Police Court, where he was arraigned, he told Justice Ryan that he was the advance agent of a show. The Justice fined him $10, and committed him for examination as to his sanity.

## THE COURSE OF STUDY DIFFERENTIATED.

The Board of Education spent nearly three hours yesterday in discussing the proposed supplementary courses of study in the grammar schools. The report of the Committee on Course of Study and schoolbooks was adopted. By it the first grade in these schools will be divided into two parts, one for pupils desiring to go to college and one for those intending to enter business life at once. A communication from Mayor Gilroy was read announcing the appointment of Edward Bell as Commissioner in place of William H. Gray, who died recently. By a resolution of the Board the Hall of the Board of Education will be closed to-day and to-morrow.

## FUNERAL OF MISS LETITIA TOWNSEND.

The funeral of Miss Letitia Townsend, general secretary of the Girls' Friendly Society of America, who died from typhus fever at Riverside Hospital, North Brother Island, on Sunday last, took place at St. Paul's Church, Glen Cove, L. I., yesterday. The burial service of the Episcopal Church was read by the Rev. Samuel Maxwell. The burial was at Glen Cove. Miss Townsend was a native of Locust Valley and was the daughter of Isaac Townsend, of Manhasset-cock, and sister of the Rev. J. Hardenbrook Townsend, rector of the Church of the Ascension, of Atlantic City, N. J.


## Ocean Steamers.

CUNARD LINE.
TO LIVERPOOL VIA QUEENSTOWN.
Etruria ... April 29, 5 a. m. | Etruria ... May 27, 3 p. m.
Campania ... May 6, 9 a. m. | Campania ... June 3, 8 a. m.
Umbria ... May 13, 4 p. m. | Umbria ... June 10, 2 p. m.
Aurania ... May 20, 9 a. m. | Aurania ... June 17, 8 a. m.
EXTRA STEAMERS.
Servia ... May 9, 11 a. m. | Servia ... June 6, 10 a. m.
Gallia ... May 13, noon. | Gallia ... June 20, 10 a. m.
From Pier 40, North River, foot of Clarkson-st.
Cabin passage, $60 and upward. Second cabin, $35 and upward. According to steamer and location.
Steerage tickets to and from all parts of Europe at very low rates. For freight and passage apply at the company's office, No. 4 Bowling Green, New-York.
VERNON H. BROWN & CO., General Agents.

## The Best Taste, The Highest Skill AND The Finest Products,

The Result of over 65 Years of Experience

This is said of the MANTELS—in wood or metal—FIREPLACES, FIXTURES, TILES and WROUGHT METAL WORK and NOVELTIES of all kinds produced by us. A visit to our warerooms will prove a delight from the endless variety, taste, and skill displayed in our productions.

Designs submitted.

Wm. H. Jackson & Co.,
UNION SQUARE, B'way & 17th St.
Elegant Stock, Best Service, Manufacturers' Prices.

## Ocean Steamers.

A.—NORTH GERMAN LLOYD S. S. CO.
SHORT ROUTE TO LONDON, NEW-YORK, SOUTHAMPTON, BREMEN.
FAST EXPRESS STEAMERS.
First Cabin, $80 and upward. Second Cabin, $50 and $60 a berth. Steerage, low rates. Steamers sail from foot of 2d-st., Hoboken.
Aller, Tues., May 2, 9 a. m. | Lahn, Tues., May 16, 6 a. m.
Havel, Tues., May 9, 9 a. m. | Saale, Sat., May 20, 9 a. m.
Spree ... Tues., May 23 | Spree ... Tues., June 20.
Trave ... Sat., May 27. | Kaiser W.II, Wed., June 21.
Aller ... Tues., May 30 | Trave ... Sat., June 24.
Eider ... Sat., June 3. | Aller ... Tues., June 27.
Havel ... Tues., June 6. | Eider ... Sat., July 1.
Eider ... Sat., June 10. | Havel ... Tues., July 4.
Lahn ... Tues., June 13. | Eider ... Sat., July 8.
Saale ... Sat., June 17. | Lahn ... Tues., July 11.
MEDITERRANEAN LINE.
New-York to Genoa in less than eleven days.
Fulda, Sat., May 6, 10 a. m. | Werra, Sat., July 1, 10 a. m.
Kaiser W.II, May 13, 10 a. m. | Fulda, Sat., July 15, 10 a. m.
Werra, Sat., May 27, 10 a. m. | Werra, Sat., Aug. 5, 10 a. m.
Fulda, Sat., June 10, 10 a. m. | Fulda, Sat., Aug. 19, 10 a. m.
Passage, $100, $125 and $150 berth. First Cabin.
OELRICHS & CO., 2 Bowling Green.

A.—AMERICAN LINE.
NEW-YORK—SOUTHAMPTON—LONDON.
EVERY SATURDAY.
Chester, April 29, 9 a. m. | Berlin ... May 13, 4 p. m.
Paris ... May 6, 9 a. m. | New-York, May 20, 9 a. m.
From Pier 43, N. R., foot of Christopher-st.
Shortest and Most Convenient Route to London.
Passengers land at Express Dock, avoiding inconvenience and expense of transfer by tender.
First Cabin passage to Southampton, London or Havre, $60 and upward, according to steamer. Second Cabin, $35 and $40. Steerage at low rates.
INTERNATIONAL NAVIGATION COMPANY,
General Agents, No. 6 Bowling Green, New-York.

A.—RED STAR LINE.
FOR ANTWERP AND PARIS.
Sailing to New-York and Antwerp weekly.
BELGENLAND ... Wednesday, May 3, 7:30 a. m.
NOORDLAND ... Wednesday, May 10, 12:30 p. m.
First cabin, $60 upward; second cabin, to Antwerp, $42 and $45, from Antwerp, $35 and $40. Reduction on round trip. Apply for "Facts" Sailings at very low rates.
INTERNATIONAL NAVIGATION CO.,
General Agents, 6 Bowling Green.

A.—WHITE STAR LINE.
Teutonic ... May 3, 8 a. m. | Teutonic ... May 31, 5 p. m.
Germanic ... May 10, 12:30 p. m. | Germanic ... June 7, 11:30 a. m.
Majestic ... May 17, 7 a. m. | Majestic ... June 14, 2 p. m.
Britannic ... May 24, 1:30 p. m. | Britannic ... June 21, noon.
From White Star Dock, foot of West 10th-st.
Saloon rates, $50 upward, according to steamer and location of berth. Second cabin on these steamers $40 and $45. Prepaid, $35 and $30. Steerage from the old country, $28 from New-York, $26. No. 9 Broadway, New-York. Philadelphia office, 401 Walnut-st.
H. MATTLAND KERSLEY, Agent.

A.—CLYDE LINE.
CHARLESTON, S. C., the South and Southwest, JACKSONVILLE and all Florida Points.
From Pier 29, E. R., foot of Beekman-st., 3 p. m.
IROQUOIS ... Friday, April 28.
CHEROKEE ... Friday, May 5.
ALGONQUIN ... Friday, May 12.
All steamers have first-class passenger accommodations.
WM. P. CLYDE & CO., General Agents,
5 Bowling Green, N. Y.
T. G. EGER, Gen'l Agt. G. S. Frt Line, 347 Broadway.

ANCHOR LINE.
UNITED STATES MAIL STEAMSHIPS.
FOR GLASGOW, VIA LONDONDERRY.
From Pier 51, N. R., foot of West 22d-st.
S. S. CITY OF ROME ... Sat., May 27, and July 1.
Saloon, $60 and upward. Second cabin, $35.
Circassia, Sat., May 13, 3 p. m. | Ethiopia ... May 13, 3 p. m.
Furnessia, May 5, 9 a. m. | Anchoria ... May 19, 9 a. m.
Cabin, $50 and upward. Second cabin, $30. Steerage, $24.
CABIN EXCURSION TICKETS AT REDUCED RATES.
For drafts, tours and other information apply to
HENDERSON BROTHERS, 7 Bowling Green, New-York.

A.—HAMBURG-AMERICAN PACKET CO.
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The four magnificent twin-screw steamships of 13-16,000 H. P. maintain a
WEEKLY EXPRESS SERVICE BETWEEN NEW-YORK, SOUTHAMPTON AND HAMBURG.
F. Bismarck, May 4, 8 a. m. | Columbia, June 8, 12 noon.
Colon, May 11, 1:30 p. m. | A. Victoria, June 15, 7 a. m.
A. Victoria, May 18, 7:30 a. m. | Normannia, June 22, 12:30 p. m.
Normannia, May 25, 2 p. m. | F. Bismarck, June 29, 7 a. m.
F. Bismarck, June 1, 7 a. m. | Columbia, July 6, 11 a. m.
First Cabin, $80 and upward; Third Cabin, $60.
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COLUMBIAN LINE.
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Panama, South Pacific Ports, Mexico, California.
VIA PANAMA RAILROAD CO.
Sailing from Pier 5, N. R.
San Marcos, May 29, 2 p. m. | Alamo, May 31, 2 p. m.
AND ALTERNATE WEDNESDAYS.
For freight, passage and general information apply to the Freight Department, 15 Broadway.
STAMFORD FAREY, HERRON & CO.
Telephone No. 4,767 Cortlandt. 35 Broadway.

COMPAGNIE GENERALE Transatlantique
(FRENCH LINE TO HAVRE.) EVERY SAT.
LA TOURAINE ... Saturday, April 29, 5 a. m.
LA BRETAGNE, Cuttet ... Sat., May 6, noon.
LA BOURGOGNE, Lehmont ... Saturday, May 13, 6 a. m.
A. FORGET, General Agent, No. 3 Bowling Green.

GUION LINE.
FOR QUEENSTOWN AND LIVERPOOL.
From Pier 38, foot of Grand-st., Jersey City.
NEVADA ... Saturday, April 29, 4 P. M.
ALASKA ... Saturday, May 6, 9 A. M.
ARIZONA ... Saturday, May 20, 9 A. M.
Cabin passage, $60, $80 and $100 (according to steamer); second cabin, $35 and $40. Steerage at low rates.
A. M. UNDERHILL & CO.,
Telephone 3095 Cortlandt. 35 Broadway.

JAPAN-CHINA
OCCIDENTAL AND ORIENTAL
Steamers leave San Francisco as follows:
BELGIC will call at Honolulu Thursday, May 4, 3 p. m.
OCEANIC ... Tuesday, May 23, 3 p. m.
GAELIC ... Tuesday, June 13, 2 p. m.
Superbly appointed—Superior accommodations.
Reservations can be made by letter or telegram to and cabin plans seen at 287 and 343 Broadway, New-York; 1 Battery Place, or room 74, Railroad Building, San Francisco.
LELAND STANFORD, President.
T. H. GOODMAN, General Passenger Agent.

MALLORY STEAMSHIP LINE.
From New-York, Wednesday, Friday and Saturday,
FOR TEXAS, GEORGIA AND FLORIDA.
Through tickets to all points in Texas, Colorado, Utah, Arizona, California, Mexico, Cuba, Georgia, Florida and Havana, Cuba. Excursion passenger accommodations. Write for our folders, 1893 Models (mailed free).
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Steamers for NORFOLK, PORTSMOUTH, OLD POINT COMFORT and NEWPORT NEWS, connecting for VIRGINIA BEACH, PETERSBURG and RICHMOND, VA., and WASHINGTON, D. C., every Wed. and Sat. For RICHMOND, via JAMES RIVER, Wed. and Sat. For WEST POINT, Va., Tues., Thurs. and Sat. From Pier 26, new No. 3, N. R., foot Franklin-st., at 3 P. M. Through tickets and freight rates to all points South and West. Apply at General Office of Line, on Pier, foot of Franklin-st., or 214 Broadway, 1 Madison-ave., 306 and 1,225 Broadway. W. L. GUILD, Gen'l Freight Agent.

RED "D" LINE OF STEAMSHIPS.
FOR LAGUAYRA, PUERTO CABELLO, CURACOA, CARRYING ALSO MAILS AND PASSENGERS
FOR MARACAIBO, VIA CURACOA.
PIER PONT STORES, BROOKLYN.
S. S. CHARLADA ... Saturday, May 6, 1 p. m.
S. S. VENEZUELA ... Wednesday, May 17, 1 p. m.
S. S. PHILADELPHIA ... Saturday, May 27, 1 p. m.
These American steamships have expressly for the trade, have very superior accommodations for passengers.
FOR MARACAIBO, "DO" FREIGHT ONLY.
S. S. HOLLANDSIA ... Saturday, April 29.
S. S. MARACAIBO ... Tuesday, May 16.
POULTON, BLISS & DALLETT,
General Managers, 155 Front-st.
THOS. COOK & SON, 261 and 1,225 Broadway.

ROYAL NETHERLANDS & U. S. Mail Line.
S. S. MAASDAM ... Saturday, April 29, 5 a. m.
S. S. AMSTERDAM ... Saturday, May 6, 9 a. m.
Steamers call both ways at Boulogne-sur-mer, France. First cabin, $55 to $70; second cabin, $28. Storage at very low rates. Apply for Tourist guide and terms to General Passenger Agency, 39 Broadway, N. Y.

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STEAMERS Saugerties and Ulster leave every Tuesday, foot West 10th-st., N. R., at 6 p. m. for Saugerties and intermediate landings. Henry L. Finger, Gen. Mgr.

## Steamboats

PROVIDENCE LINE.
The Summer Route to all EASTERN POINTS.
PASSENGER SERVICE RESUMED MAY 1.

ALBANY BOATS.
PEOPLE'S LINE.
Steamers DREW and DEAN RICHMOND leave Old Pier 41, N. R., foot Canal-st., at 6 P. M. daily (Sundays excepted). Direct connections to points North, East and West. Saturday night steamer connects with Sunday morning trains.

FALL RIVER LINE.
FARES REDUCED TO BOSTON, FALL RIVER, PROVIDENCE and all Principal Eastern Points. Steamers PURITAN and PLYMOUTH in commission from PIER 28, N. R., foot of Murray-st., week days and Sundays at 5:30 p. m. Connecting Annex boat leaves Jersey City at 4, Brooklyn 5:00 p. m. ORCHESTRA ON EACH STEAMER. Two connecting vestibuled express trains from Fall River, due Boston 7:00 and 9:00 a. m. respectively.

STONINGTON LINE.
FARES REDUCED TO BOSTON, PROVIDENCE, WORCESTER and all Eastern points. INSIDE ROUTE. Steamers RHODE ISLAND and MAINE, leave new Pier 36, N. R., one block above Canal-st., at 5:30 P. M. daily, except Sunday.

NORWICH LINE.
Fares reduced, TO NEW-LONDON, $1.00; NORWICH, $1.25; WORCESTER, $2.00; BOSTON, $3.00. Corresponding reduction to all points East. Steamers leave Pier 40, North River (next pier above Desbrosses Street Ferry), daily, Sundays excepted, at 5:00 P. M.

A.—TROY BOATS—Steamers City of Troy or Saratoga leave Pier 46, West 10th-st., daily, except Saturday, 6 p. m., connecting with Delaware & Hudson and Fitchburg trains. Sunday steamer touches at Albany.

CATSKILL, HUDSON AND COXSACKIE
Boats leave every