ELEVATED ROAD PROFITS.

THE ASSEMBLY COMMITTEE STILL IN PURSUIT OF KNOWLEDGE.

President Garrison and Vice-President Navarro Answer some Questions Concerning the Workings of their Two Roads.

The Railroad Committee of the Assembly continued yesterday their investigations into alleged railroad abuses, and took up the subject of elevated railways in New York. W. R. Garrison, President of the Manhattan Company, testified to the mode of consolidating the New York Elevated and Metropolitan Companies. He said the leases and contracts of the Manhattan Company would furnish most of the information desired by the Committee, and agreed to produce them. The contemplated issue of bonds by the Metropolitan Company will make the total issue of bonds by that company from $8,500,000 to $9,000,000. He was questioned about the contracts of the Metropolitan Company with the Loan Improvement Company, and agreed to furnish them for the inspection of the Committee.

"What per cent. of the net earnings of the New York Elevated Company are paid into the city treasury?" asked Mr. Sterne.

"That is a question that should be addressed to the officers of that company," said Mr. Garrison.

"But, as President of the consolidated companies, you must know the facts."

"I have been informed that they pay five per cent. of net earnings into the city treasury. There has been no occasion to pay it since the consolidation."

"How about the Metropolitan Company—what do they pay into the city treasury?"

"They pay two per cent. of their dividend. If they declare a dividend of a million dollars two per cent. of it goes to the city."

Mr. Sterne then sought to get from Mr. Garrison an explanation of the basis of dividing the cost of operating the two roads. The final solution was found in the statement that the interest on expenses of construction was paid out of the common fund, but that care was taken not to let that sum amount to more than would remain after the amounts provided for in the lease had been paid. Mr. Garrison estimated the cost of the Metropolitan at $800,000 per mile, and the cost of cars at $3,100 or $3,400 each. The engines cost from $5,000 to $5,200. They have 150 engines and 50 cars. The New York Company have 100 engines and 150 cars.

"What was the capital stock of the New York Loan and Improvement Company?"

"Three millions."

"Did the Equitable Life Insurance Company own any of it?"

"I do not think they owned a dollar—yes, there was one gentleman owned 50 shares. That was all."

"Have you made any payments for damages to the owners of lands on your route?"

"I do not know that I am obliged to answer that question," said Mr. Garrison.

"What objection have you to answering it."

"We have paid—I do not like to say no, because that would not be exactly true. In two or three instances we have paid for damages where we have removed a man's vault, but for other damages not at all."

"Substantially, therefore, you have not paid anything for the occupation of the street, or for resultant damage to property, if any. I do not ask you to admit that there has been any."

"We have not paid anything to the city, but expect to pay 2 per cent. to the city on our dividend, if we get one."

"But as yet you have paid nothing to the city or the State?"

"No, sir."

Mr. Sterne then recurred to the problem of the Loan and Improvement Company, and wanted to know how it was that when the Manhattan Company divided their stock the Loan and Improvement Company got it, instead of the stockholders of the Metropolitan Company. Mr. Garrison explained that the reason of it was that the Loan and Improvement Company were the owners of nearly all the stock of the Metropolitan Company, so that whatever was to be paid to the Metropolitan Company was really paid to the Loan and Improvement Company. A few shares of the Metropolitan Company stood in the names of individuals, but that was merely to allow them to hold office. In reality, the Loan and Improvement Company owned the Metropolitan Company.

"Has any dividend yet been declared by the Manhattan Company?" asked Mr. McCook on cross-examination.

"No, sir," replied Mr. Garrison.

"You had better ask him the amount of earnings," slyly suggested Mr. Sterne.

"We're going to see as soon as we get waiting for the State Department," said Mr. Garrison.

Jose F. Navarro was the next witness. He is a director in the Metropolitan and New York Companies, and Vice-President of the Loan and Improvement Company. Mr. Sterne questioned him closely as to the relation of the Loan and Improvement Company to the Metropolitan Company. He said the former was purchased by some gentlemen, not all of them stockholders of the Metropolitan, who knew that the latter company would consent that the former should build their road, taking pay in the stock of the Metropolitan. At the time of the consolidation and the lease of the two roads to the Manhattan Company there was $450,000 of the mortgage on the Metropolitan road cancelled by the Loan Company, the consideration being that the profits on the lease should be paid to the Loan and Improvement Company under what is called the tripartite agreement. He was certain that at the time the Loan and Improvement Company was formed the directors and stockholders were not the same as the Metropolitan stockholders, but they are the same now. Some of the stockholders were interested in both companies.

"Did they contemplate when they entered into the New York Loan and Improvement Company taking an interest in the Metropolitan Company?"

"I suppose they did. The capital stock of the Loan and Improvement Company was raised to $5,000,000 in 1875, and paid in and subsequently expended on the road."

"Is it not true that the Loan and Improvement Company was taken possession of by several gentlemen, in view of the interest that they expected to take in the Gilbert or Metropolitan Company?"

"Well, there was some talk about it."

"But the Gilbert was an organization on paper?"

"No, sir. They had capital paid in, and had spent considerable money."

"What money had the Gilbert Company expended?"

"About $650,000."

"How much of that was for construction? Was there $50,000?"

"I do not think there was. I was not connected with the company."

"Was that $600,000 spent in New York or Albany?"

"I do not know about that."

"What represented the expenditure of the $600,000?"

"I do not know."

"Was it not the understanding that after the consolidation the rate of fares should be reduced?"

"I do not know that."

"This question of the reduction of fares has been the subject of considerable discussion with you gentlemen, has it not?"

"Some, but not so much as the newspapers represent. Here is a statement showing the amount of passenger traffic during the months of July, August, and September:"

	Passengers.	Revenue.	Average Fare.
Third Avenue	6,036,924	$519,814.16	7.41
Ninth Avenue	1,109,487	65,849.10	7.13
Sixth Avenue	4,156,945	327,300.45	7.88
Totals	12,042,956	$908,962.65	7.55

"Is it your opinion that the reduction of the fare to five cents would benefit your company or the public?"

"No, sir. I am rather inclined to believe that neither the public nor we would be served by the reduction. We could not do proper service to the public at such a fare. We have reduced our rate from the twenty-six cents that we are entitled to charge to Harlem to ten cents and five cents. We are entitled to charge twelve cents to Central Park by our charter."

"Don't you believe that you are benefited by the reduction?"

"I think we have strained a point. I think we have gone a little too far. The risk was too great."

"Do you mean to say that you consider the business is a poor one, considering the risk?"

"Yes, sir—the financial risk and otherwise. We might meet with mishaps. It was a new thing."

"But it had been in operation sufficiently long to test the strength of the structure."

"Yes, sir. But there has never been a railroad enterprise of this character and magnitude that has done so much good to New York city. It is true we have our capital stock to show for it; but I claim that we have done a good deal for the city."

"But you do not expect to be paid for your philanthropy?"

"Well, I did not go into it for philanthropy; but I take a great interest in New York, and would sacrifice much for its welfare."

"Don't you think the public should get some compensation for the use of the streets, the grading, &c.?"

"Yes, sir; we have increased the assessed value of the city at least $100,000,000, and I think the assessed value of the city will be increased $500,000,000 by our roads. That is entirely owing to the elevated railroads. We looked a good deal, I would have been glad to sell my stock for what I gave for it before the decision of the Court of Appeals in our favor. We were then in for $5,000,000 cash. We were liable on contracts. We should have been compelled to pay damages if the road had not been built. Then we were liable personally as directors. I went around to a good many capitalists and public-spirited men, and tried in vain to get them to take stock and furnish money. I could get only two men to go with me at first. They were Commodore Garrison and Mr. Pullman. After they went in, some of their friends and some of my friends came in. But most capitalists said it was too dangerous. Some thought we could not get passengers enough. Wm. H. Vanderbilt said he did not believe the people would go up and down these stairs."

"But your road has decreased the value of property in some quarters?"

"Yes, sir; but that is only temporary. I think all real estate on the line will ultimately be benefited."

Mr. Navarro estimated that the companies had expended at least $100,000 for experiments to obviate noise and smoke. He estimated that the total cost of the Metropolitan road would be, when finished, about $1,000,000 a mile. He believed the Metropolitan Company had expended at least $12,000,000, cash, and it might be $15,000,000. On the question of dividends, Mr. Navarro said he could hardly tell what the Manhattan Company was making. They had agreed to pay ten per cent. on the stock, according to the terms of the lease.

"This $15,000,000 covers the cost of the road, does it?"

"Yes, sir."

"What is the other $6,500,000 of your stock but water, then?"

"Well, I do not know what you call water."

"Well, fictitious stock, then," said the Chairman.

"If anybody has made money it is the Loan and Improvement Company."

"Your expenditures are represented at $15,000,000, while your capital stock is $21,500,000."

"Yes, sir; but you must remember that the stock only sells at 43 or 44. If the $21,500,000 could be sold at par it would be a profitable operation."

The Chairman further questioned Mr. Navarro on the earnings of the road, and Mr. Navarro got excited, exclaiming: "Why should this Committee single us out? I think it is unjust to create the impression that we have done something wrong—that we have gone and stolen money."

"Oh," exclaimed Mr. Sterne, "we don't single you out. We have been at work on other railroads. Only yours is the most recent illustration of watered stock that we have had."

The Chairman—"You have got less watered stock than most of the roads.

Benjamin Brewster, a stockholder in the New York Elevated Company, next testified that more than ten or eleven millions of dollars was paid in to that company, and spoke of the claims of that company, as the pioneer of elevated railways, to profit by the business. He was unable to say, however, how many there were of the original stockholders of the company.

"Have you put aside any money for rebuilding these roads?"

"No; we have not got the roads in working order yet. The cost has been enormously more than was calculated at first. Our stations cost us $30,000 a pair. The total cost will be represented by about $13,000,000."

The Chairman questioned Mr. Brewster closely, and remarked, "I am wondering where your risk was in that $13,000,000." Mr. Brewster replied that he considered this an investigating committee, and not a prosecuting committee.

John B. Archbold, one of the directors of the Standard Oil Company, and also one of the directors of the Acme Oil Company, was the next witness. He gave as the names of some of his co-directors John D. Rockefeller, Wm. Rockefeller, Henry M. Flagler, Chas. Pockhrift, Wm. G. Worden, O. B. Jennings, S. J. Harkness, J. M. Camden, Charles Pratt, and J. A. Bostwick. He would not admit that the stockholders in both companies were the same. The capital of the Standard Oil Company is $3,500,000, and of the Acme $300,000. When questioned as to his not rate paid to the railroad companies for transportation of oil he declined to answer, saying it was inconsistent with his business interests. He could not see its relevancy. He thought that information should be got from the railroad companies.

"We've got it from the railroad companies, and now we want it from you," said the Chairman.

"I repeat, Mr. Chairman, that I am advised that it is inconsistent with the welfare of the interests I represent for me to answer, and I decline," replied Mr. Archbold. The question was repeated and declined several times, the Chairman saying that the Committee had a right to demand an answer and punish refusal. Pressed to be definite in his refusal to answer as to the rates paid by either the Standard or Acme Company, he declined to say what the rate of transportation was several months ago. He claimed to be unaware of any special facilities granted to the Standard Company, and to have been in competition with that company. He had one contract with the Pennsylvania Road from Titusville to New York at thirty cents, and had paid higher rates, but did not know what his neighbors paid.

"What is your chief function in the Acme Company?" asked Mr. Sterne.

"I am a claimant for dividends," replied Mr. Archbold.

Mr. Sterne made an ineffectual effort to get the witness to give the rate paid for transportation in any particular line, but Mr. Archbold declined to answer, and then raised a roar of laughter by saying blandly, "I should be very happy to give the Committee any information in my power."

The Committee will continue its session this morning.

A VERY QUEER CASE.

A Husband who Lived with his Wife for Years After Getting a Divorce.

A singular state of facts in divorce proceedings was developed yesterday upon a motion before Judge Barrett, in Supreme Court, Chambers, made on behalf of Mrs. Jane Amanda Dougrey, to have a decree rendered in favor of her husband, James Dougrey, eleven years ago, dissolving their marriage for her alleged adultery, set aside on the ground of fraud.

It appears that Mr. Dougrey, who is a prominent turfman, hotel keeper, and politician, and who, for several years, was superintendent of one of the divisions of the Champlain Canal, began his divorce suit, in 1868, in this city, and, upon affidavits being made that the summons and complaint were served upon Mrs. Dougrey, the case was referred to Mr. Henry Parsons, then a law partner of Thomas C. Fields, who was then Dougrey's counsel. Upon the report of the referee, Judge Ingraham granted a decree of divorce. Mr. Dougrey continued to live with his wife as before, and she has since borne him several children. Mrs. Dougrey, in September last, sued her husband in the Supreme Court, in Rensselaer County, charging him with marital infidelity, when, upon a motion subsequently made before Judge Boches, at Saratoga, for temporary alimony and counsel fee, the decree already obtained by Mr. Dougrey was produced, and the suit was dismissed. Thereupon the present motion was made, Mrs. Dougrey asserting that she had never been notified of the divorce proceedings on the part of her husband, and knew nothing whatever during all the years of the decree dissolving their marriage. Among the affidavits filed on behalf of Mrs. Dougrey was one by the Rev. Albert W. Shields, pastor of St. Luke's Episcopal Church at Mechanicsville, N. Y., that she has been for years a member of his church in good and regular standing. Mrs. Dougrey's mother, her son, aged 19 years, and various persons employed as domestics in the house, made affidavits that they had never heard about the decree of divorce until after Mrs. Dougrey had begun her suit. She, in her affidavit, denied in most positive terms that she had been guilty of the improprieties charged upon which the suit against her was founded.

In opposition, the person who made affidavit in the suit that he had served the summons and complaint upon Mrs. Dougrey, made affidavit reiterating most positively that he had done so. Mr. John C. Nelson, a lawyer, testified that Mrs. Dougrey showed him the summons and complaint, and asked him to act as her counsel. Other parties testified that they had often heard her speak of this divorce suit. James Morrison, in his affidavit, has detailed Mrs. Dougrey's alleged improper conduct at the "Pleasure House" in Lansingburgh with an ex-member of the State Legislature. On his reprimanding her for her conduct, Morrison says she replied: "You know my husband has got a divorce from me and I can do as I please. He enjoys his little game and I enjoy mine." It met B. Loise saw her drinking champagne with another legislator. Mr. Dougrey says in an affidavit that a few weeks ago he entered into an agreement with his divorced wife to take the oldest child and pay her $30 a month for the support of herself and two other children, and she agreeing to leave his house and make no further claim upon him. He also gave a long narrative of the divorce proceedings, insisting that she was well aware of all that took place. After the affidavits in the case had been read Judge Barrett adjourned the case until next Saturday, when he will hear the argument of counsel.

While Mr. Morrison's affidavit was being read, Mrs. Dougrey, who was present in court with two lady friends, became very much excited and shrieked hysterically. Her friends immediately led her from the room.

A Clergyman Accused of Plagiarism.

CHICAGO, Oct. 15.—The Rev. J. C. Lorimer, D. D., a prominent minister, came to Chicago six months ago to take the place of Dr. Evarts in the First Baptist Church, the leading one of the denomination in this city. He preached a sermon last Sunday which was stolen from a sermon by Spurgeon in the City Temple, London, England, by the Rev. Joseph Parker, D. D., about a year ago. Both sermons are at hand, and the proof is conclusive. Whole sentences and paragraphs are stolen.

Summing up in the Greenfield Trial.

SYRACUSE, Oct. 15.—The entire day has been occupied in the summing up in the Greenfield case, and it has not yet been concluded. The case cannot go to the jury before to-morrow noon.

FERRYBOATS SAID TO BE ROTTEN

An Order that they be Withdrawn not Obeyed—Certificates that have Expired.

Although Collector Merritt had warned the New York Ferry Company to withdraw the ferryboats Commodore Perry, Commodore Barney, George Washington, George Law, and Warren, and that it would be unlawful to further employ those vessels in navigation without a certificate of approval from the United States Inspector of Steamboats, the ferryboats Commodore Barney, George Washington, George Law, and Warren were plying between Grand street, New York, and Grand street and Broadway, Brooklyn, E. D., yesterday. Supervising Inspector Matthews had withheld certificates because his inspectors had reported that the vessels are not seaworthy, and that the hulls should be thoroughly overhauled and repaired before the certificates could be issued. The certificate of the Warren expired on the 3d inst., and those of the Commodore Barney, George Washington, and George Law on the 1st inst. The Commodore Perry is the only ferryboat now on the dry dock.

The inspector's report says that the hulls of the boats are rotten, especially at the water line and below it; that they are now weak and unfit to do their work as ferryboats, and that a sharp blow would break the bottoms of any one of them to pieces. Workmen were knocking off the rotten planks of the Commodore Perry yesterday. Pieces crumbled under their feet as they walked about. New ribs were being put in, and almost a new hull was being built around the engines and boilers, which were supported by large new timbers and large chains. The Commodore Perry was built in Brooklyn in 1859, and she and the Commodore Barney, built in the same year, were gunboats in the war. The ferryboats George Washington and George Law were built in 1856, and the Warren was built in 1859.

Deputy Collector Wynkoop was emphatic in saying that he would not give the company permission to run some of the boats while the others are being repaired. "The ferry company," he said, "will not get any certificate until the repairs are made and the inspector certifies to that effect. The authority is vested in the inspectors. They make out the certificates, and we approve and sign them."

Deputy Inspector Jayne had charge in the office of the Inspector of Steamboats during Inspector Matthews's absence yesterday. He did not think that the running of the boats was a very serious matter.

"Their certificates have expired?" he was asked.

"Yes," I believe so," he replied.

"Have they the permission of Inspector Matthews to run?"

"Yes, I believe they have."

"Is it a written permission or a verbal one?"

"Oh, that makes no particular difference. In fact, the certificates are being made out now and they are to be signed in a day or two. There's no danger. The boats are to be repaired as fast as possible, I understand. President Englis came to us and said that he would put them on the dry dock immediately, so we will give the certificates. He also promised to not run the boats in the winter unless they are repaired."

"When are the certificates to date from?"

"From the time the others expired."

In the office of the ferry company it was not known whether the permission of the Inspector had been received, nor whether the certificates were to be issued before the boats are repaired, nevertheless the boats made regular trips. Superintendent Chappel was busy superintending the repairing of the Commodore Perry.

The certificates of the New York Ferry Company's boats Superior, Idaho, and Arizona were signed yesterday.

The law says that if any master or owner of any steamboat shall refuse or neglect to comply with the requirements of the local inspectors, and shall, contrary thereto, and while they remain unreversed by the supervising inspector, employ the vessel by navigating her, he shall be liable to a penalty of $500 for each offence, one-half to go to the informer, and the master, and owner, and vessel shall, in addition, be liable for any damage to passengers and their baggage which shall occur from any defects. If any loss of life occurs, every owner, inspector, or public official interested will be indictable for manslaughter, and, if found guilty, may be sentenced to hard labor for not more than ten years.

A PARRICIDE'S CONFESSION.

How Henry J. Gunn Murdered his Father in Bridgewater, Mass.

BOSTON, Oct. 15.—At about 9 o'clock last evening, Detectives James P. Wade and George H. Innis, while passing through Court street, discovered Henry J. Gunn, who, on Sept. 25, murdered his father, Justin L. Gunn, in Bridgewater, in this State. The officers took him to the police station, and cautioned him to be careful what he said, as his words might be used against him. Gunn, who had acknowledged his identity, replied: "I don't care; I want to tell the truth. My side of the story has not been heard yet. I had reason for what I did." His confession was substantially as follows:

On Wednesday, Sept. 24, I was digging potatoes, and after I was through with my day's work I put the potatoes in the cellar wet. Father was mowing that day, and at night when he came home he found out that the potatoes were wet, and we had words. We then spent the evening with a lady friend, one of the neighbors, and got home about 10 o'clock. Father got up and let me in. He commenced to talk about the potatoes, and he knocked me down. I the hatchet it go at that it would have been all right, but while I was down he began to pound me. I got up and reached to the mantelpiece and took a small hatchet. I struck at him, but I got about two feet long, and struck him with it, but he got the best of me, and pounded me good. I was wild or revengeful, and he stood on the edge of the bed. I went out of the dining room door into the passageway, and took a hatchet which I found there, and came back to the room with it. He was holding a hatchet in a lady's one, in my left hand, down this way (illustrating by my leg), so that he could not see it. I went in front of father, and when I got past I struck him a blow on the head with it, using both hands, and knocking him so that his head fell toward the head of the bedpost which he was sitting. I struck him three or four times. He fell off the bed. I picked him up and laid him on it. He made no noise. I stepped to the back door and gave the hatchet a flying toss in the woodpile. I did not cover it up after throwing it. I went to the barn and hitched up a team, where I knew father had some money, and broke it open with the screw driver. Took $100, all there was, and then went to Boston. I always knew that he never had I had looked in his pocket, but could not find the keys to the box. I had keys enough, but not the right one. After getting the money, and watch I found his valise, put my shirts in it, and then went to the barn, where I slept on the haymow until daylight. I got up and fed the horses, drove the cows down the road half a mile to pasture, and put them in. I then walked to the Bridgewater depot. I had not been in the house after I left it the night before. I took the 7.30 train for Boston. I went to the Grand Central Hotel, in Washington street, and there wrote to my aunt in Lowell, telling her I was in Boston, and that I would be at 2 P. M. at Drew's saloon, Central street, Lowell. That afternoon I took the train for Lowell, and went to the Washington Hotel. I found out that Mr. Fowler I took a walk around the city and went back to the hotel, where I remained all night. Next day (Friday) I walked around the city, and met my aunt, Mrs. Abbie A. Towle, who had the day before left a letter at the hotel, which was seen at 2 P. M. There we had dinner, after which we walked down to the Middlesex depot, where I gave me were detained by a friend, who met her home and left her about 5 P. M. I was with her about three hours in all, and went back to the hotel, where I stayed all night. Next morning I went in the Boston train on account of the murder, and took the 9½ train over the Boston and Maine road for Boston. In Boston I walked round the city, sat down on the Common, and got dinner on Cambridge street. I took the 6 o'clock train for Providence, the Fall River line for New York, arriving in New York on Sunday morning, going to the New England House, on the Bowery. On Monday I left New York for Albany, accompanied by an old chum whom I met in New York.

The remainder of the confession is a history of his wanderings up to the period of his arrest, including visits to Lowell, a second visit to New York, where he stopped at a hotel on Varick street several days, returning to Boston a week ago Monday; thence again to Lowell, where he was robbed by his chum while drunk. From Lowell he walked to Bridgewater, via Boston, on Sunday, going within four miles of his home, but finally concluded not to visit it. He arrived in Boston again on Monday morning, and had been strolling around the city until arrested last night. He says he is sick of hiding, and is ready to take whatever is in store for him. After being photographed he was taken to Brockton, Mass., where he was arraigned for murder, and waiving examination, was committed to Plymouth County Jail.

Cool Burgess's Case.

Cool Burgess, the minstrel performer, arrived in the city yesterday morning, and filed answers to two suits begun against him by Elna Burgess, his wife, on account of whom he fired at and wounded William Wulgery, a hotel keeper of Toronto, Canada, last fall. Mrs. Burgess avers that she was married to Cool Burgess on May 19, 1862, and that she has by him four children, that a decree of separation was entered in the Court of Chancery at Toronto in 1878, by which the custody of the children was awarded her, and that in February last she removed to this city. Burgess is arrearage to pay her $20 per week for the support of her and the children, the paid her $200, and she sues for a balance due of $500 with interest. Burgess denies any knowledge of the granting of a decree of separation, denies that he entered into any agreement with his wife, and asserts that he is willing and ready to provide for his children. In the second suit Mrs. Burgess complains that on various occasions from March to August last, while in this city the defendant assaulted her by striking her with his fist, seizing her, and tearing the hair out of her head. For the alleged assaults she claims $5,000 damages. Burgess in his answer denies having ever assaulted his wife. The charge of felonious assault made against him in Toronto has been withdrawn.

Wanted—Females.

A.—UP-TOWN ADVERTISERS May leave their favors for THE SUN at the only authorized up-town advertisement offices,
1,238 Broadway, corner of 31st st, till 9 P. M., and
806 West 23d st., corner of 8th av., till 8 P. M.
760 3d av., corner of 47th st., till 8 P. M.
92 East 14th st., corner Union square, till 9 P. M.
No extra charge.

A.—WORSTED and Worsted Embroideries.—Wanted first-class salesladies for the above stock, having had city experience. Apply after 8 o'clock A. M. Good salaries to experienced hands.
STERN BROTHERS, 32 to 36 West 23d st.

ADVANCED Prices.—Steady work to 50 good bookfolders, stitchers, pasters, and coverers; pay every Saturday. I will take a few respectable girls to learn and pay while learning. J. H. FOOTE, 118 and 120 Duane st.

A.—STERN BROTHERS, 32 to 36 West 23d st., want first-class salesladies for their kid glove department; must be city experienced, liberal salaries to good hands. Apply after 8 o'clock A. M.

A NUMBER of expert W. & W. operators on ladies' undergarments; steam power.
SIEGEL BROS., 163 and 165 South 5th av.

A.—Finishers on white shirts.
ROBT. E. DAVIES & CO., 538 West 23d st.

A GIRL for small family housework; also one for country. Inquire at 138 6th av., cor. 10th st.

A GOOD LAUNDRESS. Call at 11. 153 Greene st.

BOOKFOLDERS, coverers, and lasers; experienced hands; steady work. Bindery, 11 Spruce st.

EXPERIENCED operators on Willcox & Gibbs sewing machines; only those accustomed to making silk and lace scarfs.
SIMMONS & GALLAND, 47 Howard st.

EXPERIENCED operators on Domestic machines; steady work and good pay.
A. P. FRIEDMAN, 14 Lispenard st.

EXPERIENCED hands on children's and misses' beaver cloaks; work given out.
HAHN & ROMAN, 13 Wooster st.

GIRLS wanted to tie ribbon bows.
N. Y. NOVELTY CO., 10 and 12 Thomas st.

GIRL, wanted to do general housework in a small family. Inquire at 233 7th st. Bring reference.

GOOD operators on any sewing machine will be given steady employment. 221 Canal st.

HANDS wanted on linen and alpaca coats; also girls taken to learn. 88 Hooper st., Williamsburgh.

OPERATORS, basters, and learners on black vests. 3d av., between 133d and 134th sts., Mott Haven.
M. DUGAN.

OPERATORS on the French embroidering machine, by the week or piece work. 212 Bowery, second floor.

OPERATORS on Grover & Baker machines; also 25 buttonhole makers and learners. 73 Grand st.

PAPER BOXES.—Wanted, good glue hands; work steady. SOCHEFSKY, 113 Elm st.

PAPER BOXES.—Girls wanted for paste work. 541 Broome st.

R. H. MACY & CO., 14th st. and 6th av., want thoroughly experienced operators on ladies' and children's underwear to work at home or on the premises.

Want lace workers by hand and machine to work on the premises. Willcox & Gibbs machines.

Want gentlemen's flannel underwear operators to work on the premises.

RESPECTABLE young girl to do light washing and mind children; $6. 241 West 30th st., basement door.

SEWING MACHINES.—Rented, privilege buying; sold cheap; best Singer, Domestic, Wheeler & Wilson cabinet, $10 up. 420 Greenwich av., corner West 10th st., or 137 East Broadway, near Canal.

SEWING MACHINES.—Selling off, to close the business, new Domestic, $30; Singer from $15 to $25; W. & G., $12 to $25; W. & W., $8 to $15. DEAN, 2 Bond st.

SEWING MACHINES.—500 for sale; Domestic, W. & W., Singer, W. & G., etc. Howe, Remington, $10; new from $20 to $30; warranted. BROWN, 282 Grand st.

SEWING machines, wholesale and retail; Howe, Home, Domestic, W. & W., Singer, &c., new, from $15 to $35; discount to dealers. BLUM'S, 57 Murray st., 2d floor.

SEWING MACHINES, all kinds, $7; warranted for 3 years. 304 East Broadway, junction of Grand.

WANTED—At once, good finishers on men's cardigan jackets at good pay. 86 Bleecker st., 2d floor.
F. DILLINGHAM.

WANTED—Girls used to the business, to fold and wrap circulars and catalogues; pay 50 cents per 1,000. Address E. R., box 143, Sun office.

WANTED—Improvers and apprentices in dress and cloak making; neat sewers paid while learning. No. 111 West 20th st.

WANTED—Girl, 16 years old, for light housework; adults warmers on cloaks paid. 303 East 36th st., 3d floor, front.

WANTED—A middle-aged sober woman to do general housework for ladies' boarding house. 126 Greene st.

WANTED—Girls on Willcox & Gibbs for quilting; also finishers on infants' cloaks. 234 5th st., basement.

WANTED—Seal pickers; experienced hands only.
SAM'L HILL, PRICE & CO., 327 and 329 Fulton st., B'klyn.

WANTED—A girl as chambermaid and to mind children. 29 East Washington place, near Greene st.

WANTED—A good buttonhole maker on white vests; work given out. Inquire at 205 West 40th st.

WANTED—A young girl to assist in a family of 3 persons; German preferred. 54 East Broadway.

WANTED—Power loom silk handkerchief weavers.
W. H. COPCUTT & CO., Yonkers, N. Y.

WANTED—Collar and cuff starchers.
GARDNER & VAIL, 748 Broadway.

WANTED—10 silk winders for organ and frame.
J. NEW, 522 West 50th st.

WANTED—Operators on children's shoes. Wheeler & Wilson machine. 109 Suffolk st., up stairs.

WANTED—Middle-aged woman to help do general housework. Call all week. 347 East 61st st.

WANTED—A girl to assist with light housework and sewing. Apply at 11 Stanton st.

WANTED—A girl 14 to 17, for light housework, today; wages $5. 211 East 34th st.

WANTED—An experienced finisher on gents' shirts. 572 Broome st., Knickerbocker store.

WANTED—Machine operators on white work. 218 6th av. Call after 10 o'clock.

WANTED—An apprentice for dressmaking. Apply at 525 4th av.; ring 3d bell.

WANTED—A smart girl for general housework. Apply at 298 Madison st.

WANTED—2 young girls, neat, quick sewers. 219 Grand st., 1st bell.

WANTED—Two gunny cloth weavers at 260 Water st., Brooklyn.

WANTED—A good operator on fine custom vests. 104 Allen st.

YOUNG girls can obtain situations free, lodgings and meals at 52, each, at the Girls' Lodging House, 27 St. Mark's place, 8th st., under care of Children's Aid Society. Also, Superintendent of Employment may be found from 9 to 5 daily to all who may apply, and dressmaking taught gratuitously.

3 GIRLS for private family, first-class cook, laundress, chambermaid; also Protestant girl for general housework. 146 6th av.

Wanted—Males.

A.—MEN'S SUITS, $4, $5, $6, $8, $10; overcoats, $3.50, $4, $5, $6, $8, $10; at DAVIES'S, successor to Cameron, 172 Bridge st., Brooklyn.

AT THE HOWARD HOUSE, 149 Chatham st., for $1 and $1.25 per week a bed, the most comfortable lodgings in the city; for men only.

A FEW well-furnished rooms will be let at $1.50 weekly. Carleton House, William cor. Frankfort st.

A FIRST-CLASS polisher on brass frames, and also a boy. BLAESING, 190 Mercer st.

AGENTS, go to AMERY'S Branch Show Card Office, 310 Canal st., opposite Mercer; make $10 daily.

A BLACKSMITH'S helper wanted; corner of 4th av. and 57th st.; can board with his employer.

A SMART BOY wanted, well recommended, and living near the business, at 914 3d av.

A BOY wanted to open oysters; must be a good opener. Apply at 9 A. M. 32 31 av.

A BRASS FINISHER wanted at 298 Monroe st.

BOYS AND GIRLS can obtain good homes with farmers in the West by applying to the Children's Aid Society, 19 East 4th st. Also families with children assisted.

BUSHELMEN wanted immediately; none but good workmen need apply.
UNDERHILL, SLOTE & MUCHMORE, 241 Broadway.

BOY that has some knowledge of the job printing business. Address, stating wages, A. B., box 147, Sun office.

BRASS FINISHERS and machinists wanted.
ARTHUR A. CARR, 62 John st.

BOYS WANTED—Address, stating age and previous employment, M. C., box 109, Sun office.

CHOPPERS and paster on suspenders; only experienced hands wanted, at 35 Walker st.

FOUR framemakers, two polishers, and one wood turner, or lathe to let. PARSONS, 235 Canal st.

HOPELE'S Olympic Theatre.—Extra.—200 colored men and women wanted for "Uncle Tom's Cabin." Apply at stage door.

HENNESSY TEAS.—5 lbs. for $1, best value; 5 lbs. coffee, 50c. 198 Front st., one door below Fulton.

PAPER BOXES.—Wanted, experienced cutter on Clark's machine.
FRED. REICHERT & CO., 40 and 42 Prince st.

PRINTER AND COMPOSITOR—One who can work at both branches, on general commercial work, wanted at 108 Liberty st.

POLISHER and buffer wanted on brass work; also brass finisher. E. M., 293 and 295 Monroe st.

SHOEMAKERS.—Wanted, a McKay operator, used to steam preferred. Apply to
J. WHITE, 28 and 30 Adelphi st., Brooklyn.

SOBER, honest working man who can read and write, and can give $200 security, can get steady employment. Address OWNER, 134 Jane st.

STOUT BOY to open oysters, who thoroughly understands his business. Cor. Cortlandt and West sts.

SHOEMAKERS.—Good workmen on gents' hand-sewed gaiters. BYRNE, 469 West 42d st.

SHOPMAN wanted; provision store, also strong boy. 212 and 214 1st av.

TO PIANO and Cabinetmakers.—Wanted, square and upright case makers, also upright back makers. at FISCHER'S, 429 West 28th st.

TEAS and coffees to consumers at wholesale prices. The Canton Tea Company, 148½ members st.

TAILORS wanted on custom coats; good wages, steady work. 61 Atlantic st., Brooklyn, E. D.

TINMAN wanted. Apply at 45 Gold st., 3d floor.

TWO draw hands wanted. 206 East Houston st.

WANTED—An active, intelligent, unmarried man from 30 to 40 years old, as night watchman in an institution in this city; none but those who can give the very best city references as to capacity and honesty need apply; wages $25 a month, board and room. Apply by letter to O., box 190, Sun office.

Wanted—Males.

WANTED—Intelligent agents in New York city and every town and village in the State to sell "THE ANNALS OF THE WAR," written by the most distinguished men of the North and South. The best selling book published for years. Unlike any other work. Liberal commissions. For circulars, &c., address Branch office, The Philadelphia Times, 41 Park row, New York.

WANTED—Several competent steam fitters; useless to call without testimonial from some house in this city as to ability as steam fitter.
THE NASON M'F'G CO., 71 Beekman st.

WANTED—A young man, and a boy, about 18; one who has experience in job bookbinding preferred. Address ACTIVE, box 98, Sun up-town office, 1,238 Broadway.

WANTED—A Protestant boy, about 15 years of age, to work in a grocery store and drive a horse. Address O. P., Post Office, Jersey City, N. J.

WANTED—Plasterers who understand covering boilers and pipes.
ASBESTOS FELTING CO., Front st., near Gouverneur.

WANTED—Hand and power loom handkerchief weavers. Address
W. H. COPCUTT & CO., Yonkers, N. Y.

WANTED—3 good men for New York and Jersey City, to put on relief valves to engines. Address
B. G. TYLER, Trenton, N. J.

WANTED—A custom pants maker, to go into the country; free shop, coal, irons, &c.; fair prices. Apply at 312 East 9th st., between 8 and 10 A. M.

WANTED—A tinsmith; must be acquainted with heater work. Apply to the Crary Clay Heater Co., Limited, foot of Houston st., E. R.

WANTED—A boy that has worked at blacksmithing, and a wood worker. 1,334 Fulton av., Brooklyn.

WANTED—At Lafayette Laundry, 9 Great Jones st., boy who can write good hand; reference wanted.

WANTED—Two first-class tin roofers. Apply to J. H. MILES, Sailors' Snug Harbor, Staten Island.

WANTED—Solderers and tinsmiths at 11 and 13 Hubert st. GINNA & CO.

WANTED—Two chasers on raised hollow ware. Middletown Plate Co., Middletown, Conn.

WANTED—Two good restaurant waiters; must understand opening oysters. 827 8th av.

WANTED—A young man to open oysters and wait on table. Apply at 394 8th av.

WANTED—A middle-aged, sober man to fodder cows at 663 11th av.

WANTED—Bell hanger. 53 Greenpoint av., Greenpoint, L. I.

YOUNG MEN accustomed to horses, well recommended, to board with boss. EXPRESS, 443 West st.

5 POUNDS fine sample tea, $1; 5 lbs. pure coffee, 50c. SAMPLE TEA CO., 203 Pearl and 40 Fulton st.

5 PAVERS, 105 Market st., Paterson, N. J.
Y. P. DRIESBACH.

Situations Wanted.

A RESPECTABLE young man of 22 wants a situation in a wholesale or retail grocery, in which he can raise himself; acquainted with two languages, correct at figures, and has had several years' experience in the retail business; the wholesale business preferred. Address A. B., box 154, Sun office.

A YOUNG MAN wishes a situation to repair sewing machines, light machinery, or locksmithing. Address REPAIRS, 322 High st., Elizabeth, N. J.

A RESPECTABLE woman, with a child 2 years old, wishes a situation to do general housework; good reference furnished. 12 State st.

A YOUNG GIRL would like situation to do up-stairs work. Inquire at 91 Henry st., New York, 2d floor.

BY a competent pattern maker in wood and metal; has been employed for 20 years in foundries. Address R. H., 49 Harrison av., Brooklyn, E. D.

SITUATION WANTED—In city or country, by a steady, industrious man, that understands buffing and polishing and die sinking; also can put up brass and zinc solution; also plating; have years experience. Apply by mail to JOHN PRAHAR, 211 Bivington st.

WANTED—A situation by a young man who understands hotel work; can open oysters or take care of horses; best reference. Address Q., box 137, Sun office.

WANTED—Employment as an experienced soft silk winder by a respectable young girl. Address A. B., box 185, Sun office.

WANTED—By a respectable woman, a baby to wet nurse at her home; milk one month old. 179 Prince st., rear house.

Steamboats and Railroads.

A.—TROY BOATS.—CITIZENS' LINE.—New steamers Saratoga and City of Troy leave Pier 49 (New Market), N. R., foot of Murray st., daily, except Saturdays at