

PATH OF THE ICE STORM WIDE TROLLEY, LIGHT, TELEGRAPH AND TELEPHONE WIRES DOWN IN CITY AND SUBURBS.

IN SLUSH FROM END TO END ICE CARRIES DOWN WIRES, STORM SWEPT CITY IN WORSE PLIGHT THAN FOR MANY YEARS.

The city awoke to a realization of the fierceness of the storm of Friday night when it got up yesterday morning to find cellars flooded, furnace fires out, communication by telegraph and telephone wires so badly crippled as to be almost out of the question, trees denuded of their limbs, the mail service blocked and the streets a swamp of slush that in many places defied passage. And these conditions, instead of growing better, were becoming worse, for the trumvirate of rain, sleet and snow alternated in pluing discomfort, and adding to the mess underfoot and overhead.

The old resident is one from whom much is to be learned, but there was no gainsaying the truth of his remark yesterday that not in years had the city been the sport of such a wild storm; not in years had it been so unsightly a place, choked and chilled and slathered in mush from end to end.

Few persons were out of doors on Friday night, and it was not until yesterday that the after effects of the storm became apparent. It was only when one went out that he realized the condition of the streets and found that extensive bridges of boards covered pools of rain and slush over a foot deep at the crossings. Cars and vehicles were jammed and blocked in the downtown sections. It was a common sight to see men pick women up in their arms and carry them over submerged crosswalks.

BRONX TRAFFIC AT STANDSTILL. Traffic in the Bronx was practically at a standstill. The Union Railway up to noon had sent out only forty of three hundred cars usually running at that hour. The officials met with a new and unexpected difficulty in handling their cars, and one which has never before confronted them—a breaking of the trolley wheels.

The ice on the wires threw the wheels off as soon as the car attained a speed of over eight miles an hour. The trolley pole would rebound in the air, throwing the cast iron wheel against the elevated road structure and smashing it in pieces. The car would then be hopelessly stalled.

About the only roads which teams could find passable were the surface line tracks, and these greatly retarded the trolley system. The major portion of the teams had four horses attached, and even then made but poor headway. The cross roads were well-nigh impassable, and teams and even carriages were stalled on almost every block.

With the exception of the elevated lines, about all traffic was suspended. The surface lines were not running over one-fifth of their cars, and those that came at rare intervals, and none of them were able to make more than a few miles an hour, owing to teams in front of them.

The telephone and telegraph wires generally were down, and their service was greatly crippled. Crossings were knee deep in slush and snow, and only those with rubber boots could get about. The policemen had their hands full in getting women over the crossings, having to carry the major portion of them. Occasionally one came along so generously proportioned that two bluecoats were required to get her across the street.

Streets were flooded in Harlem and sewer drops were stopped up. In some cases the sidewalks were under water, and cellars were flooded by water pouring through the coal holes. Streetcar service on the trunk lines and cross-town lines was not impeded to any appreciable extent. Trucks had a hard time on account of the icy sleet which covered the paving.

At Bellevue Hospital an elaborate system of messenger service between the allied hospitals of the city was hastily arranged, to make up for the lack of telephone connections, which were in nearly all cases completely disabled. In Harlem a large percentage of the telephones of the district were out of use.

STREET CLEANERS DISHEARTENED. Snow Inspector Clarke said late yesterday afternoon that in his twelve years' experience he had never before encountered such conditions in street cleaning. In all, thirteen and a half inches of snow had fallen in two quantities, and with the rain coming on and the gutters blocked, the awful condition of the streets was a natural consequence. The police were doing their best to get the gutters open, but the city was not complying with the request to keep the gutters clear to any remarkable extent.

The department devoted itself yesterday principally to cleaning the cross streets. The so-called "Prince Henry route" was gone over for the third time, and the department felt, as Mr. Clarke expressed it, that it was doing its duty in contributing to an American welcome to the Prince. The contractor was working yesterday with a reduced force, as, on account of the hard weather, some truckmen and drivers refused to work. The department had augmented its force to thirty-three hundred men, but a number of them yesterday were evidently under the impression that they did not have to work on a holiday.

Inspector Clarke said that the department was doing the best it could in the circumstances, many men working fifteen hours a day. Work was to be continued last night below Fourteenth-st. with all possible vigor. It would be a week, however, before there was a return to the condition of the streets before the last storm. At present the department was chiefly concerned in relieving the downtown streets, where the snowfall was heaviest.

BREAKS RIGHT AND LEFT. TELEGRAPH WIRES NORTH, EAST, SOUTH AND WEST CRIPPLED.

According to the reports from the telegraph and telephone companies yesterday morning, this city seemed to be the centre of a circle of damage of a radius of about one hundred miles. The Western Union telegraph company was taking on messages for all points subject to delay. There were breaks in the circuits on all sides, the most serious being between here and Philadelphia. The worst point was at Elizabeth, N. J., where a Pennsylvania engine was reported to have tied itself up in a bunch of wires to such an extent that it was brought to a halt. Trenton, New Rochelle, White Plains, Haverstraw and many other points comparatively near by were cut off. The company sent out emergency repair gangs of over five hundred men.

The wires of the Postal Telegraph-Cable Company were badly damaged within the same area. The worst point being at Philadelphia. Wires were cut to Boston, Chicago, Montreal and Albany, and messages were sent by circuitous routes. This connection was established with Baltimore by way of Chicago. The service was most crippled in the immediate vicinity of this city. Repair gangs were started out on Friday night.

The long distance telephone wires suffered in the same way as the telegraph wires. New-Jersey, Poughkeepsie, Harrisburg and Baltimore were cut off. The most serious damage was done to the circle of greatest damage. The line to Boston was open. Washington was last yesterday afternoon, and there was serious trouble to the south. The city service was not damaged at all.

ANCIENT AND UP-TO-DATE. Many announcements of antiquities and up-to-date articles are to be found in the new columns of to-day's paper.

FIRE ALARM SYSTEM USELESS

TELEPHONE, TELEGRAPH AND ELECTRIC WIRES TORN DOWN IN BROOKLYN.

The storm did a vast amount of damage in Brooklyn. The most serious was perhaps the almost complete paralysis of the fire alarm system. More than half the fire alarm boxes were useless yesterday, and the remainder were unreliable. Eighteen fire alarm boxes were reported to be out of order all through the storm on Friday night and yesterday, and expect to have the system in shape again to-day. The police telephone wires were not repaired yesterday. Out of the lines connecting headquarters with the thirty-two precincts only ten were working. No attempt was made to repair the others, which connected with the precincts, and it will probably be a week before they are again in use. Trees all through the city came down with the great weight of ice covering them. The small maple trees in the residence districts suffered most. Branches were strewn all about, and the railroad people had great difficulty in keeping the tracks clear.

The employees of the Brooklyn Rapid Transit Company were busy engaged all day yesterday in repairing the feed wires that had been paralyzed by the storm. The Putnam-ave., Gates-ave., Sumner-ave. and Reid-ave. car lines all had broken wires, and only a few cars were run. At 3 o'clock yesterday morning the trolley wires on Halsey-st. were cut, and the cars were not allowed to get out until noon. The cars were not running, and people living in upper Fulton-st. were obliged to depend on the elevated railroad, which gave fair service. Commuters on the Brighton Beach and Coney Island lines were not allowed to get out until 10 o'clock in the morning. Three trains went out to the beach in the morning, and the others were held up by obstructions on the tracks, including live trolley wires, telephone and telegraph wires. The Smith-st. cars for Coney Island did not proceed beyond the beach.

THE HORSES KILLED, DRIVERS SHOCKED. About twenty horses were killed in different parts of the borough by live trolley wires, and several drivers were shocked. At about 4:30 o'clock in the morning a team drawn by a coach driven by Theodore Kelleher, of No. 73 Atlantic-ave., and owned by Patrick Ryan, of 100th-st., was crossing the bridge over Flatbush-ave. from Avenue H, when a live trolley wire fell across the horses and killed them instantly. The driver, who was not hurt, was taken to the hospital, and a coach driver, who was shocked by a live wire at Sumner-ave. and Halsey-st., was taken to the hospital. A valuable team belonging to the Shultz Baking Company was killed in Rogers-ave. Three horses attached to one of the Hillbrand's bakery wagons were instantly killed. One of the horses had its legs almost buried off. The driver, who was not hurt, was taken to the hospital. A valuable team belonging to the Opposite Mr. Cleveland's home is Avalon, the home of Dr. Henry van Dyke. Many of his trees suffered, but the elm, which is one of the largest in the United States, and which four men cannot reach around, stood up surprisingly well under the weight of ice on its branches.

All day Curator Thompson has had a large force of men clearing the campus, and it is hoped to have it passable by night. Professor Brackett said to-day that he thought the trees would live and in time regain much of their former beauty.

Paterson, N. J., Feb. 22 (Special).—The storm has been unusually distressing in this city because of the crippled condition caused by the fire. Traffic is practically at a standstill. Trolley cars were running at irregular intervals on the principal lines in the afternoon, but none in the morning. To-night a large part of the city is in darkness because of the fallen wires. Half of the telephone wires are out of service. About twenty horses have been killed by stepping on live wires which were concealed in the slush.

Branches of trees lying every street. These were borne down by the weight of the ice which formed on them in the night. Trenton, N. J., Feb. 22.—This city has suffered greatly from yesterday's storm. The streets are full of fallen wires and branches of trees that were carried down by the weight of the ice on them. The local trolley service was compelled to suspend early last evening, and about 9 o'clock there were so many broken electric light wires dangling in the air that it was thought necessary to shut off the power at the electric light plant. Outside communication, both by telegraph and telephone, was cut off about 6 o'clock last evening.

The Postoffice narrowly escaped being burned. A heavy electric light wire fell last evening and broke a gas pipe. The escaping gas caught fire and the blaze extended to the woodwork. A bucket brigade kept the fire subdued until the gas supply was cut off.

The storm disarranged the whole trolley and electric light service in Newark yesterday and made numerous breaks in the telegraph and fire alarm systems. The water was dammed in the streets by the snow, and in some streets it was nearly two feet deep. Two-thirds of the city was plunged in darkness Friday night by broken or disconnected electric light wires. Trolley cars were stalled in all parts of the city and the suburbs and in some of them the passengers had to stay until daylight.

The telephone service in Jersey City was useless because of the fallen wires. The Western Union and Postal Telegraph companies reported that their lines were badly crippled, and all messages were received with delay. It was said that the service had not been in such bad shape since the blizzard of 1888. The railway companies were seriously embarrassed, and the Pennsylvania Railroad Company had to communicate between its Jersey City terminal and points beyond Rahway, and that was obtained by a roundabout telephone and telegraph connection. The force of linemen and operators was reinforced by men from this city, and indirect communication with Philadelphia was established late in the afternoon. The local trains were run close to schedule time, but the express trains were an hour or more late, as the engineers had been instructed to exercise care.

PHILADELPHIA CUT OFF. NO WIRE COMMUNICATION WITH OUTSIDE WORLD—FOUR MEN KILLED BY LIVE WIRES.

Mail advices from Philadelphia say that that city is as completely shut off from electrical communication with the outside world as though such a thing as a telegraph or telephone wire never existed. This situation is likely to continue for at least forty-eight hours longer, although it is possible that the Western Union telegraph company may make a route close to New-York by Sunday night. One Southern route may also be put in working order before Monday morning.

The storm is the most disastrous sleet storm, as far as wires are concerned, that has ever visited that region. The storm appears to have been more severe in the vicinity of Philadelphia than anywhere else. Information received there is to the effect that south of the Susquehanna River the route to Baltimore and the South, the wires are in fairly good condition, and that west of Harrisburg the condition electrically is not so serious. Within the city limits, however, it is no exaggeration to say that scarcely a single overhead wire is in working order. Poles are down in all directions, and wires are dangling from houses on nearly every street. On Front-st., which skirts the Delaware River, thirty live wires, on one line, were broken off and are lying in the street. This, it must be remembered, is only one route. It is stated that on the Pennsylvania Railroad, between Philadelphia and New-Brunswick, more than one hundred and fifty poles are down. Officials of the telegraph companies say that it will be fully a week before all of the routes are even in fair working order. The damage to wires apparently is not so great as was indicated by the memorable blizzard of 1888, although the storm does not cover nearly so much territory.

PHILADELPHIA CUT OFF. NO WIRE COMMUNICATION WITH OUTSIDE WORLD—FOUR MEN KILLED BY LIVE WIRES. The long distance telephone wires suffered in the same way as the telegraph wires. New-Jersey, Poughkeepsie, Harrisburg and Baltimore were cut off. The most serious damage was done to the circle of greatest damage. The line to Boston was open. Washington was last yesterday afternoon, and there was serious trouble to the south. The city service was not damaged at all.

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DROWNS IN SIGHT OF HELP

MEN SWEPT FROM WRECKAGE AS ELDERLY BOAT IS ABOUT TO BE LOWERED.

The steamer El Cid of the Morgan Line, which arrived from Savannah yesterday, brings the story of the drowning of two men, just as the steamer was launching a boat to go to their rescue. About six miles off Sea Girt, N. J., a considerable mass of wreckage was sighted, and Captain Baker who with his second mate, J. D. Sweetser, was on the bridge, ordered the course altered to avoid it. Just as the quartermaster had thrown his wheel over to obey this order, the mate noticed what looked like human figures on one of the largest pieces of floating debris. The course was again altered, and as the steamer approached within about two ships' lengths two men were plainly made out sitting on what looked to be the roof of a vessel's deckhouse. One was clad in oilskins and seemed to be kneeling on the wreckage. The other was dressed in dark clothing, and sat squatted in the centre of the frail raft, apparently benumbed. The mate waved his hand to signal that help was coming. The man in oilskins answered with a wave of his hand and showed something which could not be understood. Captain Baker ordered a boat lowered, and one was swung outboard all ready to lower away, when a heavy sea swept over the raft and washed the men off.

Although El Cid cruised back and forth over the spot for over an hour, no sign was found of them.

FATHER SEES SON DROWN. THEIR BOAT UPSET NEAR HELL GATE AS THEY GO AFTER BEACON SUPPLIES.

In the swift tide of the East River, near Hell Gate, yesterday afternoon, Samuel Wright, keeper of the lantern on the island near North Brother Island, and his son, who was with him, were swept off their feet by a heavy sea, and the boat was overturned. The father and son were on their way to replenish the oil in the beacon lantern on the island. The father and son were on their way to replenish the oil in the beacon lantern on the island. The father and son were on their way to replenish the oil in the beacon lantern on the island.

HOUSEHOLDERS HAVE TO USE BOATS—MUCH DAMAGE FEARED. In all the towns of Westchester County the storm did great damage. In Mount Vernon, New-Rochelle, Yonkers, Port Chester, White Plains and other places the streets were strewn yesterday with wreckage, consisting of tree limbs, telegraph poles, telephone, electric light and telegraph wires. Some of the streets were impassable, and the Department of Public Works had hundreds of men at work clearing the highways.

The Bronx River between White Plains and Williamsbridge is swollen to twice its size by the heavy rainfall and melting snow, so that now it is overflowing its banks and flooding the Bronx Valley. Several houses near the river at West Mount Vernon, Tuckahoe and Woodlawn are surrounded by water and the inmates are using rowboats to reach land. If it continues to rain it is feared that the flooding by the Bronx River will cause thousands of dollars worth of damage to cottages in the valley. Many cellars are already filled with water.

Yonkers has been practically at the mercy of fires for the last twenty-four hours as a result of the storm. Only one of the four fire alarm circuits is in working order, and it is feared that it will give out at any moment. Hempstead, Long Island, Feb. 22 (Special).—Last night's storm and the gale that has been blowing from the northeast all day has brought traffic of all descriptions on Long Island almost to a standstill. Telephone and telegraph communications on the island are nearly entirely shut off. The wires are down in all directions, having been torn from the poles by the weight of ice that accumulated on them. The ice has also broken down hundreds of trees around which telephone, telegraph and electric light wires have become so fastened that the streets are almost impassable. In Hempstead, Garden City, Freeport, Baldwin, Rockville Centre, Lawrenceville, Schuylkill, Glen Cove and Oyster Bay, the streets are filled with parts of trees, which the ice has broken down.

The rain last night melted many of the large snowdrifts on Hempstead Plains, and the water ran into the small streams, swelling them so that parts of Hempstead are under nearly two feet of water. All the cellars near the water sheds are filled with water, and in the large storage reservoir there is more water than has been there before for many months.

Many of the large trees and much of the shrubbery at Hempstead Plains, and at White Fox, Foxhall P. Keene, Thomas Hitchcock, Jr., Harry Payne Whitney, Dudley Winthrop, W. Bourke Cochrane, Edwin Gould, E. D. Morgan, Henry Williams, C. A. and C. B. Stevens, which are on the highest points of the Wheatley Hills, and fully exposed to the gales, have been torn to pieces and broken by the wind. The trees are falling in many places in towns throughout the country and part of the birds have been driven from the woods and are feeding in the chicken yards. In parts of Suffolk County, deer have also been driven into yards of isolated farms for food.

A BOOR TAUGHT MANNERS. HE IS LIFTED FROM SEAT GIVEN UP FOR BUNDLE LADEN WOMAN. There is one man in this city to-day who has yesterday's storm to thank for something, although it be only a lesson in manners. In the afternoon, just before 6 o'clock, a well-dressed young man, evidently a downtown clerk, boarded an uptown Broadway car at City Hall Park. The car was well crowded on account of the weather.

At Reade-st. the car stopped to allow an elderly woman with a large bundle to get on. She came inside and hung to one of the straps.

A young man, who appeared to be a stranger, seated at the further end of the car, arose and made his way toward the old woman, to offer her his seat. She thanked him, and turned to the seat, but it was occupied. The man who had boarded the car at City Hall Park had calmly seated himself and was reading an evening paper. The former occupant of the seat started. His surprise was evident. It moved beyond doubt that he was a stranger. But he did not confine himself to staring. "Say," he said, with a strong Western twang, "eh?" replied the boy. "What's the matter with you?"

The stranger said no more, but in a minute he had bodily lifted the young man out of his seat. For a moment it seemed that a fight was imminent, but the young man, who had just boarded the car, backed out to the rear of the car, and from there hurriedly made his way to the rear platform. The latter made a movement as if to follow him, but in a moment the stranger's "eh?" took the rear platform and dashed through the slush for the sidewalk.

"Now, madam," said the gentleman, "please accept this seat." She did.

NURSE AND CHILD MAY GET WELL. DOCTORS SAY WOMAN WHO SHOT LITTLE GIRL, HAS GOOD CHANCE FOR LIFE. Emma Fischer, the servant who attempted to end the life of her five year old charge, Georgiana Simons, in Yonkers, on Thursday, will probably recover, as will the little girl. The child's doctor said yesterday: "I think she will be about in three weeks. She is a wonderful child. Her complacency under the most trying conditions has been marvellous."

At St. Joseph's Hospital last night the house physician said that the Fischer girl was progressing favorably. "We have not yet probed the bullet, but they are not dangerously located," he said. "The shots that were intended for the heart penetrated through a blunder of his own, but because he was most certain, barring unforeseen conditions that may arise from the wounds."

The servant does not seem to realize the seriousness of her deed, though solicitous for the condition of the little girl. She is morose, and speaks little. The authorities, with the help of the Simons family, will prosecute her for attempted homicide.

GOVERNOR DEFEATS SULLIVAN. FIFTEEN HUNDRED OF DESPERATE FIGHTING AT LOUISVILLE ARENA. Louisville, Feb. 22.—"Terry" McGovern defeated "Dave" Sullivan to-night in the arena of the Southern Athletic Club, after fifteen rounds of as desperate fighting as was ever seen in any ring. From the first tap of the gong until the end both men worked away with all the energy they possessed.

THE BIG STORE ACITY IN ITSELF STEIGEL & COOPER Laces, Lace Collars and Paris Robes. A Glorious Spring Exposition of Fascinating Interest to Thousands of Women. Seems as if summer has burst into full bloom, so charmingly typical of sunny, flowery days is this great Main Aisle display of the world's sprightliest Laces, fashion's newest Lace Collars, and the most beautiful of elegant Parisian Model Robes. Never was the Main Aisle more interesting to womankind. It is virtually a fashion show. Laces for every purpose you can think of. And what an extraordinary Lace year it's going to be. A well informed writer says:— "The amount of rich laces which will be used for portions of costumes, as well as whole costumes, will surpass that of any period in merchandise history of this or any country. While this is the topmost point of demand, it still denotes how much the very fashionable element, the fine dressmakers and those who generally make style, believe in laces. "Nottingham is busy, St. Gall is rushed. Plauen is overloaded and Calais has all it can do. "The demand extends from the thinnest and lightest to the heaviest embroidered goods." And that means that you should buy now, and in such liberal quantities that the future will not find you vainly clamoring for what fashion is raving over. Brussels contributes many elegant evidences of her marvellous art to this sale. Ireland sends the Crochets and points. St. Gall and Plauen are represented by Point de Venise, Point Milan, Insertions, Gallons, Edgings and All-Over. From other places have come Renaissance, Cluny, Arabian and Russian Laces and Insertions and All-Over. Beautiful Laces. Thousands of dollars' worth of newest 1902 Laces of practically every description. These Laces were especially imported for this sale, and should crowd the Main Aisle to-morrow as never before. Among the many different kinds are:— Gallons in all silk Chantilly, escurial guncie and filet effects; Point de Venise, Batiste and Fancy Laces of about every kind to be had. The colors are white, butter, Arabian and black. These collars cannot be priced too highly. 95c. for COLLARS worth up to \$2.50. 1.45 for COLLARS worth up to \$3.75. 1.95 for COLLARS worth up to \$5.00. 2.25 for COLLARS worth up to \$7.50. 2.95 for COLLARS worth up to \$10.00. Imported Model Robes. Fifty Model Robes, just received from the most exclusive of Paris modistes, will be sold Monday at These Prices:— \$65.00, \$75.00, \$100.00 and \$125.00. Just about 1/2 the import cost.

"An Extraordinary Art Sale." AT MENDELSSOHN HALL, Fortieth Street, East of Broadway.

On the Evenings of Wednesday, Thursday and Friday next, February 26, 27 & 28, BY ORDER OF

Boussod, Valadon & Co. PARIS,

on account of the discontinuance of their American House, High Class Paintings, Water Colors, Pastels and Fine Bronzes, Among which are sterling works by some of the Most Renowned Artists of the Barbizon and Other Modern Schools.

"A collection such as this is necessarily varied in character and quality, containing something to attract every kind of comers. That all the pictures will not attract everybody is inevitable; yet there is a sufficient infusion of what ought to attract everybody to make the exhibition well worth visiting. From the point of view of the sale, it contains much that will interest the more practical fancier and much also that will cause stirrings in the heart of the connoisseur."—THE SUN.

"The average illustrated is, on the whole, extremely gratifying. There are pictures here, inevitably, of the sort which we are certain to find in any collection brought together for commercial purposes—pictures more or less anecdotic or sentimental in subject and commonplace, though far from contemptible, in style. But it is plain that the firm has recognized the existence of cultivated amateurs in the local market, for there is an abundance of work of a very high class. The masters of the romantic period of 1830 may be seen in a number of distinctly interesting examples."

"In fact, the collection is, in the main, one of serious interest. Necessarily, miscellaneous, and inclusive of a good deal that inspires no particular enthusiasm and no detailed comment, it has nothing in it, on the other hand, that fails to deserve a certain respect. Our own school is creditably if not brilliantly represented by Mr. George Hitchcock, Mr. Ochtman and one or two others, and we leave the exhibition with uniformly pleasant recollections."—THE TRIBUNE.

On Free View Day and Evening (Sunday Excepted) At the American Art Galleries, Madison Square South, New York.

The Sale Will Be Conducted by Thomas E. Kirby of THE AMERICAN ART ASSOCIATION, MANAGERS, 6 East 23d Street, Madison Square South.

WATCH FOR SALE. Here is a chance for some one to get a genuine bargain. I have a watch here that was left with me to dispose of. It is a gentleman's size, brand new solid 14-k. Gold throughout. Waltham movement never has been carried a day. Price \$25. It will be sold with full guarantee, and with the distinct understanding that if the same grade of watch can be bought in this city for less than \$40 the money will be refunded. Can be seen any time before 6 o'clock. CHARLES A. KENNEDY, 140 Fulton St., New York.

BANKS HELP OUT PERU'S GOVERNMENT. Lima, Peru, Feb. 22.—In view of the fall in the rate of exchange and the depreciation of the silver peso, the banks have offered to advance the government \$20,000,000 to be melted down and exported. The proceeds to be returned in sovereigns. The loan is repayable in monthly instalments of \$1,000,000.