ELECTION COURTSHIP.

How Constituencies Are Wooed in England and What It Costs.

London, January 6.

It is unromantic wooing of the electorate that is now witnessed in the United Kingdom. Most of it is done by proxy. The local caucus arranges the proposal after the suitor's eligibility has been considered. The headquarters staff in London conducts the courtship correspondence with the help of printer, illustrator and typewriter. Morning, noon and evening the postman's bag is filled with leaflets, songs, addresses, cantons, pamphlets, statistics and political squibs. Posters of variegated hues are on every available wall and hoarding; lithographs of the candidate's face are in shop windows; the district is painted red with his name in big block lettering, and tags of doggerel and many a bonne bouche of sentiment go with these political valentines. If the suitor be shy and reticent, gifted speakers brimming over with appreciative eloquence are deputed to plead his cause and to let the electors know how sturdy a champion of party principle he is and how golden is his silence. If he be loud and loquacious, the election agent hovers about him like a vigilant chaperon to pull his coattail or to trample on his toes, if he be so indiscreet as to say the right thing to the wrong person. Everything is prearranged, caucus made and machine directed. There are neither picturesque incidents, nor romantic touches, nor rollicking humors in modern electioneering. It is a businesslike canvass, without sentiment or practical joking.

Contrast, for example, the methods of canvassing in the old days and in the new. Before the caucus took all the romance out of personal solicitation for votes the candidate, with flowers in his buttonhole and scent on his handkerchief, used to go from house to house paying pretty compliments and kissing the babies, and the mother and daughters as well, and even the housemaid who opened the door for him. Those were the days when the fair Ladies Waldegrave, whom Sir Joshua painted, coaxed by their smiles and coquetries reluctant voters to change sides, and when the beautiful Duchess of Devonshire bribed by her kisses the butchers and mechanics of Westminster to support Fox. Personal canvassing remains, for it has not been included by statute among corrupt practices; but the days of gallantry have passed. The candidate now visits the factories at the luncheon hour and shakes hands all around with the workers; or he makes the rounds of the tenements, with hirelings at his heels loaded up with political literature from London. Even a veteran like Mr. Chaplin drives through Sleaford in a motor car, with his daughters, Viscountess Castlereagh and Miss Chaplin, to look after him. The time was when he would have gone from house to house, kissing all the women and bidding them see to it that their husbands and brothers voted straight. The canvassing of houses and shops by women continues, but it is a sorry travesty of oldtime electioneering. They have printed lists of addresses, and bustle about industriously, and unless they have handsome walking suits and feathers in their hats they may be taken for parish visitors. Their utility ceases when they drop into politics and draw the line between protection and free trade, for tradesmen and workingmen attend political meetings of both parties and know more about such matters than they do themselves. They have ceased to be romantic figures when they are driving about in motor cars, or tramping from door to door exposing themselves to whooping cough and measles. They are stage properties, like the gaudy posters, and help to advertise the candidate's stock in trade. A serviceable body of good looking canvassers is an essential part of his political outfit, like the front line of local worthies on the platform or ample relays of vehicles on polling day.

The humors of oldtime electioneering have vanished with the romance. Candidates are no longer expected to buy a cabbage for £5 or an old almanac for 10 guineas; nor do electors get a sow for a penny or a farmhouse for half a crown. The old fashioned devices for concealing bribery are forgotten, like the pocket boroughs or the golden pills taken after election in the reign of George III. The hustings where candidates were forced to face for hours a mob of practical jokers disappeared over thirty years ago, when the Ballot act was passed; but while it stood there was fun at the fair. Each suitor for popular favor was compelled to recruit a bodyguard of hundreds of revellers, who would protect him from showers of stones and cabbages and howl down the rival as often as he attempted to speak; and a rollicking time they had for their employer's money. Those were the Pickwickian polling days, when stagecoaches broke down mysteriously in quagmires half way from London; when voters were kidnapped and chained to trees in clearings of forest, and when bands of rescuers carried in triumph to the hustings unfortunate citizens who had been shut up in chicken coops or locked up in their bedrooms without a stitch of clothing. An election is no longer a saturnalia of horseplay and practical joking. Guying or heckling a candidate at a mass meeting is not very lively sport, and there is no other recreation until the ballots are counted and the winners are free to shout. There are no street processions with banners and brass bands; there is so little excitement even on the polling day that a stranger would not know that anything unusual was going on. After all the jollity and mad rioting of old times the English might now be said to take their election pleasures sadly were it not for the boisterous singing of campaign songs at political meetings. These are sung with remarkable zest and spirit, especially in Yorkshire, Lancashire and the Midlands, where voices are trained for the great musical festivals. If either party can sing itself into political power this month it will be the Liberal Free Trade coalition, for it has the swinging choruses and the more rollicking verse.

Carriages have always played a great part in English elections. When candidates were expected to pay all the expenses of the canvass, even if they were forced to mortgage their estates and to sell their family heirlooms, the voters insisted upon driving to the hustings in luxurious coaches. Otherwise, they were not to be whipped in as supporters of the buff or of the blue. The candidate's livery bills in a northern county ranged from $30,000 to $40,000, and his humblest followers had the satisfaction of careering through the country like lords for once in their lives. The Corrupt Practices act of 1883 prohibited the hiring of vehicles by candidates for Parliament and greatly reduced election expenses. As it did not interfere with the lending of conveyances by well to do supporters, it did not alter the oldtime custome of carrying voters to the polling places. As the size of the block letters in which the candidate's name appeared on the walls indicated the magnitude of his claims for public recognition, so also the number of broughams, four-in-hands and equipages of all kinds placed at his disposal on Election Day denoted his social influence and importance. The motor car has now taken the place of the old fashioned brougham. The candidate is whirled about the district by his chauffeur for days and even weeks before the balloting, and the election agents and committeemen are driven from place to place in motor cars. One ener- dress four meetings in villages long distances apart in the course of a single evening by having an audacious chauffeur with a spirit above speed limits and local regulations. On polling days there will be scores of motor cars of all patterns at the service of candidates of both parties in town and country. There is already an urgent demand for a landaulette seating four persons in addition to the driver, which is considered the most useful election car, and the prices of hire have been doubled. A parade of motor cars is the modern substitute for the old fashioned tournaments of coaches and four-in-hands on polling day, and in place of the bodyguard of shouters and swashbucklers at the hustings there is a trained force of chauffeurs with a scent for politics so true and discriminating that they can be trusted not to run over a tariff reformahen or a retaliation dog or a Home Rule urchin unless it belongs to the opposite party.

The wooing of a constituency is not an affair of a week or a fortnight when Parliament has been dissolved by royal warrant and writs are issued for the return of a new body of legislators. Belated addresses from an unknown candidate at the last moment are seldom successful. Party feeling may be strong, but voters resent the idea of supporting a candidate whom they have not looked over and tested in their own way. A constituency has to be carefully nursed for months, or even years, or the wooing will lead to the careless suitor's undoing, and this is a process which is as costly as the election itself. Subscriptions to local enterprises and charities, attendance at banquets and public functions, the support of a local newspaper, generous contributions to the party funds and painstaking attention to begging letters in a mass of correspondence are among the obligations of a prospective candidate for Parliament, and his chances of success in a closely contested election depend in large measure upon his patience and affability in nursing the seat. An assiduous wooer may easily expend from $10,000 to $25,000 a year in delicate attentions to his constituents before the polling comes on, and consequently the limitation of the election expenses by statute does not accurately represent the actual cost of political courtship. With all the boroughs except two, and all the county divisions except a baker's dozen, closely contested, the impending election at the maximum rate allowed by law can hardly cost the candidates outside Ireland less than $6,250,000, and when the accounts are settled the aggregate will be only a fraction of the expense of wooing the constituencies. If elections are held too often many of the suitors are ruined. They are in the same unhappy plight as belated heirs to landed estates when the death duties have been paid several times in quick succession.

I. N. F.

CRIBBING AT COLLEGE.

Many and Ingenious Are the Methods of Lazy Students.

"Cribbing" is a growing source of worry to college professors whenever the examinations draw near. Yale recently expelled one of her best oarsmen, who was caught employing this method of obtaining high marks without study, and she may be depended on to keep up the good work.

There are almost as many ways of "cribbing" as there are "cribbers." One of the most elaborate and widely used is known as the double roll. It consists of a long narrow strip of paper, which is rolled from both ends. A fund of information that may be useful in examinations can be stowed away on this strip. The student must know just where each item is to be found and must practise manipulating it until he can use it with one hand. Some of the most elaborate cribs of this sort cost hours of hard labor, almost as many as would be necessary to "cram" on the subject and pass the examination honestly.

When examination questions can be obtained before the examination, and this happens more often than the college professors have any idea of, the common method is to write out a paper before entering the examination room and substitute it for that on which one has been working. Students take great care not to have these previously prepared papers too perfect, and as a rule they are only detected when caught in the act of substitution. There are various ways of getting lists of questions before the examination. Employes in the college printing offices are often dishonest and make a practice of selling questions. Sometimes, where the classes are large, the examinations are held in sections. Some one in the first section will toss a list of questions out of the window to a waiting member of the second section. This happened a few years ago at Cornell, and the papers of an entire section were refused by the examining officer, who ordered another examination.

The old high school practice of bringing textbooks to the building in which the examination is being held, and hiding them in the washroom, is also practised to some extent in the colleges. The student gets permission to leave the room on one pretext or another and looks up points on which he is in doubt.

The meanest of all "cribbers" is the far-sighted individual who looks over his neighbor's paper. Students have actually been known to purchase special glasses for examinations which would enable them to read papers which were being written at some distance from them. There are many keen students who would not think of cheating in examinations themselves, but who think nothing of allowing some less well posted student to look over their shoulders. Of late years faculty effort has been directed against this practice, and there is a growing tendency to hold the man who gives assistance in this manner equally guilty with the man who accepts it.

Many a student has been admitted to college by having some one else pass his entrance examinations. This scheme will not work after the student becomes known, and is dangerous, as the examiners are on the watch for just that sort of thing.

Princeton University has the reputation among college men of being the most free from the "cribbing" curse of any of the big institutions of learning. This is due to the honor system which has developed there within the last twelve years. In the South the University of Virginia is declared to be absolutely free from cheating in examinations. The Princeton honor system is based on that so long in force in Virginia, and the story of its conception and the manner in which it has worked out may be interesting.

In 1893 it developed that there was a strong sentiment in favor of the honor system of examinations, instead of the spy system, which was in vogue. The faculty was duly petitioned to give the new system a trial, and as there had been wholesale cheating under the old method the petition was granted. The faculty agreed to let the students supervise the examination, and it was provided that each man sign this declaration at the end of his paper:

"I hereby pledge my honor as a gentleman that during this examination I have neither given nor received assistance."

A number of students were suspected of cheating, and a committee of students investigated. Two freshmen and two sophomores were found guilty, and had the choice of expulsion or of confessing to the professor and requesting another examination. One man accepted the latter alternative and the others left college.

After two years the students adopted a formal constitution, "in order to preserve more perfectly the high standard of honor recognized by the establishment of the honor system, to regulate the procedure and organization of an undergraduate committee of investigation and punishment, and to secure its continuous and uniform action." The students are put on their honor to report all suspicions to this committee, which then institutes a court, gathering all possible evidence and summoning witnesses on both sides. If five of the six members of the committee decide that the man is guilty, a brief of the evidence is forwarded to the faculty, and punishment recommended. The definiteness of this recommendation is one of the bulwarks of the system. There is no leeway for personal prejudice and sentiment. A man is guilty or innocent. The punishment is suspension for one term if the offender is a freshman, but immediate and absolute expulsion if the student has been at Princeton more than one year. The faculty has never failed to accept the recommendation of the committee.

There is no attempt on the part of the professors to watch the men. They are permitted to leave the room if they like. They can converse with their neighbors. If a professor remains in the room it is only to answer questions, and he occupies his time in reading or otherwise than watching the students. The students are jealous of their rights under this system. They openly denounce the one professor who requests that they do not leave the examination room. They criticise the suggestions of some professors who advise that they occupy alternate seats. If, on looking over the papers, the professor finds unmistakable evidence of cheating he hands this evidence to the student committee and not to the faculty.

"Cheating at Princeton has been reduced to a minimum," declared one of the leading professors, when a Tribune reporter asked him about it, "and every man receives the just reward of his labor. The examinations are as orderly as they were under direct faculty supervision, and the whole morale of the students is elevated. There is a healthy, manly and moral public opinion in the university which drives the offender from its midst as a plague-stricken man."

At Cornell there is a rapidly growing sentiment against "cribbing" which is likely to bring about the resumption of the honor system. A few years ago the system had a half-hearted sort of a trial. The professors were not strongly in favor of it. The students asserted that the faculty put them on their honor and then watched them. The student court to try offenders was not well organized and the faculty finally abolished it and went back to the watching system. This put the "cribbing" question in a new light to most of the students. They declared that it was "up to the instructor or professor," and the student who would have exposed another under these conditions would have fared badly with his fellows.

One of the most startling instances of wholesale "cribbing" came to light in 1902, when the Princeton authorities refused to admit almost an entire class of Andover boys on the ground that they had cheated in examination. Some had carried written "cribs" into the examination room, while others had obviously copied from their neighbors. The Andover faculty declared that the boys had been tempted to cheat because they were taking examinations for which they were not ready.

Arthur W. Ryder, a former professor of Andover, wrote at the time: "The attitude of Andover students toward their school work must occasion serious apprehension among the friends of Phillips Academy; cheating in oral recitation and in the preparation of written work outside the classroom is carried to astonishing lengths. Cheap and inaccurate translations of Greek and Latin classics, written in execrable English, form a not inconsiderable fraction of the private libraries of many students. Attempts are frequently—and sometimes successfully—made to secure in advance copies of Yale entrance examinations."

It is only fair to Andover to say that in the last two years every effort has been made to put down the "cribbing" evil, and to build up a spirit of honor in the boys who prepare for college there.

In some universities and colleges one finds a peculiar standard. It is not considered dishonorable to cheat in examination if the cheating is done for the purpose of staying in college or to avoid the penalties of neglecting one's books for some athletic sport. It is considered distinctly dishonorable, however, when used to make a pretence of high scholarship. The standard seems to be that one must play fair with his fellows and not sail under false scholarship colors and build up an undeserved reputation, while deceptive strategy is tolerated in dealing with the authorities.

This was shown recently in a New-England institution where self-government largely prevails. The faculty handed down to the students who formed the corporate body of the honorary society of Phi Beta Kappa a list of men whose standing entitled them to membership. As a rule the election is a mere formality. This time, however, the students refused to elect one man on the ground that he was a notorious "cribber." His scholarship was known to be a sham, yet he was held in good standing among his classmates.

Columbia is another institution which has had more or less trouble over examinations. In 1903 the faculty decided to call upon holders of fellowships and scholarships to act as proctors at the examinations. Immediately there was a great protest. "The Columbia Spectator" demanded to know why the faculty did not make the Phi Beta Kappa key the badge of janitor service. It declared that it was preferable to give up a scholarship rather than spy on one's friends. So strong was the opposition that the plan was abandoned.

A most peculiar case of violation of college standards of honor occurred at Brown a couple of years ago. Some time after commencement it was discovered that the man who had won the Gaston prize medal had delivered an address which was not his own. It had been previously delivered by a student at Hamilton College in 1901. The student denied any dishonest motive and by request returned the medal.

HOSPITAL FOR CRIPPLED CHILDREN.

Work Done by State Institution at Haverstraw.

After five years of existence the New-York State Hospital for the Care of Crippled and Deformed Children, which removed from Tarrytown to Haverstraw on April 1, 1905, finds itself with a commodious building and a competent staff. The superintendent, in his report, says that the work in the last year has been more interesting—and more arduous—than in any previous year. An appropriation of $50,000 becoming available in the early spring of 1905, various alterations were made in the building at West Haverstraw, and the number of beds was increased from thirty-five to forty-five. This hospital, which was established by the legislature in 1900, was founded "for the care and treatment of any indigent children who may have resided in the State of New-York for a period not less than a year, who are crippled or deformed, or are suffering from a disease from which they are likely to become crippled or deformed. Admissions are made only upon satisfactory proof, by affidavit, showing that the patient is unable to pay for private treatment." Patients from four to sixteen years of age will be received for treatment. Bishop Potter is president of the board of managers.

The report states that it is remarkable how rapidly patients suffering from tubercular diseases of the joints improve, under modern treatment, in the fresh air of Rockland County. Nearly all patients have deformities of a curable nature and are very materially benefited by the treatment. A person with a slight limp is not seriously handicapped in life and some of the discharged patients, even after the short period of the hospital's existence, are earning their own living, attending public schools, or helping in the ordinary domestic affairs of their own homes. The patients are not only treated, but are educated as well. The upper floor of the solarium addition is used as a schoolroom. There is a regularly appointed (State) teacher who instructs the patients in the schoolroom, and in addition several hours a day are given by the teacher to patients who are unable to leave their beds. It is proposed, when the new building is erected, to create an industrial school, teaching the trades to older patients.

NEW YEAR'S IN PARIS.

The old year ends with this evening, and all Paris is preparing busily to welcome the new. My concierge is brushing a black velvet skullcap which he has worn for the last twenty New Year's days, and never worn on any other occasion, and he is burnishing the smile with which he means to welcome little "étrennes." At my barber's a plate has been mounted upon a red velvet pedestal, covered with glass and decorated with a ten-franc piece, a five-franc piece and several pieces of smaller silver, to serve, no doubt, as bait for New Year's gifts from customers, and everybody, from the waiter, whom I have been tipping out of all proportion all the year, to the washerwoman, who has (in every sense of the word) mangled my linen, will wish me "Bonne année" to-morrow, and expect a response in hard cash.

But there are other peculiarities of New Year's Day in Paris besides the tips. It is, for instance, good to be a fireman on duty at one of the Paris theatres on New Year's Eve, for it is a deep founded superstition in the heart of every Paris actress that she will have no luck in the new year unless she welcome it by kissing the theatre fireman in the last moments of the old one. I can remember seeing the fortunate man who was on duty at the Variétés a few years since hustled and bustled from one pretty woman's arms into those of another until, as he quaintly remarked, "the kissing had almost ceased to be good," and he "didn't know whether the last five ladies were dark or fair."

This year the play at the Variétés is high comedy, and there will be fewer applicants for the fireman's blushing cheek, but with Mme. Jeanne Granier, Mme. Eve Lavallière and the rest of them the fireman's lot is quite a happy one.

You must not, all Parisians will tell you, allow a person of your own sex to be the first to kiss you upon New Year's morning, and you must see to it that the first person whom you see on New Year's Day gives you a present. This superstition it is which is responsible for the "étrennes" nuisance, by the way. Also, if you can manage it, you must meet and talk to a soldier above the rank of a private before midday on New Year's morning. If you are of the softer sex it means good luck in love affairs, and if you be merely a man the meeting means good luck in business matters. So that the corporals, sergeants and officers in uniform who go out betimes to-morrow are likely to enjoy themselves.—(Paris correspondence London Express.

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From Pier 13, adj'g. Wall St. Ferry, Bklyn.
For La Guayra, Curacao and Maracaibo.
S. S. MARACAIBO.Saturday, Jan. 27, noon
S. S. ZULIA........Saturday, Feb. 10, noon
These steamers have superior accommodations for passengers.
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NORWICH LINE, via New London. Leave Pier 40, N. R., ft. Clarkson St. week days only, 6:00 P. M. Strs. CITY OF LOWELL and MAINE.
NEW HAVEN LINE for New Haven, Hartford, Springfield and North, lve. Pier 20, E. R., ft. of Peck Slip, week days only, at 4:00 P. M. Str. CHESTER W. CHAPIN.

RAILROADS.

PENNSYLVANIA RAILROAD.

STATIONS foot of West Twenty-third Street and Desbrosses and Cortlandt Streets.
☞ The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station.
FOR THE WEST.
*7.55 A. M. CHICAGO SPECIAL.
*10.55 A. M. ST. LOUIS LIMITED. For Cincinnati and St. Louis.
*10.55 A. M. THE PENNSYLVANIA LIMITED.—23 hours to Chicago.
*1.55 P. M. CHICAGO, CINCINNATI AND ST. LOUIS EXPRESS.
*3.55 P. M. PENNSYLVANIA SPECIAL. 18 hours to Chicago.
*4.55 P. M. CHICAGO LIMITED.
*5.55 P. M. WESTERN EXPRESS.
*6.25 P. M. ST. LOUIS AND CINCINNATI EXP.
7.55 P. M. PACIFIC EXPRESS.
*8.25 P. M. CLEVELAND AND CINCINNATI EXP.
*9.55 P. M. PITTSBURGH SPECIAL.
WASHINGTON AND THE SOUTH.
*7.55, 8.25, *9.25, *9.55, †10.55 a. m., 12.25, *12.55, 2.10 (*3.25, "Congressional Limited"), *3.25, *4.25, *4.55, *5.55, 9.25 p. m., 12.10 night. Sunday, 8.25, *9.25, *10.55 a. m., 12.25, *12.55 (*3.25, "Congressional Limited"), *3.25, *4.25, *4.55, *5.55, 9.25 p. m., 12.10 night.
SOUTHERN RAILWAY.—*12.55, *3.25, *4.25 p. m., 12.10 a. m. daily.
ATLANTIC COAST LINE.—*9.25 a. m. and 9.25 p. m. daily.
SEABOARD AIR LINE.—12.25 p. m. and 12.10 a. m. daily.
NORFOLK AND WESTERN RAILWAY.—*3.25 p. m. daily.
CHESAPEAKE & OHIO RAILWAY.—*7.55 a. m. week-days, *4.55 p. m. daily.
FOR OLD POINT COMFORT and NORFOLK—*7.55 a. m. week-days, 8.55 p. m. daily.
ATLANTIC CITY.—9.55 a. m. and 2.55 p. m. week-days. Sundays, *7.55 a. m.
CAPE MAY.—12.55 p. m. week-days.
BROWN'S MILLS-IN-THE-PINES.—9.55 a. m. week-days.
LONG BRANCH, ASBURY PARK (Ocean Grove) (North Asbury Park Sundays), and Point Pleasant, 8.55 a. m., 12.55, 3.25, 4.55 p. m., and 12.10 night week-days. Sundays, 9.25 a. m. and 4.55 p. m.
FOR PHILADELPHIA.
6.05, 7.25, *7.55, 8.25, 8.55, *9.25, 9.55, *9.55, *†10.55, *10.55, 11.55 a. m., 12.25, *12.55, *1.55, 2.10, 2.55, *3.25, 3.55, 4.25, *4.25, *4.55 (*†4.55 for North Philadelphia only), *5.55, *6.25, 6.55, 7.55, 8.25, 8.55, 9.25 (9.55 for North Philadelphia only) p. m., 12.10 night week-days. Sundays, 6.05, *7.55, 8.25, *9.25, 9.55, *†10.55, *10.55 a. m., 12.25, *12.55, *1.55, *3.25, 3.55, *4.25 (*†4.55 for North Philadelphia only), *4.55, *5.55, *6.25, 7.55, 8.25, 8.55, 9.25 (9.55 for North Philadelphia only) p. m., 12.10 night.
*Dining Car. †Extra-fare train.
Ticket offices, Nos. 461, 1354 and 96 Broadway; 182 Fifth Avenue (below 23d St.); 263 Fifth Avenue (corner 29th St.); 1 Astor House, and stations named above; Brooklyn, 342 Fulton Street, 860 Fulton Street, 390 Broadway and Pennsylvania Annex Station. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.
Telephone "543 Chelsea" for Pennsylvania Railroad Cab Service.
W. W. ATTERBURY, J. R. WOOD, General Manager. Pass'r Traffic Manager.
GEO. W. BOYD, General Passenger Agent.

Lackawanna Railroad.

N. Y., foot Barclay, Christopher, West 23d Sts.
†8.00 A. M.—For Binghamton and Elmira.
*10.00 A. M.—For Buffalo, Chicago and St. Louis.
*1.40 P. M.—For Buffalo and Chicago.
†4.00 P. M.—For Scranton and Plymouth.
*6.15 P. M.—For Buffalo and Chicago.
*8.45 P. M.—For Buffalo, Syracuse, Utica.
*2.00 A. M.—For Chicago—Sleepers open 9.30 P. M.
Tickets at 149, 429, 1183, 1434 Broadway, N. Y.; 339 Fulton St., Brooklyn. *Daily. †Except Sunday.

RAILROADS.

"AMERICA'S GREATEST RAILROAD"

NEW YORK CENTRAL & HUDSON RIVER R. R.

THE SIX-TRACK TRUNK LINE
Direct Line from New York & Boston to Niagara Falls
THE SIX-TRACK TRUNK LINE OF AMERICA.
MAIN STEM OF THE NEW YORK CENTRAL LINES
Operating more than twelve thousand miles of railway east of Chicago, St. Louis and Cincinnati.
This is the Direct Line from New York and Boston to Niagara Falls and to the West, the Northwest and the Southwest, by way of the great cities and Chicago, St. Louis or Cincinnati.
Trains depart from Grand Central Station, 42d street, New York, as below:
North and west bound trains, except those leaving at 8:30 A. M., 1:02, 3:30, and 11:30 P. M., will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.
12:10 A. M.—*MIDNIGHT EXPRESS.
8:30 A. M.—†EMPIRE STATE EXPRESS. Most famous train in the world.
8:45 A. M.—*FAST MAIL—24 hours to Chicago.
10:20 A. M.—*DAY EXPRESS.
1:02 P. M.—*THE SECOND EMPIRE.
1:06 P. M.—*CHICAGO SPECIAL.
2:04 P. M.—*SOUTHWESTERN LIMITED.
3:30 P. M.—*THE 20TH CENTURY LIMITED. To Chicago in 18 hours, via New York Central and Lake Shore.
3:40 P. M.—†ALBANY AND TROY FLYER.
4:00 P. M.—*HUDSON RIVER SPECIAL.
4:30 P. M.—*THE WOLVERINE.
5:29 P. M.—*FAST MAIL—For Albany.
5:30 P. M.—*LAKE SHORE LIMITED—23½ hour train to Chicago. All Pullman cars.
5:30 P. M.—*CLEVELAND, CINCINNATI AND ST. LOUIS LIMITED. All Pullman cars.
6:00 P. M.—*WESTERN EXPRESS.
7:00 P. M.—*MONTREAL EXPRESS.
7:30 P. M.—*ADIRONDACK & MONTREAL EXPRESS.
8:00 P. M.—*BUFFALO, NIAGARA FALLS, CLEVELAND AND TORONTO SPECIAL.
9:20 P. M.—*WESTERN NEW YORK EXPRESS.
9:30 P. M.—*PACIFIC EXPRESS.
11:30 P. M.—*CHICAGO AND ST. LOUIS EXPRESS.
*Daily. †Except Sunday. ¶Except Monday.
HARLEM DIVISION.
9:05 A. M. and 3:35 P. M., daily except Sunday, to Pittsfield and North Adams. Sundays, 9:20 A. M.
Pullman cars on all through trains.
Trains illuminated with Pintsch light.
Ticket offices at 149, 261, 415 and 1216 Broadway; 25 Union Square W., 275 Columbus ave., 275 West 125th st., Grand Central and 125th st. stations, New York; 338 and 726 Fulton st. and 106 Broadway, Brooklyn.
To be sure of the best accommodations on any of our through trains it is wise to secure them several days in advance.
Telephone "500 38th Street" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company.
Passengers arriving by Ocean Steamers are met on the pier by a uniformed agent of the New York Central Lines, who will arrange for checking luggage and securing sleeping car accommodations.
Passengers for the Dominion of Canada can have their luggage checked through in bond by this New York Central agent.
A. H. SMITH, Gen'l Manager. C. F. DALY, Pass'r Traffic Mgr.

READING SYSTEM NEW JERSEY CENTRAL R. R.

STATIONS: { West 23d St., N. R. { Foot Liberty St., N. R.
Time shown below is from Liberty St. West 23d St. leaves 10 minutes earlier, except as noted by designating marks.
EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—z4.00 (to Easton), 9.10 A. M., 1.20, 4.40, 5.00 (to Easton only) P. M. Sun., z4.30 A. M., 1.00, 5.00 and 6.00 P. M.
WILKESBARRE AND SCRANTON—4.00 A. M., 1.20, 5.00 P. M. Sundays, 4.30 A. M., 5.00 P. M.
LAKEWOOD, LAKEHURST, TOMS RIVER AND BARNEGAT—z4.00, 9.40 A. M., 1.30, a5.00, x6.05 (Lakewood and Lakehurst, k3.40, c4.15) P. M. Sundays, 8.30 A. M. (9.40 Lakewood and Lakehurst).
ATLANTIC CITY—*9.40 A. M., k3.40 P. M.
LONG BRANCH, ASBURY PARK, OCEAN GROVE, POINT PLEASANT AND SEASHORE POINTS—z4.00, 8.30, 11.30 A. M., x1.20, g4.45, 5.30, 6.30, j12.01. Sundays, except Ocean Grove, 4.00, 9.00 A. M., 4.00, 8.30 P. M.
ATLANTIC HLDS., SEABRIGHT, MONMOUTH BCH., EAST LONG BRANCH—z4.00, z5.50, 8.30, 11.30 A. M., 1.30, 4.45, 5.30, 6.30 P. M. Sundays, 9.00 A. M., 4.00 P. M.
PHILADELPHIA—*z4.30, m7.00, m8.00, *9.00, m*10.00, *11.00 A. M., m*12.00, m1.00, *2.00, *3.00, *4.00, m*5.00, m6.00, *7.00, †8.00, *9.00, §10.30 P. M., *12.00 mdt.
BALTIMORE AND WASHINGTON—8.00, m*10.00, *12.00, m*2.00, m*4.00, *6.00, *7.00, *j12.15.
READING, HARRISBURG, POTTSVILLE AND WILLIAMSPORT—||4.00, *8.00, †8.00, ||9.10, (10.00, 11.00 A. M. Reading only), §1.00, ||1.20, †2.00 P. M. (Reading, Pottsville, Harrisburg only), †4.00, †5.00, 7.30 P. M.
*Daily. †Daily except Sunday. §Sundays. ‡Parlor cars only. ||Via Tamaqua. aExcept Saturdays. mDining car. zSundays only. zFrom Liberty St. only.
From Twenty-third Street—z5.50 P. M., c3.50 P. M., e12.20 P. M., g4.30 P. M., j11.50 P. M., k3.20 P. M.
Offices: Liberty St., West 23d St., 6 Astor House, 261, 434, 1300, 1354 Broadway, 182 5th Ave., 281 5th Ave., 25 Union Square West, 2798 3d Ave., 279 West 125th St., 245 Columbus Ave., New York; 342, 344, 860 Fulton St., Brooklyn; 390 Broadway, Williamsburg. New York Transfer Co. calls for and checks baggage to destination.
W. G. BESLER, Vice-Pres. & Gen. Mgr. C. M. BURT, Gen. Pass'r Agt.

BALTIMORE & OHIO RAILROAD

ROYAL BLUE LINE TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR" TO BALTIMORE AND WASHINGTON.
Leave West 23d Street 10 minutes earlier except midnight train leaves 11:50 p. m.
Lv. Liberty street. 8.00 a.m. Except Sun.
" " 10.00 a.m. Daily.
" " 12.00 noon. Daily.
" " 2.00 p.m. Daily.
"Royal Limited." 4.00 p.m. Daily. All Pullman.
Lv. Liberty street. 6.00 p.m. Daily.
" " 7.00 p.m. Daily.
" " 12.15 night. Daily.
SPLENDID TRAIN SERVICE THROUGH DAILY TRAINS TO THE WEST.
Leave New York City. 23d St. Liberty St.
Chic., Pitts., Sleeper...11.50 p.m. 12.00 nt.
Chic., Columbus, Diner.11.50 a.m. 12.00 n.
Pitts., Clev., Limited... 3.50 p.m. 4.00 p.m.
"Pitts. Ltd.," Buffet... 6.50 p.m. 7.00 p.m.
Cin., St. Louis, Sleeper.11.50 p.m. 12.00 nt.
Cin., St. Louis, Diner.. 9.50 a.m. 10.00 a.m.
Cin., St. Louis, Diner.. 5.50 p.m. 6.00 p.m.
Offices: 261, 434, 1300 Broadway, 6 Astor House, 108 Greenwich St., 25 Union Square W., 391 Grand St., N. Y.; 343 Fulton St., Brooklyn; West 23d St. and Liberty St.
After 6 p. m. Sleeping Car Reservations and full information regarding trains can be obtained at Bureau of Information, Baltimore & Ohio R. R., 23rd St. Terminal. Phone No. Chelsea 3144.

LEHIGH VALLEY.

Foot of West 23d A; Cortlandt and Desbrosses Streets B. *Daily. †Except Sunday. Sunday: c12.25. d12.45. n5.25. x5.45.

	Lv.N.Y.A	Lv.N.Y.B
Mauch Chunk Local	†6.40 A M	†6.55 A M
Buffalo Express	*7.25 A M	*7.40 A M
BLACK DIAMOND EXPRESS	*11.55 A M	*12.00 N
Mauch Chunk and Hazleton Local	*c12.40 P M	*d12.55 P M
Wilkes-Barre Express	†3.55 P M	†4.10 P M
Easton Local	†5.10 P M	†5.20 P M
Chicago and Toronto Vestibule Express	*n5.40 P M	*x5.45 P M
THE BUFFALO TRAIN	*7.55 P M	*8.00 P M

Tickets and Pullman accommodations, 149, 261, 355 and 1234 Broadway, 182 5th Ave., 25 Union Sq. West, 245 Columbus Ave., N. Y.; 325, 342 & 860 Fulton St., Broadway and foot Fulton St., Brooklyn. N. Y. Transfer Co. will call for and check baggage.

N. Y., N. H. & HARTFORD R. R.

Trains depart from Grand Central Station, 42d St. and 4th Ave., as follows for BOSTON, via New London & Providence—†‡||10:00, *x||10:02 A. M., †‡||1:00, *x||1:01, *x||3:00, †‡||5:00, *x||5:01, *¶12:00 P. M.; via Willimantic—*9:00 A. M., †2:00 P. M.; via Springfield—*11:00 A. M., †||12:00, *||4:00, *11:00 P. M.
WORCESTER and FITCHBURG, via PUTNAM—†3 P. M.
LAKEVILLE and NORFOLK—†8:49 A. M., †3:31 P. M.
Gt. Barrington, Stockbridge, Lenox, Pittsfield—†4:50, †8:49 A. M., †3:31 P. M.
Ticket offices at cGrand Central Station and c125th St., also at c261, 1,185, c1,354 B'way, c25 Union Square, c182 Fifth Ave., c245 Columbus Ave., c649 Madison Ave., c273 W. 125th St., 2,798 Third Ave., 28 Broadway, Brooklyn, c342, 860 Fulton St., 390 Broadway.
*Daily. †Except Sundays. ‡Sundays only. 125th St. xStops at 125th St. ||Has dining car. ¶Parlor Car Limited. cParlor and Sleeping Car tickets also.

ADVERTISEMENTS and subscriptions for The Tribune received at their Uptown Office, No. 1,364 Broadway, between 36th and 37th sts., until 9 o'clock p. m. Advertisements received at the following branch offices at regular office rates until 8 o'clock p. m., viz.: 254 8th-ave., s. e. cor. 23d-st.; 153 6th-ave., cor. 12th-st.; 92 East 14th-st.; 257 West 42d-st., between 7th and 8th aves.

WORK WANTED.

Situations Wanted—Male and Female—Four lines (not exceeding 24 words), three insertions, 15 cents; seven insertions, 30 cents. Exceeding 24 words and less than 40 words, three insertions, 30 cents; seven insertions, 60 cents.

Male.

FOREMAN.—Gentleman's place; American, married, competent; full charge; reference as to honesty, ability, etc. Address B. D., Ridgefield, Conn.

LEATHER CASE MAKER.—By Parisian; first class workman; novelties; graduated from best Paris firms; wishes steady position; first class work; references. DREYFUS, 353 8th-ave.

LESSONS, translations, literature. Prof. E. COULON DE JUMONVILLE, 126 University Place.

MASSEUR, NURSE.—By college graduate; electric, Vasogen treatments; Roman, sulphur, hot vapor cabinet baths; treatments according condition patient; either residence. BENJ. FRANKLIN, 219 East 32d-st.

MACHINIST.—Young man on lathe, shaper, milling and bench work; having five years' experience. Address FISHER, 218 East 6th-st.

MACHINIST.—Helper; young man; steady position in factory or shop; not afraid of hard work. Address BERTRAM GARCIA, 34 Pike-st.

MAN, middle aged, reliable, sober, wishes any trustworthy position, office or business house; furnish bond; excellent references. JOSEPH PUMM, 19 Stuyvesant-st.

MESSENGER.—Experienced man, with best references, as bank messenger or useful man, etc., in office or business house. Address C. KUEHN, 345 East 82d-st.

MARRIED MAN, with family, educated, desires position at once as salesman, collector, solicitor or any kind of work. GOODENOUGH, 75 East 4th-st., Brooklyn.

WORK WANTED.

Male.

MAN, 30, steady, sober, reliable; position of trust, wholesale house preferred; references, or bonds. S., 202 Weehawken-st., West Hoboken, N. J.

OYSTERMAN.—First class side opener, and wait on lunch counter. GEO. BOETTGER, 290 Harman-st., Brooklyn.

PHOTOGRAPHY.—Ambitious and energetic young man, skilled in every branch of photography, desires to obtain a position with newspaper or magazine. Address TEICHLAUF, 131 Heyward-st., Brooklyn.

PRINTING FOREMAN (union).—Long experience in high grade city offices; references. H. G. CLEMENT, 91 Nicholas-ave., Port Richmond, Staten Island.

PAINTER, paperhanger, plasterer; first class; with tools; reasonable prices for estates, landlords, private agents; commission for work. BLUMENFELD, 228 East 99th-st.

PAINTER, paperhanger, kalsominer; all around, first class man; real estate or private owners; very reasonable; has tools. AUG. REIN, 685 Union-st., Brooklyn.

PAINTER.—Paperhanger, decorator; first class work done, very cheap; also roofs, painting and repairing; best references furnished. SARENCE, 148 East 115th-st.

PORTER.—Young colored man, in downtown shipping house; first class references. D. HARRISON, 121 St. Nicholas-ave.

PORTER.—By competent colored man, in store or private family; understands care of brass; good reference. Address A. A., 46 Fleet-st., Brooklyn. Ring bell twice.

PRIVATE SECRETARY.—Young man, attorney at law, reliable, trustworthy, knowledge stenography and typewriting; formerly employed in confidential capacity; highest references. LEX, Tribune Office.

STABLE MAN.—Irishman, lately landed; at stable work. J. NEENAN, 106 East 54th-st.

STEWARD and CATERER.—French; in club, hotel or restaurant; city or out of town; experience and reference the best. Address J. D., Tribune Uptown Office, 1,364 Broadway.

SALESMAN.—Young man, in wholesale or retail clothing house; salesman or traveller. B. M., 137 West 15th-st.

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WORK WANTED.

Male.

WHO requires a man of executive ability? Accountant, office manager, advertising; nine years present position; salary $2,000; highest credentials. STATISTICS, 539 2d-ave.

YOUNG MAN, 25; American; quick, trustworthy; neat appearance; fair education; bond; position at anything; moderate salary. ENGESSER, 61 Grove-st.

YOUNG MAN, 23, at present employed, desires change; seven years' experience downtown; some knowledge of bookkeeping. E. P. THIBAUDT, 437 West 41st-st.

YOUNG MAN, 24, married, wants steady position in furniture factory or at anything; first class painter, varnisher by trade. ROL, 414 East 72d-st.

YOUTH.—To learn electrical business in good shop; call any night after 7 p. m. or address ANDREW KELLY, 115 West 13th-st.

YOUNG MAN.—22; at anything; willing, obliging; can drive. GEORGE, 1,580 1st-ave.

YOUNG MAN.—With nine years' experience in mercantile business; can furnish good reference. WILLIAM CARR, 210 East 83d-st.

YOUNG MAN.—In automobile shop to learn repairing and running automobiles. J. CAREY, 2,200 8th-ave.

YOUNG MAN, married; where hard work will be appreciated; experienced bill clerk and collector. KELLY, 940 Amsterdam-ave.

YOUNG MAN, 18, not afraid of hard work, at anything; $10 a week. Address WILLIAM NEWMAN, 998 Halsey-st., Brooklyn.

YOUNG MAN, 22, strong, at anything; salary $12 a week. THOMAS STORK, 167 West 102d-st.

YOUNG MAN, 22, very desirous for work, as collector, shipping clerk; is willing to do any kind of work; reference. JAMES M'CORD, 559 West 51st-st.

YOUNG MAN, 20, wishes work evenings or nights, at anything; Sunday if desired; free at 4 o'clock; strong, willing worker. W. SCHILLING, 320 West 35th-st.

YOUNG MAN, American, 24, well educated, speaks German, desires office position; has been in railroad office. NICHOLAS HYANS, 343 East 58th-st.

YOUNG MAN; seven years' best reference from Riding and Driving Club. Address 555 West 37th-st.

YOUNG MAN, not afraid of hard work; where there is chance of advancement. W. J. DUANE, 247 East 39th-st.