Point, over Braisted's land under water, and covering his guests, who are fond of bathing, with filth. Justice Goodrich appointed F. W. Ostrander referee to take the testimony.

REFUSE TO BE RECONCILED.

PARENTS OPPOSED THE MARRIAGE OF THEIR FAVORITE DAUGHTER.

AMY REBECCA FRANCIS IS NOW MRS. HENRY C. BURKE AND THAT CAUSED THE TROUBLE.

Amy Rebecca Francis, the twenty-year-old daughter of Henry Francis, who lives at No. 229 Pacific-st., eloped on Tuesday last with Henry C. Burke, twenty-one years old, a printer, and the young people are now living at the home of the bridegroom's parents, No. 236 Hull-st. The parents of the young wife refuse to be reconciled with their daughter and new son-in-law. She is the eldest child of Mr. and Mrs. Francis and was the pet of the household. The young couple first met eighteen months ago, and from that time Burke was a regular visitor to the home of his bride. On Tuesday morning, while Mrs. Francis was confined to her bed with sickness, Amy went to her bedside and told her that she was going out for a walk. It was 3 o'clock in the afternoon when she returned and announced her marriage. Mrs. Francis, in spite of her illness, in the excitement got up from her bed and hastened to the home of her new son-in-law. When she reached the house Burke opened the door, but refused to let her in. When she returned home Amy was packing her trunk to leave. Mrs. Francis would not let her do so until the return of her father. When the latter reached home there was a stormy scene. Mr. Francis at once wrote a note to his new son-in-law, demanding to see the marriage certificate before he would allow his daughter to leave his house. The note was sent by Amy's youngest sister, Annie. Burke sent a message in return declaring that if his bride was not given her freedom he would appeal to the police. At midnight Burke went to the Ralph-ave. police station and asked the police to aid him in getting his bride. He was told that nothing could be done for him. He then sought a lawyer, and, armed with the certificate, the two went to the house. There the certificate was read to the parents by the lawyer, who then demanded the girl. As soon as the parents saw the certificate they at once turned Amy over to her husband, and they left the house. The ceremony had been performed by the Rev. F. Eggers, pastor of the Evangelical Salem Church, at his home, No. 1138 Jefferson-st. The father of Burke is one of the master mechanics on the Kings County Elevated Railroad and is well to do.

NO CONTEST PROBABLE.

THE MORGAN DIVORCE SUIT LIKELY TO GO BY DEFAULT.

A divorce suit which is scheduled to come up before Judge Brown in Special Term to-day promises to attract considerable attention. The plaintiff is Fred Morgan, a cartoonist connected with the art department of "Once a Week," and son of the well-known scenic artist, Matt Morgan. The defendant met Mr. Morgan in England many years ago, where, it is said, she was a model. The couple were married there, and soon after returned to this country, where they have since lived, their last home, where Mr. Morgan still lives, being in Clarkson-st., near Kenmore Place, Flatbush. Four children were the result of the union, the eldest, a girl, about ten years old, and the youngest about a year old. The couple apparently lived happily together until the birth of the youngest child. The complaint alleges that Mrs. Morgan left her husband on January 2 last, and has since absented herself from his house. The co-respondent is named Christopher, and he is an expert accountant.

It is said that there will be no defence, and that trustworthy witnesses are ready to testify that the couple has already entered into an agreement to have a divorce granted by default.

BROWNSVILLE MARKET UNHEALTHY.

SANITARY INSPECTORS RECOMMEND THAT IT BE MOVED TO A GRADED AND PAVED STREET.

Complaints have been sent to the Health Office against the sanitary condition of the neighborhood of Belmont-ave. and Osborne-st., in Brownsville. This is where the Brownsville market is. Street venders take possession of the sidewalks, and throngs of people congregate there, particularly on Thursday night. It is said that all kinds of rubbish litters the streets after the market closes, and it is said that the condition of affairs there generally is detrimental to health. Commissioner Emery recently ordered an investigation, and the sanitary inspectors reported that the part of Belmont-ave. known as Market-st., lying between Thatford and Watkins sts., was in an unsanitary condition, and that in their judgment the chief cause of trouble lay in the fact that the street at that place was neither graded nor paved. They deem it unfit for a market place, and recommend that the keeping of a market at that point be forbidden; and that it be transferred to a street that is graded and paved and sewered. They also suggested that the chief chemist be deputed to report as to some suitable location for the market not far removed from that neighborhood. The report was signed by S. G. Clark and A. H. Bogart, assistant sanitary inspectors.

In the absence of Health Commissioner Emery, who is away on his vacation, his deputy, Dr. Wyckoff, wrote to City Works Commissioner Willis about the subject, inclosing the report of the sanitary inspectors. He asked Commissioner Willis what the records of the Department show as to the amount of street cleaning that has been done at the place named since May 1, and also whether it was possible to have a more frequent cleaning done there by the contractor. In reply, Commissioner Willis stated that, as none of the streets were paved, it was difficult to determine what to do with them. The wisest improvement, he thought, would be that of asphalting, but as the city had no funds applicable to such a purpose, because the authority to asphalt streets at the expense of the city was limited to those already paved at the expense of the property-owners, none of the streets of Brownsville, except those paved, are cleaned under the street-cleaning contract.

HELPING THE NEW EMERGENCY HOSPITAL

Nearly $2,000 has been raised for the Emergency Hospital at Coney Island, and the prospects are bright for successfully establishing the much-needed institution. The old Oceanic Hotel has been selected, and has been thoroughly examined by the Buildings Department of the city and found to be safe and satisfactory for hospital purposes. The Board of Health has given its approval, and all the requirements of the law have been complied with. The work of furnishing the hospital will cost the necessary cots, bedding and furniture is being pushed, most of these articles being given. The officers of the new institution have made a request for contributions, and it is confidently believed that everything needed will be sent by philanthropic citizens.

YOUNG DEMOCRATS AT SEA.

The Executive Committee of the Young Men's Democratic Club met at No. 44 Court-st. last night. Ernest Keller, the chairman of the committee, presided. The session was a long one, but no definite action was taken except the decision to hold a meeting on September 14, at which the question of indorsing a candidate for the Presidency will be discussed. A majority of the club members are in favor of sound money, but it is uncertain as to whether the club will indorse Bryan, McKinley or the candidate of the gold Democrats. No candidate can be indorsed by less than a two-thirds vote of the club.

REAL ESTATE.

There is a decidedly better feeling in real estate affairs, and though actual transfers are scarce, inquiries for desirable houses are more frequent than ever before, and a large proportion of these come from New-York people. John F. James, who is one of the best-known realty experts, says he has never had so many New-Yorkers in his office seeking houses in Brooklyn in the same length of time as during this week. He also says that while there are plenty of houses to rent, there are comparatively few desirable houses for sale. Another noteworthy fact is that these inquirers from the metropolis expect to buy or rent houses for about one-fourth what they would have to pay over there.

The only sales reported yesterday were made by Sheriff Buttling, and are as follows.

No. 721 Hart st., 25x100; two-story frame house, assessed $1,400 to Robert Nimmo, $2,075.

No. 62 Jefferson-st., 21x100, three-story brick house, assessed $6,200, to Andrew P. Kindberg for $7,000.

Nos. 355 and 357 Eighth-ave., two lots, each 19.3x85.9; two four-story brick houses, each assessed $7,500, to Sarah F. Smith for $5,000 each.

The important recorded transfers were:

Bond-st., e s, 145 ft s of Douglas-st, runs s 55 ft to Degraw-st x e 22 to Mill pond x n e along same point 25 ft e of Bond-st x to point 145 ft s of Douglas-st x w 25, release dower; Mary Fogarty to David Curry	$524
Same property, partition; Edward H Harrison to same	4,900
Butler-st, s w corner Bond-st, 25x100, release dower; Mary Fogarty to David Curry	374
Same property, partition; Edward H Harrison to same	2,000
Williams-ave, w s, 125 ft n of Sutter-ave, 25x100, Jamaica-ave, s w corner Chesnut-st, runs s 247x w150x n50xe—xn166 to avenue, xe101.6; Elihu J Granger to Robert M Chapman	12,000
Same property; Robert M Chapman to Walter C Clements, mortgage $4,000	12,000
Thatford-ave, e s, 125 ft n of Belmont-ave, 25x100; Rebecca Soffin, New-York, to Betsie Scheinberg, mortgage $1,850	2,200
East 4th-st, s e s, 100 ft n of Avenue D, 60x200, to East 5th-st; Frederick Loeffel to George Miller	2,000
79th-st, s w s, 220 f n w of 5th-ave, 80x100; David C Bennett to George Tecey	2,000
44th-st, s w s, 250 ft n w of 13th-ave, 50x100.2; James O Taylor, New-York, to John J Harrington, mortgage $2,500	3,000

NOT ENOUGH KEEL BLOCKS.

THE ACCIDENT TO THE PHOENICIA IN THE ERIE BASIN EXPLAINED.

THERE WERE 1,000 TONS OF GRAIN IN THE FOREHOLD OF WHICH NOTHING WAS KNOWN BY THE DOCK PEOPLE, AND NO PROVISION HAD BEEN MADE TO SUSTAIN ITS WEIGHT.

The nearest approach to a serious accident that ever occurred at the Erie Basin drydocks since they were built, fourteen or fifteen years ago, was that to the steamer Phoenicia on Wednesday night.

There is hardly any room to doubt that the occurrence was entirely due to the fact that the big freighter had on board 1,000 tons of grain in the forehold, of which nothing appears to have been said by the captain or agents of the ship.

Every vessel is supposed to be equipped with a set of docking plans giving the weight and dimensions of the ship and the sheer of the keel. These are handed to the dockmaster, and upon them he bases his calculations as to the height and number of the keel blocks to be used. The greater the weight of the vessel, the larger the number of keel blocks employed to sustain the weight of the ship. The fact of there being 1,000 tons of cargo on board the Phoenicia, of which the dockmaster knew nothing, explains the whole situation, and the crushing of the insufficient number of keel blocks was the result.

The keel blocks were of oak, eighteen inches square and about four feet in length. When the receding water left the entire weight of the Phoenicia upon them the stout oak timbers crushed into pieces or frayed apart under the tremendous weight, and the big ship pitched forward, striking the floor of the dock with a thud that shook the houses in the neighborhood. Fortunately none of the skilled dockmen, who were the only ones around, received injuries. The dock was at once flooded, and at 1 o'clock in the morning the Phoenicia was hauled out to an adjoining pier.

All day yesterday and under the electric lights last night a host of ship carpenters and the dockmen toiled to replace the crushed blocks with new ones. The loss of these is the only damage sustained, as the ship appears to be unhurt, and it speaks volumes for the style in which she was secured that the shores held the ship perfectly upright, and only two of these broke under the tremendous strain.

General Superintendent William D. D. Dickey had this to say about the accident yesterday:

"The keel blocks simply gave way under the weight of the steamer, that was all. There was no damage done other than the destruction of a set of blocks, which are worth perhaps $400, and that loss belongs entirely to the dock.

"What caused the blocks to give way under the Phoenicia more than any other of the big ships?

"Principally because there were 1,000 tons of grain in the forward part of the Phoenicia's hold which we knew nothing about. The ship had been docked here before, and the captain, no doubt, thought the added weight would make no difference in the docking. Had we known it, however, we should have increased the number of blocks under her, thus lessening the strain and precluding the crushing. We take great pains in the selection of the blocks, and it is easy to get enough under the keel to hold up the largest ship afloat. The Havel and the Spree were in the same dock only recently, and we have had the Fuerst Bismarck and a score of the other great ocean liners in the same dock without incurring the slightest accident.

"Is it true that the foundation under the dock gave way and caused the ship to sink upon the blocks?"

"There is absolutely no truth in that report. The foundation is as sound as it ever was, and capable of supporting the heaviest ship afloat."

DEATH OF TIMOTHY LEE.

ONE OF BROOKLYN'S OLDEST CITIZENS—HE SUCCUMBED TO THE HOT WEATHER.

Timothy Lee, who died at the home of his daughter, Mrs. Philip W. Taylor, of No. 289 Schermerhorn-st., was ninety-six years old and was the father of seventeen children by one wife, whom he married when she was fourteen years old and with whom he lived for sixty-one years. He was one of those men of old English stock who inherited a sturdy constitution from his ancestors, and up to the week of his death was as active and interested in all private and public affairs as a man of fifty. He always loved exercise, and up to within two years used to think nothing of walking to Central Park in New-York, to Coney Island or to Greenwood. He was also a great reader. He retained all his love of society and amusement, and frequently went to social gatherings and now and then attended a matinee.

Timothy Lee was born in Killarney, Ireland, in 1800. His mother, Margaret Norman, came from the English nobility. She lived to be 101 years old and her husband was an octogenarian when he died. Mr. Lee was educated at the Dublin University, in Dublin. When twenty-eight years old he married Miss Louise Roach, who at that time was fourteen years old. Fourteen children resulted from the marriage, only four of whom survive their father. The Henry Lee Post of the G. A. R. is named after one of his sons who was killed in the battle of Caine River in the late war. Lee-ave., in Williamsburg, is named in his honor. The only child living in Brooklyn is Mrs. P. W. Taylor, whose husband is one of the oldest jewellers in the city, having conducted his business at No. 521 Fulton-st. for over forty years.

Mr. Lee came from Ireland and settled in Brooklyn in the early thirties. The large income from his parental estate made him entirely independent of a business life, and he spent his time in reading, research and recreation. After living in Brooklyn for thirty-five years Mr. Lee moved with his family to Madison, Wis., where they remained until 1873. In that year he came back to Brooklyn.

Not a year has passed since Mr. Lee became an American citizen that he has not visited the polls and cast his vote. He was looking forward to voting in the coming Presidential election, and doubtless would have, had it not been for the hot weather, which proved too much for his constitution. Last week he was down to Coney Island, apparently in the best of health, but on Sunday was obliged to give up and go to bed.

He is survived by four children, nine grand-children and four great-grand-children. The funeral, which will be private, will be held at the house of his daughter, Mrs. P. W. Taylor, with whom Mr. Lee had made his home for the last ten years, at 10:30 o'clock this morning. The body will be laid becide that of his wife in the family lot at Greenwood.

FUN FOR THE CHILDREN.

A SAND HEAP IN CITY PARK WHICH GIVES THEM AN IMITATION BEACH.

The children of the Eleventh Ward have a miniature Coney Island in which to play. The Park Commissioner has furnished it. About two months ago they had several carloads of beach sand brought up from Coney Island and dumped in the City Park, which is opposite the Navy Yard, Flushing-ave. Every day sees throngs of little tots of that neighborhood, with bared legs and feet, playing on the artificial beach. They have pails and shovels, carry water from a nearby fountain, and have no end of fun constructing miniature lakes, canals and forts.

It is an interesting sight to watch these little people as they throng the sand every day. The roar of the surf and now and then a breaker is all that is necessary to complete the picture of a beach at Rockaway or Coney Island. The mothers of these children cannot afford the time or money to take the little people to the shore, but they are getting lots of enjoyment out of their inland beach. Probably nowhere in the city has so much pleasure been obtained from a like outlay as in the sand pit in City Park.

FUNERAL OF JAMES CHEETHAM.

James Cheetham, the old journalist, who was stricken with heart disease in Wall-st. on Monday afternoon, was buried yesterday in Magnolia plot, Greenwood. Magnolia Lodge, No. 165, I. O. O. F., of which he was an honored member, held a special session yesterday morning in the lodge room, at Montague and Clinton sts. There was a large attendance. Past Grand W. W. Munson, G. Fred Barnes, J. H. Guthrie, George M. Beach, D. M. Davis and C. Fred Trott, of Nosahegan Lodge, of Waterbury, Conn., were present. Noble Grand W. A. Singer presided. He spoke of the long service given by Mr. Cheetham to the order, saying that he joined Magnolia Lodge in December, 1845, and had been an active worker up to the time of his death. Only a week ago he had attended the funeral of another brother of the lodge. He then appointed the delegates from Nosahegan Lodge, with Past Grands Owens and Powers to serve as pall-bearers, while John White was appointed marshal. The members then proceeded to the Cheetham house, No. 254 Dean-st. At the grave the funeral rites of the order of Odd Fellows were performed by George McGill, chaplain, and Noble Grand Singer. On Wednesday night the Rev. Dr. Brown, rector of St. Peter's Church, read the funeral service, and Olive Branch Lodge, D. R., also held services.

GATHERED ABOUT THE TOWN.

Supreme Court Justice Barnard has issued three more attachments against A. S. Rose & Co., of New-Orleans. They were procured by New-York creditors, F. A. Lambert & Co., Simon Pfeifer and Oriel B. Neuman, and Trepagnia & Bros., limited. The attachments aggregate $3,000. The first attachment was procured on Tuesday by the Cudahy Company.

District Assembly, No. 220, Knights of Labor, has filed a certificate of incorporation approved by Justice Goodrich. The incorporators are Thomas J. O'Reilly, James P. Reilly, Charles Gallagher, Edward McKay, W. J. Morris, William Boyle and William Telford.

THE CARS WERE FILLED.

CHILDREN ENJOYED THE TRIBUNE FRESH AIR FUND TROLLEY TRIPS.

The mothers in the tenement-house districts in Brooklyn and New-York have become aware of what a treat they can enjoy by obtaining tickets for the free trolley rides given by the Brooklyn Heights Railroad Company through The Tribune Fresh Air Fund. Yesterday was the second day on which these trips were given. On Monday, the first day, the cars were only partially filled, but not a vacant seat was to be found in any of them yesterday. One car ran from Broadway ferry to Bergen Beach, as usual, making the usual three

ALL ABOARD FOR THE TROLLEY.

trips. The morning trip of the other car was exchanged from Fulton ferry, and left Marcy and Myrtle aves. for Bergen Beach at 10 o'clock. The car was filled largely with Brooklyn children, who made the trip a lively one for Motorman McHale and Conductor Whalen. There were seventy in the party, and the many sights of Bergen Beach, the big wheel, the chutes and the Mystic Maze were all explored with wing and wondering eyes. This car made the other trips at 2 and 7 o'clock p. m. from Fulton ferry. The passengers were mostly mothers from the New-York tenement-house districts, who had brought their small children for a whiff of fresh air. The step of an hour and a half at Bergen Beach gives these people an outing, the like of which some of them have never had before. It is an assured fact that the tickets for these free trolley rides will from now on be in great demand.

DR. STORRS TO HAVE A LOVING CUP.

PREPARATIONS FOR THE CELEBRATION OF HIS FIFTIETH ANNIVERSARY.

Preparations for the celebration of the fiftieth anniversary of Dr. Storrs's service as pastor of the Church of the Pilgrims go on, despite the fact that many of the doctor's parishioners are out of town. One of the pleasantest incidents in connection with this celebration, which will take place on November 19, will be the presentation to him of a loving cup of solid silver. The cup is to be a gift to the venerable clergyman from his ministerial brethren in the Manhattan Congregational Association. The committee having the matter in charge is composed of the Rev. Samuel H. Virgin, pastor of the Pilgrim Congregational Church of New-York; the Rev. Dr. Albert J. Lyman, of the South Congregational Church, Brooklyn, and the Rev. Dr. Thomas B. McLeod, pastor of the Clinton Avenue Congregational Church, Brooklyn.

LONG ISLAND NEWS.

BURGLARS FRUSTRATED IN FREEPORT.

The house of Hiram R. Smith, the cashier of the Rockville Centre Bank, which is in Park-st., Freeport, was entered by burglars on Wednesday night during the absence of the family, who are on a cruise with the Hempstead Bay Yacht Club. Mrs. Mulby, a sister of Mrs. Smith, and Delia Maloney, a servant, were alone in the house. Shortly after midnight the servant, who was suffering with toothache, went downstairs after some medicine with which to relieve her pain, and seeing a shadow over the uncertain light through a window, lighted a match and saw a masked burglar with a package in his arms. She grasped the bundle and shrieked as loud as she could. The bundle fell to the floor, and the contents, solid silverware and money, rolled out from the napkins in which they had been tied. The burglar then struck the girl with a heavy bottle which he took from a sideboard, and she was forced to retreat, until the watchdog found his way into the room and made for the thief, who then leaped through a window, with the dog snapping at his legs. The servant girl ran to the front door and aroused the neighborhood with her cries. James W. Cheshire, H. E. Van Riper and John Powers, all neighbors, ran to the Smith house in their night clothing, and found that the girl was in a faint, with the watchdog standing near. A search of the house was made, and Mrs. Mulby was found locked in her room and nearly hysterical from fright, caused by the noise on the ground floor.

The bundle, which the pluck of the servant girl saved from the burglar, had contained about all the solid silverware in the house and quite a sum of money belonging to the Methodist Episcopal Church, of which Mr. Smith is the treasurer. There were two of the burglars, for the servant heard them calling to each other after the one escaped through the window. It is also remembered that two men have been seen about that neighborhood for several days, apparently watching the movement of Mr. Smith and his family. It is not believed that the thieves secured anything, though that fact will not be established until Mr. Smith's return. The police have been active in a hunt for the burglars, but so far without success.

BURGLARS IN WHITESTONE.

Four houses in Whitestone were entered by burglars Wednesday night, but little booty was secured. At 3 o'clock yesterday morning Edward Holcombe was awakened by the barking of his dog. Hastily dressing, he grabbed a revolver and rushed downstairs just in time to see a man jump out of the window and run away. Although he fired five shots at the burglar, none of them took effect. In the dining-room Mr. Holcombe found a quantity of his silverware and other valuables wrapped up in a table cloth, all ready for removal. During the night James Mullen's roadhouse was broken into and a quantity of liquors and cigars taken. When Thomas McLees arose Wednesday morning he found that thieves had taken a new suit of clothing containing a small sum of money and his commutation ticket from his bedroom. The house of Charles Hyatt was also entered, but nothing was taken.

MONTAUK INDIANS AGAIN WANT MONTAUK.

The Montauk Tribe of Indians held their annual meeting in Crowell's Hall, in Sag Harbor, on Wednesday night. There were over two hundred members of the tribe in attendance. It was decided that the Indians should fight for their rights at Montauk, they claiming to own the land there, and they gave their lawyer funds to begin an action. Chief Wyandank Pharaoh says that the Indians will now try to reclaim the whole of Montauk.

NARROW ESCAPE FROM DROWNING.

Mrs. George Ostrander and her infant child had a narrow escape from being drowned off Eaton's Neck Wednesday evening. Ostrander, who is a mason, lives at Northport. He started to sail across the Sound to Connecticut in an open skiff, taking his wife and child with him. A heavy wind from the northwest upset the skiff when two miles from shore. Mrs. Ostrander had hold of her child about the waist, and with the other hand clutched the upturned boat. Ostrander tried to right it, but was unsuccessful. The life-saving crew noticed the boat put out and shortly afterward one of the men followed its course with a field glass. He was terrified to see the three in the water. The lifeboat was hastily launched, and after a stiff row the three were reached. Mrs. Ostrander and the child were nearly exhausted, and would have drowned in a short time.

BADLY POWDER-BURNED.

Harry Nash, who runs the shooting-gallery at Stimmel's picnic-grounds at Whitestone, was badly injured yesterday afternoon by powder. He had loaded the cannon on the grounds to fire a salute to a picnic party that was approaching the wharf in a steamboat. The fuse was damp, and did not set off the charge as quickly as it should, and Nash went forward to see what was the matter. The fuse had burned down to the priming-hole, and Nash leaned over the gun to see if the fuse was out. Just then the charge exploded, and the back fire burned Nash's face. His eyes escaped injury.

AGAINST THE WHEEL?

ANTI-CYCLING MASS-MEETINGS TO BE HELD IN BROOKLYN.

MISS CHARLOTTE SMITH TO CONTINUE HER CRUSADE—REASONS WHY SHE OBJECTS TO THE SPORT.

Miss Charlotte Smith, the president of the Woman's Rescue League, well known in Washington, Boston, New-York and Brooklyn for her methods adopted in all of these cities in her defence of outcast girls, is about to hold anti-cycling mass-meetings in Brooklyn. The city officials of Boston, New-York and Washington are familiar with the work of Miss Smith, as they have on several occasions been brought into unpleasant prominence through the vigorous work of this agitator of moral reforms. The Rescue League, which is four years old, was established in Boston for the purpose of ascertaining why so many women drift into lives of immorality. As a result of four years of investigation, Miss Smith is of the opinion that the deplorable condition of so many thousands of American girls is largely brought about by the use in various ways of the bicycle. Since arriving at this conclusion Miss Smith has waged a relentless war on the new amusement, and she expresses her intention of keeping up the agitation until she sees that her work has done some good. Miss Smith says:

"The physical condition of the average girl will not permit of her taking long rides on the bicycle, and on account of the exhilarating effects of the spin the practice is kept up until before the rider knows it she finds herself a physical wreck, burdened with serious diseases. All this pure-air-of-heaven racket makes me weary of life. I have never yet seen a woman who looked well on the bicycle, and as for riding being good for the complexion, I take no stock in that excuse whatever. The position assumed by bicyclists is one that of itself gives rise to disorders of the system, and invariably results in weakening the backs of delicate girls who ride for the purpose of gaining strength.

"By far, however, the gravest question to be considered in connection with the bicycle is its effect upon the morals of our young girls. The popular stand taken by the public in regard to the bicycle girl, representing her as an American woman of independence, and capable of taking care of herself in any emergency, has had a demoralizing effect upon youthful riders. This sentiment has instilled into the minds of girls the impression that, while they are out riding, they are secure from any indignity or remark, and that they can go where they choose, whether or not they are accompanied by a male escort. This feeling grows upon the girl as her riding becomes more general, and her spins are soon taken in the evening as well as during the day. This continues, and as a consequence she grows further and further from the influence of her parents, until she finally goes out at night without accounting for her actions. If many of the women who give as an excuse for their midnight spins that they want to get the fresh and invigorating air of heaven were sincere in this desire, they would go riding early in the morning instead of late at night.

"I have been deeply grieved at the stand taken by the clergymen of the country in regard to the bicycle question. They have meekly dropped into line with the popular craze, and are preaching bicycle sermons under the excuse of being progressive.

"Next week I shall go to New-York and Brooklyn, call mass-meetings, and inaugurate an anti-bicycle movement. I shall ask for the assistance and co-operation of all mothers and thinking persons to take up this question, with the ultimate object of limiting the use of the bicycle."

Ocean Steamers

NORTH GERMAN LLOYD.
FROM NEW-YORK
SOUTHAMPTON, LONDON, BREMEN.
FAST EXPRESS STEAMERS.
I Cabin, $60 and upward, according to location. II Cabin, $45 and upward.
Spree, Tues., Aug. 25, 10 a.m. | Trave, Tues., Sept. 15, 10 a.m.
Lahn, Tues., Sept. 1, 10 a.m. | Spree, Tues., Sept. 22, 10 a.m.
Havel, Tues., Sept. 8, 10 a.m. | Lahn, Tues., Sept. 29, 10 a.m.
CHERBOURG, PARIS, BREMEN.
Aller, Sat., Aug. 22, 10 a.m. | Saale, Sat., Sept. 5, 10 a.m.
Return tickets available from Mediterranean or from Bremen, London or Havre.
MEDITERRANEAN SERVICE.
TO GIBRALTAR, NAPLES, GENOA.
Fulda....Aug. 22, 10 a.m. | Kaiser....Sept. 12, 10 a.m.
Ems....Aug. 29, 10 a.m. | Werra....Sept. 19, 10 a.m.
OELRICHS & CO., 2 Bowling Green.

GERMAN MEDITERRANEAN SERVICE
NORTH GERMAN LLOYD S. S. Co. | HAMBURG-AMERICAN LINE.
Express steamers from New-York to Gibraltar, Naples, Naples and Genoa.
*Columbia, Oct. 24, 11 A.M. | Fulda, Nov. 14, 10 A.M.
Werra, Oct. 31, 10 A.M. | Kaiser, Nov. 21, 10 A.M.
*A. Victoria, Nov. 7, 11 A.M. | *Columbia, Nov. 28, 11 A.M.
Regular steamers. Genoa direct. First cabin, $50.
Return tickets available for the steamers of either line from Naples, Genoa, Gibraltar, Hamburg, Bremen, Cherbourg, London and Southampton.
North Ger. Lloyd S. S. Co., Oelrichs & Co., Gen. Agts., 2 Bowling Gr., N. Y. | Hamburg-American Line, 37 Broadway, N. Y.

HAMBURG-AMERICAN LINE.
TWIN SCREW EXPRESS LINE. FROM NEW-YORK to Plymouth (London), Cherbourg (Paris) and Hamburg.
Columbia, Aug. 27, 7 a.m. | Victoria, Sept. 10, 7 a.m.
Normannia, Sept. 3, 10 a.m. | F. Bismarck, Sept. 17, 10 a.m.
I Cabin, $90 and upward; II Cabin, $45 and upward.
PLYMOUTH—LONDON (4½ hrs.); FREE OF CHARGE by special train. CHERBOURG—PARIS (6½ hours).
HAMBURG-AMERICAN LINE, 37 Broadway, N. Y.

AMERICAN LINE.
NEW-YORK—SOUTHAMPTON—(London—Paris).
Sailing at 10 A.M.
PARIS....Aug. 26 | ST. PAUL....Sept. 9
NEW-YORK....Aug. 29 | PARIS....Sept. 16
ST. LOUIS....Sept. 2 | NEW-YORK....Sept. 19

RED STAR LINE TO ANTWERP.
Sailing every Wednesday.
Southwark....Aug. 26, noon | Friesland....Sept. 9, noon
Noordland....Sept. 2, noon | Kensington....Sept. 16, noon
INTERNATIONAL NAVIGATION COMPANY.
Piers 14 and 15, North River. Office, 6 Bowling Green.

JAPAN-CHINA.
PACIFIC MAIL S. S. CO.
OCCIDENTAL AND ORIENTAL S. S. CO.
Steamers leave San Francisco.
COPTIC, via Honolulu....August 26, 3 p.m.
CITY OF RIO DE JANEIRO....September 3, 3 p.m.
GAELIC....September 12, 3 p.m.
CITY OF PEKING, via Honolulu....Sept. 21, 3 p.m.
DORIC....Sept. 30, 3 p.m.
For freight, passage and general information, apply to 349 Broadway, or 1 Battery Place, Washington Building, and 287 Broadway.

JAPAN-AMERICA LINE,
NEW ROUTE TO THE ORIENT.
Northern Steamship Co. Buffalo, Cleveland and Detroit to Duluth, via the Great Lakes. Exclusively passenger steamships North West and North Land. Largest and fastest fleet of freight carriers.
GREAT NORTHERN RAILWAY.
The library observation car route. Shortest transcontinental line, Duluth, St. Paul, and Minneapolis to Montana and Pacific Coast. Unexcelled freight and express service. Connections at Seattle with
NIPPON YUSEN KAISHA.
Largest steamship company in Asia. Fleet of 85 steamships, reaching Hawaii, Japan, China, Siberia, Australia, India, and Europe.
Through rates and bills of lading issued to all Oriental ports. For freight and passenger rates, sailing dates, and descriptive information, apply to any ticket agent. E. D. SPENCER, Gen'l Agt., Passenger Dept.; L. W. LAKE, Gen'l Agt., Freight Dept., 375 Broadway, New York. Or address F. I. WHITNEY, G. P. & T. A., G. N. Ry., St. Paul, Minn.

CANADIAN PACIFIC RAILWAY.
Intended steamship sailings from Vancouver, TO JAPAN AND CHINA.
EMPRESS OF JAPAN....Aug. 24, Nov. 9, Feb. 1
EMPRESS OF CHINA....Sept. 14, Dec. 7, Mch. 1
EMPRESS OF INDIA....Oct. 12, Jan. 4, Mch. 29
HONOLULU, FIJI AND AUSTRALIA
MIOWERA....Sept. 8 | WARRIMOO....Oct. 8
24 cabin accommodations very low rates.
For tickets and freight rates apply 353 Broadway. For freight rates only, 65 Wall-st., N. Y.

CUNARD LINE.
TO LIVERPOOL BY QUEENSTOWN.
Umbria....Aug. 22, noon | Campania....Sept. 12, 9 a.m.
Lucania....Aug. 29, 9 a.m. | Umbria....Sept. 19, 1 p.m.
Etruria....Sept. 5, noon | Lucania....Sept. 26, 9 a.m.
From Pier 40, North River, foot of Clarkson-st.
For freight and passage apply at the Company's office, No. 4 Bowling Green, New York.
VERNON H. BROWN & CO., General Agents.

ANCHOR LINE, U. S. MAIL STEAMSHIPS,
sail every Saturday at noon.
FOR GLASGOW AND LONDONDERRY.
From Pier 54, N. R., foot West 24th Street.
Furnessia....Aug. 22 | Anchoria....Sept. 12
Circassia....Aug. 29 | Ethiopia....Sept. 19
Saloon, $45 up; 2d Cabin, $30; steerage, $24.50 and $25.50.
S. S. CITY OF ROME....Sept. 5 and Oct. 10
Saloon, $50 and up; 2d cabin, $40; steerage, $25.50.
Henderson Brothers, General Agents, 7 Bowling Green.

WHITE STAR LINE.
Majestic....Aug. 26, noon | Majestic....Sept. 23, noon
Germanic....Sept. 2, noon | Germanic....Sept. 30, noon
Teutonic....Sept. 9, noon | Teutonic....Oct. 7, noon
Britannic....Sept. 16, noon | Britannic....Oct. 14, noon
NO COTTON CARRIED BY PASSENGER STEAMERS.
Pier No. 45, North River. Office, 29 Broadway, N. Y.
H. MAITLAND KERSEY, Agent.

COOK'S AMERICAN and Foreign Tours.—At frequent intervals. All Travelling Expenses included. For full particulars address THOS. COOK & SON, 261 and 1,225 Broadway, New York.

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.
SEMINOLE....Friday, August 21
IROQUOIS....Tuesday, August 25
ALGON QUIN....Friday, August 28
Steamers have first-class passenger accommodations.
WM. P. CLYDE & CO., General Agents,
5 Bowling Green, N. Y.
Fla. Cent. and Penn. Fast F. & F. Line, via Jacksonville, Great So. Freight and Passenger Line, via Charleston.
T. M. SCOTT, General Agent, 290 Broadway, N. Y.

Railroads

AMERICA'S GREATEST RAILROAD.
NEW YORK CENTRAL & HUDSON RIVER R. R.
FROM GRAND CENTRAL STATION, 42D STREET.
7:00 A. M.—Except Sunday. For Adirondack Mountains, Thousand Islands and Montreal.
8:20 A. M.—Except Sunday. Empire State Express; Fastest train in the world. Stops at Albany, Utica, Syracuse and Rochester. Due Buffalo 4:35 p. m., Niagara Falls 5:35 p. m. This train is limited to its seating capacity.
9:20 A. M.—Daily. Fast Mail for Poughkeepsie, Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Chicago.
9:40 A. M.—Except Sunday. For Catskill Mountains, Saratoga, Lake George, Green Mountains and Montreal.
10:30 A. M.—Except Sunday. Day Express. For Catskill Mountains, Richfield Springs and all important New-York State points.
1:00 P. M.—Daily. Southwestern Limited. For Columbus, Cincinnati, Indianapolis and St. Louis. Stops at Poughkeepsie, Albany, Utica, Syracuse, Rochester and Buffalo.
1:00 P. M.—Daily. Chicago Special for Detroit, Cleveland, Toledo and Chicago. Stops at Poughkeepsie, Albany, Schenectady, Utica, Syracuse, Rochester and Buffalo.
1:40 P. M.—Saratoga, Lake George and Catskill Mountains Limited, Saturdays only, during July and August. Buffet drawing-room cars.
3:20 P. M.—Except Sunday. West Point, Poughkeepsie, Catskill Mountains, Albany, Troy, Saratoga.
4:30 P. M.—Daily. North Shore Limited. Due Detroit 8:20 a. m., Chicago 4:30 p. m. Stops at Albany, Utica, and Syracuse.
6:00 P. M.—Daily. For Albany, Troy, Utica, Syracuse, Buffalo, Niagara Falls, Cleveland, Toledo, Detroit, Chicago, Cincinnati, St. Louis.
6:25 P. M.—Daily. For Albany, Troy, Adirondack Mountain resorts, south of Lake Clear, Saranac Lake, Lake Placid, Lake George, Lake Champlain and Ottawa.
7:00 P. M.—Daily. For Albany, Troy, Utica, Adirondack Mountain points north of Lake Clear, Thousand Islands and Montreal. Friday only, sleeping car to Fulton Chain.
7:30 P. M.—Daily. For Buffalo, Niagara Falls, Cleveland, Indianapolis, St. Louis, Chicago. Stops at Poughkeepsie, Albany and Utica.
9:00 P. M.—Daily. Carries Sleeping Car passengers only, for points on Fall Brook Railway, via Lyons, and for Rochester.
9:15 P. M.—Daily. For Syracuse, Oswego, Watertown, Cape Vincent, Ogdensburg, Buffalo, Niagara Falls, Cleveland, Toledo, Chicago; except Saturday, for the Auburn Road. Sundays only, Gloversville and Chicago sleepers leave on 9:15 P. M. train.
9:06 A. M. and 3:35 P. M.—Daily except Sunday, to Pittsfield, via Harlem Division.
9:15 A. M.—Sunday only, to Pittsfield and the Berkshire Hills, via Harlem Division.
"CALL NIGHT" TRAINS TO YONKERS.
"All night" trains run between 155th-st. and points on Putnam Division as far as Yonkers, in connection with the Elevated Road. This is the only line running "all night" trains out of New-York.
Wagner Palace Cars on all through trains.
Trains illuminated with Pintsch Light.
Tickets and Wagner offices at Grand Central Station, 413 Broadway, 14 Park Place, 261, 413 Broadway, 31 East 14th-st., 942 Broadway, 275 Columbus-ave., 61 West 125th-st., and 125th-st. and Park-ave. New-York; 338 and 726 Fulton-st., and 196 Bro