RAPID TRANSIT EXTENSION.

THE COMMISSIONERS EXPLAINING THE REJECTED REPORT.

Favoring the Vanderbilt Road to City Hall, with Westchester Connections, Because there is Now a Rapid Transit Monopoly.

The Rapid Transit Commissioners addressed yesterday to the Mayor and the Board of Aldermen a letter explanatory of their former report laying out routes for rapid transit roads through the annexed district, and also the route from the Grand Central depot to the City Hall through Fourth avenue and other streets. The letter is mainly a defence of their action in laying out the Fourth avenue route. In laying out the six different routes the Commissioners say that they contemplated the formation of four new companies, three of them to build and operate the Westchester County roads, and the fourth, to be known as the Park Avenue and City Hall Railway Company, to undertake the proposed Fourth avenue road. The fifth and sixth routes are for short connections, and were made at the request of the existing elevated companies. The Commissioners then say: In deciding upon the plans for the construction of such railways, and in determining the other conditions, requirements, and particulars as to the companies to be formed to construct and operate the same, we were strongly inclined, had it been in our power, to impose as a condition of the vesting of the franchise some provision for the payment into the city treasury either of a percentage on earnings, or of a gross sum, to be fixed by auction or bids, as the value of the franchise to be conferred. As to the routes above the Harlem River, none of the existing elevated railway companies evinced any such interest in those routes as to satisfy us that they would coöperate in the construction or operation of the same, either upon the routes or within the time prescribed by us, or upon any other routes or within any other time which we might prescribe; and without right to run over the existing elevated railroads on Manhattan Island we are satisfied that the new routes located north of the Harlem River would not be able on their own merits to secure the requisite capital for their construction if loaded with such a burden as the payment of any sum of money for the franchise granted to such companies. As to the Forty-second street route, which is unquestionably a valuable franchise, after consultation with counsel, and examination of the question, with the aid of their advice, our judgment is that a provision for compensation to the city treasury is an act of legislation which is beyond our jurisdiction, and if the power is not spent by the omission of the Legislature to express it in the law of 1875, it can only be exercised by the local authorities. When the company to be formed by us has become a corporation, and asks the consent of the local authorities to the use of that portion of the streets upon which it is proposed to construct and operate such railway, the question may properly arise whether such company will and can make a valid stipulation for such a payment into the city treasury as a consideration for such consent.

Since our communication to the Mayor of June 14 informed the public that we had determined the route from Forty-second street to the City Hall, doubt has been suggested by articles in the daily papers as to our power to make such determination. We did not fix that route without the advice of counsel, and their opinion first had as to our duty in that regard. While it is quite probable from the phraseology of the application of the fifty householders that the promoters of that application only had in view the extension of the New York Elevated Railroad routes by connections across the Harlem River, and new routes in the Twenty-third and Twenty-fourth Wards, yet it is clear that we were not appointed with any such limited view. Not only the commission of his Honor the Mayor, under which we act, does not suggest any such limitations, but, on the contrary, it recites that it appears "that there is need in the city and county of New York, of a steam railway or railways," and therefore appoints us "to the Commissioners under and in pursuance of the provisions of said act." Moreover, the act of 1875 contains no such limitation. Thus both the law and our commission concurred in charging us with a duty in respect to the entire city. Our own judgment was in accord as to the need of speedy rapid transit from one end of the city to the other, and as we were unable to secure any assurance that the existing rapid transit roads on Manhattan Island would promptly extend their lines over the new routes proposed to be located in the new wards, it only remained for us to secure the needed result by locating the route from Forty-second street to the City Hall, and by imposing such conditions and requirements as made its construction dependent upon the ability of the company, to be formed to operate the same, to secure such a connection with the route now in operation on the south from Forty-second street to the Harlem River, and the existing steam railways to the north line of the city as would secure the running of rapid transit trains over the entire connected line at an early day.

If the routes located by us are all constructed, the city will have a complete system of rapid transit, which is the great need of the present day in order to continue in the future the growth of the past.

The history of New York—from the day when the wall at the street now bearing that name marked the northern limit of the city, through the periods when St. Paul's Church was in the fields, and the City Hall so far up town that only its southern front was built of materials to wear and look well, to the years when Manhattan Island required to be laid out in city lots 25 by 100 feet up to 155th street, nine miles north of the City Hall, and then when the Central Park was located between Fifty-ninth and 110th streets—indicates to those who read history to future advantage. A population of a million souls above the Harlem River when the needed facilities are supplied as required for their comfort in a city so located that it can only grow northward. In the light of our personal experience of the growth of New York in the past, and our faith in its future, if the indispensable requisites to such future progress are fulfilled, we have conscientiously endeavored to designate and provide for the construction of such routes as we deem necessary and proper to complete the system of rapid transit throughout the city.

To this end, we have felt it our duty to indicate such routes in the new wards, and such connections and routes south of the Harlem River, as would accommodate the people under a well-defined and complete system. In our lack of authority to provide for compensation to the city treasury for the rights thus conferred, we have felt ourselves bound to secure adequate public benefit by low rates of fares and frequency of trains, which would retain and increase the natural growth of the population, and thereby enhance the value of property, and thus increase the revenue from taxation, and, in that indirect manner, fully compensate the city treasury for the franchises conferred through our action.

We found a complete system of rapid transit for the entire city impossible, unless we could utilize all the forces of the upper part of the city, which we have endeavored to do by the conditions on which alone we have authorized the construction of the three and one-half miles of railway between Forty-second street and the City Hall.

If those three and one-half miles are constructed under such conditions, nineteen and three-quarter miles of existing railway, from Forty-second street to the north city line, at Woodlawn and Mount St. Vincent, will be brought into the rapid transit plan of frequent trains and stations and low fares.

The new routes authorized in the Twenty-third and Twenty-fourth Wards, when all completed, will add 30½ miles.

The public interest demands a healthy competition as an essential part of the rapid transit system; and when we found, at the end of the term of service a consolidation of the existing lines had been effected, which was quite possibly the cause of the indifference of the existing companies to the construction of the routes north of the Harlem River located by us, such conditions seemed to us an additional reason why the public would be benefited by the construction of a new rapid transit line from the City Hall to the north line of the city, for which we have sought to provide.

The improvement of the Harlem River by the national Government must make the upper portion of the city teem with industries and factories, which will greatly enlarge the population and increase the travel.

What we recommend will open for immediate occupation, by the mass of employees in every avenue, a portion of the city, nearly half of its territory, extent, at present practically inaccessible to the men whose business is down town, and the new facilities thus made effective will furnish homes for the middle classes, and for those who now, if they live in New York, have no choice outside of the tenement house, unless they be fitted of means and leisure.

It is proper for us to say that of the 30½ miles of railroads which we have located in the new wards, less than a mile is made up of the portions where the same run along through the public streets. Without taking into consideration the set-off—the value of the remaining 29½ miles and upward run through private property, for which the companies must pay the owners the full value of all the property taken for the purposes of the road—we are so impressed by the burdens which the construction of a railway upon any street of the city imposes upon the property owners, that it is not in our power to enforce payment of the compensation in due form of law.

The letter is signed by the entire Board, as follows: Henry G. Stebbins, President; Henry E. Howland, Benjamin G. Arnold, Lewis G. Morris, and Samuel R. Filey.

The Commissioners will present their second report, the style of construction, mode of operations, and rates of fare upon the several routes to the Mayor on Monday.

BROOKLYN RAPID TRANSIT.

The General Term's Decision Affirming the Report of the Commissioners.

The General Term of the Supreme Court yesterday confirmed the report of the Rapid Transit Commissioners, who declared that rapid transit was a necessity in Brooklyn, and that the advantages it would bring to the city at large would be greater than the damage done to property by the construction of the roads. The charter of the Kings County Elevated Railroad made it necessary to secure the consent of at least one-half of the property owners along their proposed routes, or to obtain in lieu thereof the consent of the General Term of the Supreme Court. The report of the Commissioners appointed to take testimony for the court is affirmed by Justices Gilbert and Dyke. Justice Barnard dissents from the conclusion, and it is understood that his reason for it is that the cost to the property owners along Fulton street, if the road is built there, would be greater than any possible advantages, and would be ruinous to property there.

If the decision of the General Term stands, the charter of the Kings County Elevated Railroad is complete, and the company can proceed to gridiron the city with its tracks. The routes over which a franchise has been granted are: Fulton street, from the ferry to the city line; from Fulton Ferry, by Water and Washington streets and Myrtle avenue, to the city line; from Fulton Ferry, by Water street and Hudson avenue to Fulton street, to Flatbush avenue, to Atlantic avenue, to Fourth avenue, to Prospect avenue; from Hamilton Ferry along Hamilton, Prospect, and Ninth avenues to Twenty-first street; from Nostrand avenue and Fulton street, along Nostrand avenue to Lexington avenue to Broadway; from Wythe and Franklin avenues, along Franklin avenue, Division avenue, Second street, North Fifteenth street, Grand street, Meserole avenue, Franklin street, Commercial street, Manhattan avenue to Newtown Creek Bridge.

The property owners along Fulton street expect to appeal from the decision, or to begin a suit in equity, which will prolong the litigation. No practical steps have been taken by the company to begin the work of construction, and it is not designed to take any until the litigation is at an end. The company has a capital of $1,000,000, $50,000 of which was paid in. The stockholders of record are Moses Kimball, Boston, the owner of the Boston Museum, $83,300; Eli M. Abbott, a Boston manufacturer, $83,300; W. T. Sears of Boston, $109,600; N. S. Simpkins, Jr., New York, $60,000; Joseph E. Gay, New York, $21,300; J. P. Baum, New York, $50,000; John W. Wooldridge, Boston, $43,300; W. H. Dunbar, Boston, $40,000; Appleton D. Palmer, New York, $130,000; Judge H. G. Bond, New York, $329,200; Robert Jenkins, New York, $25,000; Edward H. Mulford, $500; Franklin H. Churchill, $100; H. Barnardlichter, $100; Robt. Hawkworth, $500; C. H. Dutcher, $100; Leonard Moody, $100; R. H. Rickard, $500; John W. Davis, $500; W. Hart Smith, $500; J. Newton Morris, $500; Alfred Dutcher, $100; Charles A. Cummings, $500; Ellis L. Mott, $500; and Jas. H. Frothingham, $500.

The question of the right of abutting property owners who, in Brooklyn, hold in fee the land in the streets, upon the streets, has not been raised upon at the General Term of the Supreme Court, and did not enter into the issue disposed of yesterday. This question is relied upon to defeat the railroad company in its design to grasp the streets of Brooklyn, and will enter into suits that are to be begun.

Wanted—Females.

A.—UP-TOWN ADVERTISERS May leave their advertisements for THE SUN at the only authorized up-town advertisement offices.
1,298 Broadway, corner of 31st st., till 9 P. M., and
808 West 23d st., corner of 8th av., till 8 P. M.
760 3d av., corner of 47th st., till 8 P. M.
992 East 14th st., corner Union square, till 8 P. M.
No extra charge.

A.—IRONERS on new shirts; steady work and good wages. BOBBY S. DAVIES & CO., 538 West 23d st.

AN experienced operator on Goodyear turn machine. Call at Goodyear office, 293 Broadway. Good pay.

ARTIFICIAL FLOWERS.—Good rose and bud maker; highest price paid. 148 Bleecker st.

BUTTONHOLE operator wanted on fine shoes. J. BOYD, 73 Thomas st.

FEATHERS.—Good curlers; steady work and highest prices paid at WOOLF BROS., 180 Prince st.

HANDS wanted for covering moulds and different kinds of bead work. FISHER & TOFF, 8 Howard st.

HAIR WEAVERS wanted, at 16 Howard st.

OPERATORS on fine flannel work; work given out. E. S. ALLIEN, 13 Broad st.

PAPER BOXES.—Wanted, experienced glue and paste hands. MANCHESTER, BINGHAM & CO., 6 Wooster st.

R. H. MACY & CO., 14th st. and 6th av., want outside operators on ladies' and children's underwear. Applicants must live in vicinity and bring sample of work. Apply at manufacturing office.

RUFFLING and cellarette pressers; good wages paid to experienced hands. SCHIFFERLI & BROWN, 8 and 11 White st.

SEWING MACHINES, entirely new; Howe, Home, Domestic, White, W. & W. Singer, and all other makes, $15 to $25. BLUM'S, 57 Murray st., 2d floor.

SEWING MACHINES rented, sold; greatest bargains; best kinds, $10. Call at 23 Greenwich av., or 127 East Broadway.

STRAW SEWERS wanted on blocks; all old hands as well as new ones. Call at 25 W. Houston st.

WANTED—Felt skirt trimmers, cloak operators, and finishers. 100 Suffernthorn st., Brooklyn.

Wanted—Males.

A.—J. L. DAVIES, successor to Cameron the Clothier. Men's suits, $4, $5, $6, $7, $8, $9, $10. 172 Bridge st., near High, Brooklyn.

A SOBER engineer; not afraid of work, must be well recommended; apply early. 453 Fulton st., Brooklyn. A young man preferred.

ABLE-BODIED men wanted in marble saw mill, 336 East 22d st. SAMUEL BAILIE & SON.

BODYMAKER wanted on light and heavy work; also boy two or three years at bellies, at EDWARDS'S body factory, 125 Manhattan av., Greenpoint, L. I.

BLANK BOOK forwarder wanted; one that is accustomed to manufacturing stock work. Address M., box 136, Sun office.

BOYS and girls can obtain good homes with farmers in the West by applying to the Children's Aid Society, 19 East 4th st.

BOY to make ready and feed Gordon presses; wages, $4. D. M. R., box 176, Sun office.

BUNDLERS wanted at Franklin Kindling Wood Factory, 312 East 76th st.

BOY wanted in a lager beer saloon. 424 West 40th st.

FRUIT CAN MAKERS used to the country; none but experienced men. Inquire at once of Erie Preserving Co., Pearl and Jane.

GROOM WANTED.—I have at my farm a vacancy for a groom; he must be competent to drive horses and to handle colts that have never been handled before. Apply by letter, and not otherwise, to ROBERT BONNER, corner of Spruce and William sts.

GOOD horse fitters wanted immediately; steady work. 10 Spring st., corner Lafayette.

PENDLETON BROS., Bridgeport, Conn.

PEDDLERS and Street Men.—The fastest selling novelty out for Coney Island. 27 East Houston st.

TWO good, level carriage trimmers, on light work. Factory, cor. Lexington and Tompkins avs., Brooklyn.

TO JEWELLERS.—Wanted, rolls with cogs. Address R., 221 East 130th st., with price.

WANTED—Engineer to go to Colorado to run hoisting and pumping engine; permanent situation; also an assistant. Address, with recommendations, wages expected, and full particulars, ENGINEER, box 132, Sun office.

WANTED—Salesmen to take general State agencies; salary and expenses paid; references required. TALBOT MFG. CO., 116 Monroe st., Chicago.

WANTED—A grown boy as bookkeeper; also salesman for the retail shoe trade. HIRSCH'S, corner Grand and Centre sts.

WANTED—A good trunk silver and an experienced brass polisher; permanent position for the right men. Apply between 9 and 11 a.m. 148 Bleecker st.

WANTED—An elderly man, competent and willing, to run a small engine for moderate wages. Inquire at 278 Front st., corner Dover.

WEAVERS wanted by the Rittenhouse Mfg. Co., Passaic, N. J.; broad looms, on blankets, flannels, and coatings.

WANTED—A good hands that understand running small saws. E. C. SMITH, box factory, Greenpoint, L. I.

WANTED—A man used to building Portland cement jars; none others need apply. Call at 216 W. 42d st.

WANTED—A first-class bread baker, with references. National Bakery, 745 3d av.

WANTED—Dinner waiter at 71 Pearl st. HALF DIME HOUSE.

WANTED—First-class blacksmith helpers. Apply at 175 14th st., Jersey City, at 7 A. M.

WANTED—A bench maker, one who can strip; at 124 Court st., Brooklyn.

WANTED—A light cook. Apply between 9 and 11 or 1 and 3 at 347 3d av.

WANTED—A good horseshoe's forger and helper at 129 West 31st st.

WANTED—A man cook in a restaurant. 33 Spring st.

2 CARPENTERS; steady work by the month, and board; moderate wages. J. COOPER, 193 East 115th st.

6 LBS. coin to buy Elopement Slips, 10c. Sample free. Co., 239 Pearl, and 50 Gold pens. 50 Chromos, 10c.

50 BUNCHMAKERS and 50 cigarmakers wanted. KIMBALL, GAULDER & CO., 103 Walnut st.

Situations Wanted.

AN AMERICAN WOMAN without vacancy desires a position as cooking, housekeeper, housekeeper and cook, or chamber work. Call or address HOUSEKEEPER, 194 Prince st., all week. No triflers need apply.

A YOUNG man desires employment as paper hanger. Best references can be given. Address CHARLES BOHLMAN, 198 Last Broadway, New York city.

A GERMAN girl wishes a situation as plain washer, washer, or cook. No postal cards accepted. 140 Lewis st., near Grand.

SITUATION wanted by a man of practical and scientific knowledge in medical and jewelry business and building business; is a graduate in Scotland; the advertiser having book, lenses, and instruments of his own, is prepared to enter into arrangements for the conducting of a stock and retail department in connection with other business. Address OPTICAL MICROSCOPE, box 171, Sun office.

SITUATION wanted by a first-class confectioner and ice cream maker (German). Call or address 497 Hudson av., Brooklyn.

Excursions.

SIX HOURS ON THE FINEST BEACH IN THE WORLD by taking the MAGNIFICENT COLUMBIA.

A.—A.—ROCKAWAY BEACH.
THREE GRAND EXCURSIONS DAILY AND SUNDAY By the famous COLUMBIA and GRAND REPUBLIC, THE NEW PALATIAL EXCURSION STEAMERS,
Magnificently furnished and fitted, and conceded to be THE FINEST EXCURSION STEAMERS in the WORLD, Combining Safety, Speed, and Comfort.
MANY MUSICAL ATTRACTIONS ON EACH BOAT.
Military Bands, Martial and Oriental Music, Cornet Soloists, Violinists, Xylophonists, &c.

LEAVING	COLUMBIA.	GRAND REPUBLIC.
24th st., North River.	8:30 A.M., 1:30 P.M.	10:00 A.M.
Leroy st., N. River.	8:45 A.M., 1:45 P.M.	10:20 A.M.
Pier 2, N.R. Batty, N.R.	9:00 A.M., 2:00 P.M.	10:40 A.M.
Jewell's Wharf, B'klyn.	9:30 A.M., 2:15 P.M.	11:00 A.M.

LEAVE ROCKAWAY, 11 A. M., 4:30 and 5:30 P. M.
FARE, 35 CENTS. EXCURSION TICKETS, 50 CENTS.
EXCURSION TICKETS, which include fares BOTH WAYS on the STEAMERS and ELEVATED ROADS, are for sale at all stations at 50 CENTS.
RETURN TICKETS GOOD ON EITHER BOAT.

TWENTY MINUTES ON THE ATLANTIC OCEAN. TAKE THE COLUMBIA or GRAND REPUBLIC.

A.—A.—EXTRA BOAT FOR ROCKAWAY BEACH FROM THE EAST RIVER. Landing at the GREAT CONEY ISLAND PIER.
TWO EXCURSIONS FROM EAST RIVER TO-DAY, SUNDAY, JULY 20, AND EVERY SUNDAY.
By the fast and commodious Sound steamer ADELPHI, ADELPHI, ADELPHI,
Leaving—
23d st., East River, 8:45 A. M. and 1:30 P. M.
South 5th st., Williamsburgh, 9 A. M. and 1:45 P. M.
Broome st., New York, 9:15 A. M. and 2 P. M.
Jewell's wharf, Brooklyn, 9:30 A. M. and 2:15 P. M.
Leave Rockaway, 11 A. M. and 5 P. M.
EXCURSION TICKETS 50 CENTS.
GOOD ON COLUMBIA, GRAND REPUBLIC, AND ADELPHI.

A.—A.—TO THE NEW CONEY ISLAND GREAT SUCCESS OF THIS ROUTE!
GRAND COMBINATION OF EXCURSION STEAMERS, Charming sail direct to new Wrought IRON TUBULAR PIER AT CONEY ISLAND.
SHORTEST ROUTE. NO DUST. NO CINDERS.
FOURTEEN GRAND EXCURSIONS EVERY DAY.
DIRECT FOR THE GREATEST MARINE STRUCTURE IN THE WORLD—extending 1,000 feet into the ocean, with a promenade 12 feet wide, and a capacity of 30,000 people. NO CHANGE TO CARS.
SURE LANDINGS. SAFE AND SPEEDY.
MOST FAVORITE ROUTE TO ANY PART OF THE ISLAND.
OBSERVE THE TIME TABLE CLOSELY.

	W. 22d st.	Leroy st.	Pier 2 N.R.
J. R. Schuyler	9:15 A.M.	9:30 A.M.	9:45 A.M.
Americus	9:45 A.M.	10:00 A.M.	10:15 A.M.
Eliza Hancox	10:15 A.M.	10:30 A.M.	10:45 A.M.
Minnie Cornell	10:45 A.M.	11:00 A.M.	11:15 A.M.
J. R. Schuyler	12:15 P.M.	12:30 P.M.	12:45 P.M.
Americus	1:15 P.M.	1:30 P.M.	1:45 P.M.
Eliza Hancox	1:45 P.M.	2:00 P.M.	2:15 P.M.
Minnie Cornell	2:15 P.M.	2:30 P.M.	2:45 P.M.
J. R. Schuyler	3:15 P.M.	3:30 P.M.	3:45 P.M.
Americus	4:15 P.M.	4:30 P.M.	4:45 P.M.
Eliza Hancox	4:45 P.M.	5:00 P.M.	5:15 P.M.
Minnie Cornell	5:15 P.M.	5:30 P.M.	5:45 P.M.
J. R. Schuyler	6:15 P.M.	6:30 P.M.	6:45 P.M.
Americus	7:30 P.M.	7:45 P.M.	8:00 P.M.

In addition, the GRAND REPUBLIC leaves DAILY, West 24th st., 10 A. M.; Leroy st., 10:20 A. M.; Pier 2, North River, 10:40 A. M.; Jewell's Wharf, Brooklyn, 11 A. M.
Returning, steamers leave Iron Pier every 45 minutes to 7 P. M. and 8:30 P. M. Last boat leaves at 10 P. M.
Single Fare, 35 cents; Excursion Tickets, 50 cents, which INCLUDE ADMISSIONS TO THE PIER. Return Tickets are good on either boat.

A.—
FER X X TTIT RRR A
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EER X X T R R A A
CHARMING SUNDAY EVENING TRIP BY THE GRAND REPUBLIC TO CONEY ISLAND PIER ON SUNDAY EVENING, JULY 20.
NO CROWD. NO DUST. NO CINDERS.
PLENTY OF FRESH AIR. MUSIC AND REFRESHMENTS.
The GRAND REPUBLIC leaves Pier 2, N. R., at 7:30 P. M.; Leroy st., North River, 7:45 P. M.; Pier 2 (near Battery), 8 P. M.
RETURNING LEAVES CONEY ISLAND PIER 10 P. M.
FARE, 35 CENTS. EXCURSION TICKETS, 50 CENTS.
Which include admission to the Pier.

LONG BRANCH.—Ask for PLYMOUTH ROCK TICKETS. The beautiful steamer running regularly twice every day to the great iron pier. See time table below.

A SUPERB SAIL. PLYMOUTH ROCK. Grand Excursions to the Great Iron Pier at LONG BRANCH and return TO-DAY AND EVERY DAY, INCLUDING SUNDAYS.

LONG BRANCH. TWO TRIPS EVERY DAY, including SUNDAYS.	By Scofield's peerless palace steamer PLYMOUTH ROCK, leaving the foot of st., N. R., at 9 A. M. and 2:30 P. M., and Pier 1, N. R., Battery, at 9:30 A. M. and 3 P. M. FARE to the pier at Long Branch and return. Piers 1 and 2 only, 10 cts extra, sold on the boats by the accredited Pier Company. *LANDINGS ON THE OCEAN PIER will be made when feasible.	FIFTY CENTS

PLYMOUTH ROCK—Running regularly to the great iron pier, Long Branch. BENT'S whole MARINE BAND on board every trip.

PLYMOUTH ROCK.—Has the advantages of capacious dining saloon, and safety. Only boat affording musical entertainments, room for promenading, and complete hotel accommodations. Runs regularly two times daily to Long Branch iron pier.

SUNDAY AT LONG BRANCH.—THE PLYMOUTH ROCK makes two trips to-morrow (Sunday). Life at the world-famous fashionable watering place may now be seen in all its peculiar phases. See time table above.

Amusements.

KOSTER & BIAL 23d st., near 6th av. GRAND POPULAR CONCERTS EVERY EVENING. Musical Director ..... RUDOLF BIAL. Formerly Director of Kroll's Garden in Berlin. Doors open at 7. Concert commences at 8 P. M. Admission, 25 cents.

ALLGEMEINES DEUTSCHES VOLKSFEST for the benefit of the GERMAN HOSPITAL AND DISPENSARY OF N. Y., SCHUETZEN PARK, UNION HILL, N. J., July 20, 21, 22, 23.
Trains of Northern Railroad of New Jersey leave Jersey City every half hour and horse cars leave Hoboken Ferry every ten minutes.

HAVERLY'S LYCEUM THEATRE. THE ONLY THEATRE OPEN IN THE CITY.

30 Haverly's Artists.	Genuine Colored Minstrels.	30 Artists.

MATINEES WEDNESDAY AND SATURDAY AT 2.

MADISON SQUARE GARDEN. MUSICAL VOCAL AND INSTRUMENTAL ATTRACTIONS. FULLER ELECTRIC LIGHT EVERY EVENING. ADMISSION 25 CENTS.

COOPER UNION.—Admission free.—Every Sunday night, 7:30, Mr. Sawyer will conduct Gospel Temperance Service. Mr. Thatcher will conduct song service. Hippodrome, Park Theatre, and Cooper Union choirs all unite.

The Court.

SARATOGA RACES, 1879.
FIRST MEETING.

SATURDAY, July 19.	SATURDAY, July 26.
TUESDAY, July 22.	TUESDAY, July 29.
THURSDAY, July 24.	THURSDAY, July 31.

SECOND MEETING.

SATURDAY, August 2.	
TUESDAY, August 5.	THURSDAY, August 14.
THURSDAY, August 7.	SATURDAY, August 16.
SATURDAY, August 9.	MONDAY, August 18.
TUESDAY, August 12.	WEDNESDAY, August 20.

Extra races on nearly all of the days not announced as regular race days during the season.
C. WHEATLY, Sec. M. MARVIN, President.

BRIGHTON BEACH FAIR GROUNDS. Races July 19, 22, 24, 26, and every Tuesday, Thursday, and Saturday during the season, at 3 P. M. Admission, 50c.; grand stand, $1; grand stand and quadrupedestrich, $1.50.

FRENCH and auction pools sold at Brighton Beach Fair Grounds on Saratoga races and all other important events. Open afternoons and evenings. T. H. FERRIS & CO.

Religious Notices.

COOPER UNION.—Every Sunday night, 7:30, Mr. Sawyer will conduct Gospel Temperance Service. Mr. Thatcher will lead singing.

MADISON AVENUE REFORMED Church, corner of 57th st. The Rev. Edward A. Reed, pastor. Services at 10½ A. M. and 7½ P. M.

SPIRITUALIST CAMP MEETING at Willets Station, on the Bound Brook Railroad, distant from New York 70 miles, commencing July 18 and ending August 12. Fare for round trip, $1.50. Excursion tickets will have been made for the entertainment of visitors; boarding $4 a week. Transient visitors proportionately low. Speakers will be here at 10 A. M., 3 and 8 P. M. Good mediums will be present, and verify the fact to come and take the responsibility of the phenomena by the dull working hours of the trade. Trains leave foot of Liberty st. See railroad time table. S. P. KASE, Chairman.

Personal Notices.

NOTICE.—The parties whose names are here given are requested to call at the Convent of Mercy, corner of Willow and Pierrepont sts., Brooklyn, on the Prince Albert road, on the 17th inst.: Mrs. Ellen Lynch, Mrs. Richard Lynch, Mrs. Mary Lynch, Mrs. Mary Lynch, Mrs. Mary Lynch, second time, No. 4,211; Geo. Lynch, Mrs. Ellen Lynch, Brooklyn, third time, No. 14; Mrs. Mary Lynch, Mrs. Mary Lynch, Mrs. Mary Lynch,