SELECTIONS FROM THE MAIL.

DEGRADING THE BENCH.

IF HE WERE IN PRIVATE LIFE MAYNARD WOULD BE PROSECUTED FOR HIS CRIME.

To the Editor of The Tribune.

Sir: Never before has the Bench of our State been so degraded. This is a broad statement, but it can be substantiated. The Bench has been burdened with ignorant men, who had to acquire the rudiments of law after their election, and some who struggled to the end with the intricacies of English grammar. It has been burdened with ill-mannered, boorish men, whose disregard of the amenities was a serious impediment to the orderly presentation of the claims of litigants. It has suffered from men weak in intellect, who had no conception of the problems presented for their solution, and from men, weak in will, who were the playthings of stronger minds, and in whose hands the scales of justice vacillated with trembling uncertainty. The Bench has been dishonored by men, who, in the midst of an honorable career, have been corrupted by the greed of gain or the lust of power. But never before this day has a seat upon the Bench been purchased by the commission of crime. Never before has an appointment to the Bench been made as the reward, the avowed reward of a violation of our penal statutes. And assuredly never before have the people of this State been formally called upon by a great party to give their suffrages for a judicial office to a man who earned his present occupancy of the place by robbing them of their suffrages, and overturning their clearly expressed will in the selection of their legislators.

Heretofore the known violation of law has been an impediment to the occupation of a seat upon the Bench, and when committed by one already in office has invariably resulted in expulsion from office. But to-day crime precedes and elevation follows. And what crime? The worst that can be committed under a representative government. A crime closely akin to high treason, for it changes the complexion of the governing body, and defeats the will of the majority, substituting for it the usurping voice and rule of a minority. This is the unpardonable sin; it taints the very fountain head from which the life-giving spring of the popular will flows over the land; it shakes the foundation stone upon which rests the whole edifice of popular government. It is a usurpation against which protection is most difficult, for it is done in secret, is carried out by conspiracy, and consummated by abusing the confidence of the people, through which alone access is obtained to the election returns which indicate their vote. It possesses every element of abhorrence, deliberation, secrecy, conspiracy, stratagem, falsehood, betrayal and venality. There is no protection adequate short of universal reprobation.

In the present instance the offense has received not only the approval and commendation of our Governor and our Senator, but an appointment to the Bench of our highest Appellate Court. Therefore it is that never before has the Bench of this State been so degraded. Never before has it been possible for lawyers and laymen throughout the State, from Buffalo to New-York, publicly to accuse a Judge, actually in office, of dishonesty, of turpitude, of crime, of a specific felony, punishable under the Penal Code of the State with imprisonment at hard labor in a State prison for a term of five years, and go unpunished and unreburked. Never has the Bench been degraded by such a spectacle as this. The Bench can never fully recover from such open and widespread denunciation of one of its active members, sitting daily in judgment upon the concerns of his outraged fellow-citizens. The honor and reverence heretofore vouchsafed to the judicial office can never again be as wholehearted as before such indignant and merited rebuke became permissible.

It is the business and concern of all citizens to do what lies in their power that this loss of respect be not perpetuated. How shall this be done? Denunciation must be followed up by action. Not only by individual votes, but by untiring agitation, persuasion, discussion, until every voter knows the truth and the whole truth. Only by indefatigable dissemination of the facts can it be hoped to avoid the lamentable spectacle of seating Maynard upon the Court of Appeals Bench for fourteen years by the apparent will of the people, whom he has robbed of their birthright.

When this has been accomplished, will the degradation of the Bench have been purged away? No, its daily continuance will have been cut off, but its rehabilitation will still be necessary. And, if, on the other hand, the vote of the people is stifled by imitators and disciples of Maynard, stimulated by his success, and he is declared elected (?) must self-defence stop there? And must the people and the Bar, its defender, capitulate? By no means. In either event punishment should be made to follow crime.

Two of the leading lawyers of the city Bar, Mr. Hand and Mr. Parsons, have publicly stated that but for his position on the Bench, Isaac H. Maynard would undoubtedly have been prosecuted and punished, and that such would surely have been the fate of any member of the Bar Association who had committed Maynard's offence. There should be no such distinction. The Bench should not be recognized as an asylum for criminals, nor a refuge against the law. On the contrary, the attempt to make it such an asylum and refuge is an added offence, bringing new infamy upon the violation of the elective franchise. It should be resented, and the vindication of the law urged the more strenuously on that account. The evidence is not wanting to present a clear and definite case for the consideration of a Grand Jury. The testimony of Emans, of Comptroller Wemple and of the Comptroller's Clerk, who surrendered the returns upon being falsely told that they had been "misdirected" are of record. And were it not, the boastful confession of Maynard is extant, showing with minuteness, not only the commission of the offence, but the deliberate intention to commit it, formed in connection with his accomplices as soon as it was known that the corrected returns were likely to reach the Board of Canvassers. The decision of Judge Cullen is also of record, adjudicating the propriety and completeness of the transmission, the agreement between the several public officers to remove the returns, and the criminal nature of the removal. This is enough for a Grand Jury. It would sustain not only an indictment against Maynard for purloining public documents, but an indictment for conspiracy against David B. Hill, Isaac H. Maynard and Frank Rice to carry out the theft. Fagin and Sykes were surely answerable for the acts of the Artful Dodger.

Prosecution, proper and orderly prosecution under the law, is the only effective self-defence of the people against the repetition of these offences; otherwise, not only will legislatures be stolen, but the new reward for such theft will be repeated, and the Bench will be soon on the same level as the Assembly. PAUL FULLER.

New-York, Oct. 31, 1893.

A TARIFF PICTURE.

THE "HOLIDAY" IN WORCESTER EXPLAINED BY A WORKINGMAN WHO KNEW.

To the Editor of The Tribune.

Sir: A few days since a party of ladies were passing through the city of Worcester, Mass., and, approaching the old Common, they saw a large crowd of men grouping restlessly about in every direction. It was in the morning, without any apparent cause and the anxiety which everywhere at this moment prevails at the sight of idle men was natural. As this was the native place of the oldest member of the party the lady paused and with kindly interest asked one of the men who stood near her what the meaning of the crowd was; if it was a holiday?

"Yes, ma'am," was the prompt answer; "it is an Administration holiday—a long one, too, and no fun in it."

The man was unmistakably a New-Englander, with marked good sense; so the lady good-naturedly said: "But this is what you of the laboring classes voted for, is it not?"

"Most of them did," he said, "but I didn't, and I tried mighty hard to make them see what they was about, and all I have got to say now is, I wish they were the only ones who had to suffer."

The result of a few moments' talk was this: That most of the men had something to do three days in the week and because they had prudently laid up a few dollars for "a rainy day" they were not suffering from hunger. Still, the anxiety, the eagerness, the pathos in many of the faces was a picture never seen before in this thrifty, enterprising New-England town, a picture which faithfully represents the condition of our country within the last weeks—go east, go west or north or south.

New-York, October 19, 1893. A. B. S.

FLOWER REVIVES IROQUOIS CUSTOMS.

To the Editor of The Tribune.

Sir: Governor Flower, in his apology for Maynard, is resorting to aboriginal customs. When he was a small boy he stole his dollar from another boy who had it. He thinks it is quite right for one to steal his own property from another who has possession of it. Those unenlightened thieves the Hurons and the Mohawks held to similar opinions, but they did not carry them quite so far as the Governor does. They justified taking openly, by force, but stopped short of stealing. Parkman writes: "The Hurons were notorious thieves; and perhaps the Iroquois were not much better. Among both, the robbed was permitted not only to retake his property by force, if he could, but to strip the robber of all he had. This apparently acted as a restraint in favor only of the strong, leaving the weak a prey to the plunderer; but here the tie of family and clan intervened to aid him. Relatives and clansmen espoused the quaint of him who could not right himself."

The Governor prophesied at Chicago and must teach at Watertown as directed by the sachems of Hibernian origin, even when they revive Iroquois customs and ignore the ten commandments. But the people hear another voice, above the thunders and the lightnings, and the smoking mountain and the sound of the trumpet saying, "Thou Shalt Not Steal!" L. E. C.

New-York, Oct. 30, 1893.

THE STRAIN ON RAILROAD EMPLOYES.

THEIR RESPONSIBILITY SHOULD BE REDUCED BY AUTOMATIC APPLIANCES.

To the Editor of The Tribune:

Sir: I have read your editorial headed "A Series of Disasters." It is very good, but I wish to bring out more fully the real cause of these terrible catastrophes. A succession of disasters at short intervals might inevitably suggest a general relaxation of discipline, if occurring on one line or system under one management; but when occurring in rapid succession on a dozen different systems, at widely separated points, this general charge of laxity will hardly apply.

The fault lies elsewhere. We do not realize the too great confidence or too fearfully great responsibility placed on train employes. That responsibility is almost wholly centred in the engineer. He is the true conductor and captain of the train. Locomotive engineers are a well-trained and faithful body of men, but it is impossible for any man to be equally vigilant and observant under all conditions of mind and body. Moreover, there are frequently atmospheric conditions which render it impossible for an engineer to observe his signals accurately, and he must either trust to luck or retard the movement of his train.

Charles Francis Adams says: "The annals of railroad accidents are full of cases of rear-end collision, as it is termed. . . . Carelessness or momentary inadvertence, or, most dangerous of all, that recklessness, that unnecessary assumption of risk somewhere, or at some time, which is almost inseparable from a long immunity from disaster—these are the great sources of peril most carefully to be guarded against. The complicated and unceasing train movement depends upon many thousand employes, all of whom make mistakes or assume risks sometimes; and did they not do so they would be either more or less than men. Being, however, neither angels nor machines, but ordinary mortals whose services are bought for money at the average market price of wages, it would certainly seem no small point gained if an automatic machine could be placed on guard over those whom it is the great effort of railroad discipline to reduce to automatons."

That the present systems of train protection are inadequate is shown by the fact that within recent years the number of accidents has increased in a greater ratio than the train mileage, and this result might be predicated upon the greater number of trains and higher rates of speed at which they run. When we consider trains such as the Empire State Express, moving at times with a velocity of eighty, ninety or even one hundred miles an hour, the marvel is not that accidents should occur, but that it should be possible to avoid frequent accidents among all the combinations of a vast and unceasing train movement such as is present in a great railroad system. The imperfections of the present system and these increasing factors of danger demand additional safeguards. The question then is: Can responsibility be reduced and safety enhanced?

Upon a recent visit to the World's Fair I saw in working operation upon the Intramural Elevated Railroad a system of automatic machines which filled the ideal wants called for by Mr. Adams. It has three distinct features:

First, a method of stopping trains at points of danger independent of the engineer or trainmen.

Second, the engineer is immediately apprised whether through any accident the signals fail to work, and so can take means to protect his train.

Third, a positive mechanical action by which every moving train automatically operates its own signals.

The conditions of operation on this elevated road are the severest that could be imposed on any signalling system. Each signal must operate 640 times a day. The normal position of all the track instruments is "danger." If the signal is out of danger, the track instrument trips the air-brake locomotive attachment and the train stops, whether the engineer is negligent, asleep or drunk. A brakeman is sent at once to the rear, to a safe distance, to apply the portable track instrument, and no matter how dark the night or thick the fog, a train cannot pass. It is immediately stopped. I believe the adoption of this system upon railroads would reduce accidents to a minimum. JOHN MUIR.

New-York, October 12, 1893.

TAMMANY AND THE COMMON PLEAS.

To the Editor of The Tribune.

Sir: Have you noticed the absence of the name of Chief Judge J. F. Daly, of the Court of Common Pleas, as a delegate to the Constitutional Convention? Several years ago he declined to acquiesce in the appointment of Michael T. Daly as clerk of the Court of Common Pleas. The "Boss," Richard Croker, was greatly displeased at his refusal, and so determined to wipe out the oldest court in the State, i. e., the Court of Common Pleas, by legislative enactment and consolidate it with the Supreme Court, thereby giving to the County Clerk the power of appointing the clerical staff, and starting Chief Judge Daly and the other judges around the circuit. Judge Gierich has been elected as the willing tool to carry out the scheme of "Boss" Croker. Chief Judge Daly, for his manliness and determination not to wear the collar, must be punished. Consequently, he is left off the delegates' ticket. You may remember his call on Croker last summer. It was supposed that he had called for the purpose of urging the candidacy of Judge Beach, but such was not the case. He asked Mr. Croker to permit him to be a delegate, and was refused. The Court of Common Pleas has been for many years free from the power of the tiger's claws, and members of the bar and litigants have had great cause for congratulation. No pothouse politicians have run the court, but a staff of old and faithful clerks have served many years. Now this court is the last citadel to be brought low for the use of Tammany Hall. Urge all lovers of the old Mayor's court not to vote for the amendment to consolidate the Common Pleas with the Supreme Court.

MATTHEW THORNTON.

New-York, Oct. 23, 1893.

AN ENGLISHMAN'S VIEW OF THE TRIBUNE.

To the Editor of The Tribune.

Sir: A conversation which I overheard on a Pennsylvania Railroad train at Baltimore yesterday may be deemed of sufficient interest to you to permit me to repeat it: "New-York papers, 'Fuck,' 'Judge' and 'Life'—New-York papers!" exclaimed a newsboy. "Give me the New-York Tribune," said an intelligent-looking gentleman. "I haven't The Tribune," answered the boy. "They are all sold out." The lad sold him another paper. "You may have my Tribune," said a passenger who boarded the train at Washington. "I have read it, and when I reach home will find another there, as I have the paper mailed to me 365 days in the year." "I thank you very much," replied the passenger, accepting the paper; and he added: "I am an Englishman, but I always read The Tribune. I have never missed reading it since before the outbreak of the Civil War. I liked it then because of the battles which the late Horace Greeley fought against human slavery, and I like it now, although The Tribune differs from us Englishmen on one subject of especial interest to the people of Great Britain—Free Trade. The Tribune is right, of course, in maintaining Protection—from an American standpoint. It discusses the issue from an ex parte point of view; but we do the same thing in advocating Free Trade on our side." "You are an Englishman and I am an Irishman; we both read The Tribune—honors are easy on that score," said the other passenger. "The Tribune is a clean paper, first and foremost, and I not only like to read it, but I know it can be introduced in my home without bringing a blush to the cheek. I have great admiration for Horace Greeley, the foremost American journalist of his time, and I have been a reader of The Tribune nearly thirty years." The English gentleman then remarked: "Horace Greeley was well known over in our country, and his life and character are cherished by our people." PAUL V. FLYNN.

Newark, N. J., Oct. 20, 1893.

WHO WILL GILD THE OBELISK'S CARVINGS?

To the Editor of The Tribune.

Sir: The citizens of New-York may be well congratulated on the permanent preservation of the unique obelisk of Central Park, through the careful preservative process which has been reapplied this summer, during my absence from the city, as well as on the partial restoration of its ancient splendor, as a symbol of the sunbeam, by the replacement of its gilded cap yesterday.

As you have referred to my name in connection with the suggestion of the replacement of this cap, it is but fair to say that I suggested some durable metal, not zinc, and that the rough unburnished surface of the gilding, of which I had a glimpse for a few moments yesterday, gives little promise of permanent brilliance. However, it is a step in the right direction, for which our Park Board deserve due credit, and for which the archaeologists of London and Paris have as yet fought in vain, in behalf of the Egyptian obelisks in those cities.

Shall now this restoration of the former beauty of the sun-symbol be completed by the regilding of the hieroglyphs down the faces of the shaft? After the recent considerable expenditures by the Park Board on this monument I understand that there remains no appropriation available to the amount required for this regilding, about $1,000. It remains for some generous citizen to link his name with that of the late Mr. William H. Vanderbilt in the completion of this restoration. It must be done immediately, by communication to the Park Board, as the present costly scaffold must be otherwise removed in a few days. If this rare opportunity be promptly met by some man or woman of taste and decision, New-York will possess, in this monument of cheery significance, the most beautiful, interesting and permanent obelisk on the globe. ALEXIS A. JULIEN.

Columbia College, New-York, Oct. 19, 1893.

Excursions.

RAYMOND'S VACATION EXCURSIONS.

ALL TRAVELLING EXPENSES INCLUDED.

A WINTER IN CALIFORNIA.

Parties will leave New-York via Chicago and the Santa Fe Route November 16 and December 7 for PASADENA, LOS ANGELES, SAN DIEGO, RIVERSIDE, SANTA BARBARA, MONTEREY and other California points. Each trip will be made in a Special Train of Magnificent Pullman Palace Vestibuled Sleeping and Dining Cars.

The tickets cover every expense of travel both ways and give the holders entire freedom on the Pacific Coast. They provide for visits to all of the leading California resorts.

The return tickets may be used on Any Regular Train until October, 1894, or with any one of Ten Returning Parties under Special Escort, with a Choice of Three Different Routes.

Hotel coupons supplied for long or short sojourns at the principal Pacific Coast resorts.

Additional California Excursions: January 10, 11 and 30, February 20 and 22, and March 8 and 14.

Excursions to Mexico: January 30, February 20 and March 14.

Independent Railroad tickets to all points.

Send for descriptive book, mentioning whether California or Mexico tour is desired.

RAYMOND & WHITCOMB.

31 East 14th St. (cor. of Union Square), New-York.

Hotels.

EVERETT HOUSE,

UNION SQUARE, N. Y.

Very desirable suites of rooms overlooking UNION SQUARE to rent for the winter at reasonable rates.

JOHN G. WEAVER, JR., & CO.

HOTEL RENAISSANCE,

43D-ST., WEST OF 5TH-AVE.

STRICTLY FIREPROOF.

Several apartments to rent.

MANSION HOUSE,

BROOKLYN HEIGHTS

(Directly opposite Wall-st., N. Y.)

Enlarged, remodelled and newly furnished; large rooms, singly and en suite, with private bath.

REOPENS OCTOBER 9.

PIERREPONT HOUSE,

MONTAGUE-ST.,

3 minutes' walk from Wall-St. Ferry.

SELECT FAMILY AND TRANSIENT HOTELS.

REASONABLE RATES.

J. C. VAN CLEAF, Proprietor.

THE SHERWOOD,

5TH-AVE. AND 44TH-ST., NEW-YORK.

ELEGANT SUITES OF ROOMS BY THE DAY OR WEEK. AMERICAN PLAN. GEORGE MURRAY.

WESTMINSTER HOTEL,

16TH ST. AND IRVING PLACE,

NEW-YORK,

(one block east of Union Square).

A QUIET HOTEL OF ESTABLISHED REPUTATION WITH A CUISINE OF ACKNOWLEDGED EXCELLENCE. MODERATE TERMS FOR PERMANENT GUESTS.

AMERICAN PLAN.

European Hotels.

HOTEL DE LILLE ET D'ALBION,

223, Rue St. Honore, Paris,

Between the Tuileries Gardens, Place Vendome and New Opera. Advantageous arrangements for families, Beautiful Hall, Large Drawing-Rooms, Electric Light, &c. Telegrams, "Lillalbion," Paris.

HENRY ABADIE.

HOTEL CHATHAM

17 & 19, RUE DAUNOU,

Between the Rue de la Paix and Boulevard des Capucines, Paris.

ALL MODERN IMPROVEMENTS.

OTIS ELEVATORS. ELECTRIC LIGHT.

M. H. HOLZSCHUCH, PROPRIETOR.

Autumn Resorts.

AN IDEAL HOME AT LAST!

THE HOTEL OF THE WORLD.

SEEING IS BELIEVING.

Halcyon Hall, Millbrook, Dutchess County, N. Y., an all-year-round resort. Closed this year Dec. 5. Ninety miles from New-York. Elevation, 1,000 feet. Russian Royal Orchestra three times daily. Write manager for illustrated prospectus.

Take N. Y. Central R. R., 10:30 a. m., 2½ hours from New-York, or 3:15 p. m., 2½ hours from New-York.

RIVERSIDE INN,

LAKE SARANAC (ADIRONDACKS), NEW-YORK.

OPEN THE YEAR ROUND.

Superior accommodations for tourists and health-seekers. All modern conveniences. Send for leaflet.

WALLACE MURRAY, Saranac Lake, Franklin Co., N. Y.

HOTEL TRAYMORE,

ATLANTIC CITY, N. J. Open all the year. Special rates for September, October and November.

MOUNTAIN HOUSE,

CORNWALL HEIGHTS, N. Y.

East house will remain open during the winter; large piazza inclosed in glass; house thoroughly heated. For terms apply to Mountain House, or 15 West 43d-st., New-York. Hour and half by West Shore R. R.

THE PINES HOTEL,

Barnegat Park, N. J. In a forest of pines. Now open. Rates moderate.

WHEN IN BUFFALO, STOP AT THE GENESEE.

NIAGARA FALLS forty minutes away.

Winter Resorts.

PINE FOREST INN,

Winter Resort,

SUMMERVILLE, SOUTH CAROLINA.

Opens November 15, 1893.

HARVEY S. DENISON, Manager.

A new, substantial and elegant property AMIDST THE PINES, unlimited attractions; 22 miles from CHARLESTON, frequent trains.

New-York office, Murray Hill Hotel.

Chicago office, Hotel Richelieu.

HOBKIRK INN, CAMDEN, S. C.

Now open. Est. 1882. 23 hours from N. Y. Northern management. Open pitch pine fires. Mild, dry, sunny climate. Sandy soil. Circular.

F. W. ELDRIDGE, Prop.

Steamboats.

STONINGTON LINE.

Favorite inside Sound route.

BOSTON ONLY $3; PROVIDENCE, $2.25.

FARES REDUCED TO WORCESTER AND all other points. Famous steel screw steamers MAINE and NEW-HAMPSHIRE leave new Pier 36, N. R., one block above Canal-st., at 6 p. m. daily, except Sunday, connecting at Stonington wharf with three express trains to Providence and Boston. First express has through parlor car.

NORWICH LINE.

Favorite Inside Route. Fares reduced. To New-London, $1.00; Norwich, $1.25; Worcester, $2.00; Boston, $2.00. Corresponding reduction to all points east. Steamers leave Pier 40 (old number), North River (next pier above Desbrosses St. Ferry), daily, Sundays excepted, at 6 P. M., connecting with vestibuled express train leaving New-London at 5:35 A. M., reaching Worcester 7:55 and Boston, 9 A. M.

ONLY $3.00 TO BOSTON.

VIA FALL RIVER LINE, for first-class limited tickets. Fares reduced to NEWPORT, FALL RIVER, PROVIDENCE and all other points. Steamer PURITAN and HUBRIM in commission. Leave Pier 28, North River, foot of Murray-st., week days and Sundays, at 5:00 p. m. Connecting Annex boat leaves Jersey City at 4:00 p. m., Brooklyn at 4:30 p. m. Orchestra on each steamer. Vestibuled Express trains between Steamboat Wharf, Fall River and Boston.

TROY BOATS.

CITY OF TROY or SARATOGA leaves Pier 46, N. R., foot West 10th-st., daily, except Saturday, 6 p. m. Sunday steamer touches at Albany.

CATSKILL, Hudson and Coxsackie boats leave every week-day from Pier 48, foot of West 11th-st., N. R., at 6 p. m., connecting at Hudson with Boston and Albany R. R. for all points East.

NEW-HAVEN—FARE $1.—Magnificent new twin-screw steel steamer "Richard Peck," the Flyer, fastest steamer on Long Island Sound, leaves Pier 35, E. R., daily at 4 p. m., Sundays excepted, arriving at New-Haven 8:15 p. m., in time for trains to Meriden, Hartford, Springfield and North.

ADVERTISEMENTS AND SUBSCRIPTIONS FOR THE NEW-YORK TRIBUNE WILL BE RECEIVED AT THE UPTOWN OFFICE, No. 1,242 Broadway, 2d door north of Thirty-first-st., and ADVERTISEMENTS at the following Branch Offices: 254 Eighth-ave., s. e. cor. Twenty-third-st.; 152 Sixth-ave.; 157 Fourth-ave., corner Fourteenth-st.; 700 Third-ave., corner Forty-seventh-st.; 1,020 Third-ave., near Sixty-fifth-st.; 1,708 First-ave.; 106 West Forty-second-st.; 192 Columbus-ave.; 52 Avenue A; 1,323 Third-ave.; 20 West Fourteenth-st.; 257 West Forty-second-st.; 551 Third-ave.; 1,338 Third-ave.; 2,051 Third-ave., bet. One-hundred-and-twelfth and One-hundred-and-thirteenth sts.

At the HARLEM OFFICES, 180 East One-hundred-and-twenty-fifth-st.; 243 West One-hundred-and-forty-fifth-st., and 320 West One-hundred-and-forty-fifth-st., up to 8 p. m., at regular office rates.

In Brooklyn, at 63 Court-st.; 505 De Kalb-ave.; 1,260 Bedford-ave., up to 8 p. m., at regular office rates.

Ocean Steamers.

INTERNATIONAL NAVIGATION COMPANY'S LINES.

AMERICAN LINE

FOR SOUTHAMPTON.

Sailing from New-York City, Pier 43, North River.

Shortest and most convenient route to London.

No transfer by tender. No tidal delays.

Close connection at Southampton for Havre and Paris by special fast twin-screw Channel steamers.

New-York, Nov. 1, 11:30 a.m. | Berlin, Nov. 15, 9:30 a. m.
Paris, Nov. 8, 6 a. m. | New-York, Nov. 22, 3:30 p.m.

First cabin passage to Southampton, London or Havre, $50 and upward; second cabin, $35 and upward, according to steamer. Steerage at low rates.

RED STAR LINE

FOR ANTWERP.

From pier adjoining Penna. R. R., Jersey City.

WESTERNLAND, Wednesday, Nov. 1, 11 a. m.
NOORDLAND, Wednesday, Nov. 8, 5:30 a. m.

First cabin, $50 and upward. Second cabin to Antwerp, $35. Steerage at low rates.

INTERNATIONAL NAVIGATION COMPANY, 6 BOWLING GREEN.

A.—NORTH GERMAN LLOYD S. S. CO.

SHORT ROUTE TO LONDON.

NEW-YORK, SOUTHAMPTON, BREMEN.

FAST EXPRESS STEAMERS.

First Cabin, $70 and upward. Second Cabin, $45 and $50 a berth. Steerage low rates. Steamers sail from foot of 2d-st., Hoboken.

Saale, Sat., Nov. 4, 7 a. m. | Havel, Tues., Nov. 21, 8 a.m.
Spree, Tues., Nov. 7, 9 a.m. | Eider, Sat., Nov. 25, 9 a. m.
Trave, Sat., Nov. 11, 9 a.m. | Aller, Tues., Nov. 28, 9 a.m.
Lahn, Tues., Nov. 14, 9 a.m. | Saale, Sat., Dec. 2, 10 a. m.
Ems, Sat., Nov. 18, noon. | Spree, Tues., Dec. 5, 7 a. m.

MEDITERRANEAN LINE.

New-York to Genoa in less than eleven days.

Fulda, Nov. 4; Werra, Dec. 30; Kaiser, Jan. 6; Spree, Feb. 10
Werra, Nov. 18; Kaiser, Jan. 13; Fulda, Jan. 20; March 3
Kaiser, Nov. 25; Spree, Jan. 16; Fulda, Jan. 27; Kaiser, March 17
Fulda, Dec. 9; Werra, Jan. 23; Kaiser, March 24; First Cabin.

Passage, $70 and upward a berth. First Cabin.

OELRICHS & CO., 2 Bowling Green.

A.—HAMBURG-AMERICAN PACKET CO.

FAST LINE TO LONDON,

NEW-YORK, SOUTHAMPTON AND HAMBURG.

Twin-screw Express Steamers.

COLUMBIA, November 2, 12 noon

1st Cabin, $75 and upward; 2d Cabin, $50 and upward.

MEDITERRANEAN EXPRESS

LINE TO ALGIERS, NAPLES AND GENOA.

Fuerst Bismarck, Nov. 16; Columbia, Nov. 30

Extra steamer, Gellert, Nov.

To Alexandria, Egypt, Columbia, Jan. 4, '94.

GRAND ORIENT EXCURSION.

Fuerst Bismarck from New-York Feb. 1, '94, to Gibraltar, Algiers, Genoa, Ajaccio, Alexandria (Cairo and Pyramids), Jaffa (Jerusalem), Smyrna, Constantinople, Athens, Malta, Messina, Palermo, Naples, Genoa, New-York. Duration, 65 days.

Send for illustrated pamphlet and Travellers' Guide.

Steamers leave from Hamburg piers, Hoboken, N. J.

HAMBURG-AMERICAN PACKET CO., 37 B'way, N. Y.

WALLER & CO., 337 Walnut-st., Philadelphia.

A.— WHITE STAR LINE.

Germanic, Nov. 1, 11 a. m. | Germanic, Nov. 29, 9:30 a.m.
Majestic, Nov. 8, 6:30 a.m. | Majestic, Dec. 6, 3:30 p.m.
Britannic, Nov. 15, 9 a. m. | Britannic, Dec. 13, 9 a. m.
Teutonic, Nov. 22, 3 p. m. | Teutonic, Dec. 20, 3:30 p.m.

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. Steerage to or from the Old Country, $25. No. 29 Broadway, New-York. Philadelphia office, 403 Walnut-st.

H. MAITLAND KERSEY, Agent.

ANCHOR LINE.

UNITED STATES MAIL STEAMSHIPS.

FOR GLASGOW VIA LONDONDERRY.

From Pier 54, N. R., foot of West 24th-st.

Devonia, Nov. 4, 2 p. m. | Bolivia, Nov. 25, 3 p. m.
Anchoria, Nov. 18, noon. | Furnessia, Dec. 2, 1 p. m.

Cabin, $45 and upward. Second Cabin, $30.

Steerage, outward, $28. Prepaid, $24.

CABIN EXCURSION TICKETS AT REDUCED RATES.

For drafts, tours and other information, apply to HENDERSON BROTHERS, 7 Bowling Green, New-York.

A.— CUNARD LINE.

TO LIVERPOOL VIA QUEENSTOWN.

Umbria, Nov. 4, 2 p. m. | Etruria, Dec. 2, 1 p. m.
Lucania, Nov. 11, 7 a. m. | Umbria, Dec. 9, 6 a. m.
Etruria, Nov. 18, noon. | Lucania, Dec. 16, 10 a. m.
Campania, Nov. 25, 6:30 a.m. | Campania, Dec. 23, 3 p. m.

From Pier 40, North River, foot of Clarkson-st.

Cabin passage, $80 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.

A.— CLYDE LINE.

CHARLESTON, S. C., the South and Southwest.

JACKSONVILLE and all Florida points.

From Pier 29, E. R. (foot of Roosevelt-st.), 3 p. m.

CHEROKEE, Wednesday, November 1
ALGONQUIN, Friday, November 3
VEMASSEE, Monday, November 6
Wednesday, November 8

All steamers have first-class passenger accommodations.

WM. P. CLYDE & CO., General Agents, 5 Bowling Green, N. Y.

FLA. CENT. & PENN. FAST F. & P. LINE via JACKS. and SO. FRT. & PASS'R LINE, via CHARLESTON.

T. O. EGER, Gen'l Agt., 379 B'way, N. Y.

A NEW AUSTRALIAN SERVICE,

CANADIAN PACIFIC RAILWAY.

Intended sailings from Vancouver:

WARRIMOO, Nov. 16 and
ARAWA, Dec. 16, monthly thereafter.

V. SKINNER, General Eastern Agent, 353 Broadway, N. Y. EVERETT FRAZAR, Australian Freight Agent, 66 Wall Street, N. Y.

COOK'S NILE STEAMERS,

Sailings from CAIRO for the FIRST and SECOND CATARACTS of the NILE every few days during the season. First departure, November 14.

SELECT PARTIES TO PALESTINE leave New-York Jan. 4, 18, Feb. 10, 17, 22, Mar. 3 and 24 (for Greek Easter in Jerusalem).

Berths, programmes and information from THOS. COOK & SON, 261 and 1,225 Broadway, N. Y.

CANADIAN PACIFIC STEAMSHIPS TO JAPAN AND CHINA.

NEW-YORK TO JAPAN IN 17 DAYS.

Intended sailing from Vancouver.

EMPRESS OF JAPAN, November 13.
EMPRESS OF CHINA, December 11.
EMPRESS OF INDIA, January 8.

E. V. SKINNER, Gen'l East'n Agt., 353 Broadway, N. Y. EVERETT FRAZAR, China and Japan Freight Agt., 69 Wall-st., N. Y.

COMPAGNIE GENERALE Transatlantique.

FRENCH LINE TO HAVRE EVERY SAT.

LA BRETAGNE, Cotier, Sat., Nov. 4, 1 p. m.
LA GASCOGNE, Santelli, Sat., Nov. 11, 6 a. m.
LA TOURAINE, Franceul, Sat. Nov. 18, 11 a. m.

A. FORGET, General Agent, No. 3 Bowling Green.

COLUMBIAN LINE.

NEW-YORK—COLON,

Panama, South Pacific, Central America, Mexico and California.

VIA PANAMA RAILROAD.

Sailings from Pier 34, foot of Canal-st.

NEWPORT, Friday, Nov. 10, noon.
COLOMBIA, Monday, Nov. 20, noon.
CITY OF PARA, Thursday, Nov. 30, noon.

For freight, passage and general information apply to the General Agents.

STANFORD PARRY HERRON & CO., 35 Broadway, or Pier foot Canal-st., N. R.

GUION LINE.

FOR QUEENSTOWN AND LIVERPOOL.

From Pier B, foot of Grand-st., Jersey City.

ALASKA, Saturday, November 4, 2:30 p. m.

Cabin passage, $50 and upward. Second cabin, $35. Steerage, $25.

A. M. UNDERHILL & CO., 35 Broadway.

Telephone, 3095 Cortlandt.

JAPAN-CHINA,

OCCIDENTAL AND ORIENTAL S. S. CO.

PACIFIC MAIL S. S. CO.

Steamers leave San Francisco:

GAELIC, Nov. 2, 3 p. m.
CITY OF PEKING, Nov. 9, 3 p. m.
CHINA, Nov. 21, 3 p. m.
BELGIC, Nov. 30, 3 p. m.
PERU, Dec. 9, 3 p. m.

For freight, passage and general information apply to 343 Broadway, or 1 Battery Place, Washington Building, and 287 Broadway.

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, &c., Georgia, Florida and Havana, Cuba. Excellent passenger accommodations.

Write for our 64-page 1893 Manual (mailed free).

C. H. MALLORY & CO., Gen. Agts., Pier 20, E.R., N.Y.

OLD DOMINION LINE.

Steamers for NORFOLK, PORTSMOUTH, OLD POINT COMFORT and NEWPORT NEWS connecting for VIRGINIA BEACH, PETERSBURG and RICHMOND, VA., and WASHINGTON, D. C.—Tues., Wed., Thurs. and Sat. For Richmond, via JAMES RIVER—Wed. and Sat. For WEST POINT, VA.—Tues., Thurs. and Sat. From Pier 26, foot No. 1, N. R., foot Beach-st., at 3 p. m. Through tickets and freight rates to all points south and West. Apply at General Office of Co. on Pier 26, N. R., 11, 229, 239, 291, 287, 317A, 337, 849, 944 and 1,225 Broadway. W. L. GUILLAUDEU, Traffic Manager.

RED "D" LINE OF STEAMSHIPS.

FOR LA GUAYRA, PUERTO CABELLO, CURACAO, CARTAGENA, ALSO MAILS AND PASSENGERS FOR MARACAIBO, via CURACAO.

PIERREPONT STORES, BROOKLYN.

S. S. CARACAS, Saturday, Nov. 4, 1 p. m.
S. S. VENEZUELA, Tuesday, Nov. 14, 1 p. m.
S. S. PHILADELPHIA, Saturday, Nov. 25, 1 p. m.

These American steamships, built expressly for the trade, have every superior accommodation for passengers.

FOR MARACAIBO—FREIGHT ONLY.

A steamer, Saturday, Nov. 4
S. S. HOLLINSIDE, Saturday, Nov. 18

BOULTON, BLISS & DALLETT, General Managers, 135 Front-st.

SAVANNAH LINE.—FOUR STEAMERS WEEKLY from New Pier 35, N. R., foot of Spring-st.

S. S. CITY OF AUGUSTA, Wednesday, Nov. 1, 3 p. m.
S. S. CHATTAHOOCHEE, Friday, Nov. 3, 3 p. m.
S. S. KANSAS CITY, Saturday, November 4, 3 p. m.
S. S. CITY OF BIRMINGHAM, Monday, Nov. 6, 3 p. m.

Connecting with Central Railroad of Georgia and Savannah, Florida and Western Railway for all points in GEORGIA, FLORIDA, SOUTH CAROLINA, ALABAMA and LOUISIANA. Unsurpassed accommodations. First-class table d'hote. For freight and passage apply to

J. D. HASHAGEN, East. Agt. S. F. and W. Ry's, 261 Broadway. | W. R. RIEGEL, Gen. Agt., Savannah Fast Line, 317 Broadway.

R. L. WALKER, Agent Ocean Steamship Co., New Pier 35, North River.

ADVERTISEMENTS AND SUBSCRIPTIONS FOR THE NEW-YORK TRIBUNE WILL BE RECEIVED AT THE UPTOWN OFFICE, No. 1,242 Broadway, 2d door north of Thirty-first-st.; and ADVERTISEMENTS at the following Branch Offices: 254 Eighth-ave., s. e. cor. Twenty-third-st.; 152 Sixth-ave.; 157 Fourth-ave., corner Fourteenth-st.; 700 Third-ave., corner Forty-seventh-st.; 1,020 Third-ave., near Sixty-fifth-st.; 1,708 First-ave.; 106 West Forty-second-st.; 192 Columbus-ave.; 52 Avenue A; 1,323 Third-ave.; 20 West Fourteenth-st.; 257 West Forty-second-st.; 551 Third-ave.; 1,338 Third-ave.; 2,051 Third-ave., bet. One-hundred-and-twelfth and One-hundred-and-thirteenth sts.

At the HARLEM OFFICES, 180 East One