MODERN RUINS IN EGYPT.

FRIGHTFUL HAVOC OF SHOT, SHELLS, AND FIRE IN ALEXANDRIA.

Thrilling Incidents During and After Bombardment—One of the Inflexible's Big Projectiles Tilted Against the Steps of the Khedive's Palace—The Streets Unrecognizable—Some Adventures and Escapes.

From the London Times.

ALEXANDRIA, July 15.—We had to make our way through heaps of rubbish, from which the marines picked up the most miscellaneous assortment of odds and ends, consisting of buttons, stays, playing cards, files, and boxes of matches. At several points we had to go in single file, at others to wait to allow a wall to fall, at others to leave the street and adopt a more passable sideway. No one was to be seen. It was a march over the ruins of what had been a city. At last we reached what had been the square. What it was is too well known to need description; what it is is quite beyond all my powers. There in the centre, lighted up by a lurid mass of smoke, stood the large equestrian statue of Mehemet Ali; behind it I could see the Palais de Justice. On either side of me was one long line of fire. At every moment a house fell that made a sound which recalled the cannonade of last Tuesday. As I walked on, I tried, but failed, to distinguish one house from another. In a place which I have seen almost daily for seventeen years, I could not even find out the openings of the familiar streets leading to the markets. I could only guess where certain familiar houses had been from the proximity to the statue which stood alone in the centre.

At last we distinguished two moving figures. We went to them, and I acted as interpreter, while they told us a history which reminded one of Dante's Inferno. The perfect calmness, the utter absence of excitement with which they told the tale of horrors, the business-like accuracy with which they showed us where we were to go to find persons in distress, and the quiet manner in which, after giving us all the information we required, they left to return to their work of danger and charity, as quietly as if there were nothing extraordinary in their position, was proof of a sort of heroism which won the admiration of all and compels me to give their names. They were Père Guillaume, a Belgian Franciscan, and Frère Miville, a French Lazarist.

REFUGEES IN THE COPTIC CHURCH.

As we approached the street leading to the Coptic Church a crowd came toward us carrying the flag of truce. They were chiefly Copts, but some were Arabs, who came to say they had 1,300 refugees in the Coptic Church, also one prisoner, a Berber, whom they had arrested while he was assisting to burn down houses. This man was brought out, accompanied by his master, a respectable Italian named Testa, who stated that his servant had forced him to leave his house, and had set fire to it. The man was handed over to the guard, and after ample evidence had been adduced in support of the statements against him he was shot. In one of the large houses near the station some persons appeared at one of the windows and asked us if all was over. They were alone in the building.

I went up to the Arab hospital with Dr. Bell of the Helicon and a party of blue jackets, to take measures for relieving the wounded, who were without medical attendance, or even the bare necessaries of life. There were thirty-two wounded, including six women, some in a frightful condition. Most of the poor wretches were suffering from gunshot wounds or shell splinters. There were evident signs of many wounded men having made their escape when the troops and Bashi-Bazouks left. Blankets from the beds had apparently been hastily thrown aside, and every bed seemed as if it had been quitted hurriedly. The patients who were not able to move only remained. We had taken up a quantity of biscuit, cocoa, and sugar to feed the wounded. We found one man there who was looking after the wants of the patients. He is, or was a stevedore, employed in the service of a large steamship company trading to Alexandria.

The Hôtel Abbat is safe. It was defended by a few Frenchmen, and it is a notable fact that where any one was able to keep up a sharp fire on the incendiaries they retreated, and chose less dangerous prey. The house of Dr. Mackie, the Consular surgeon, is completely gutted. Next to that again is a large, well-known shop known as Camoine's. This is burnt to the ground, and I saw near it a starving dog trying to eat some kid gloves.

ESCAPE OF A GERMAN PROFESSOR.

Prof. Schweinfurth was staying with a friend named Friedlieim, the Sheriff Pasha's. Finding that the house had been fired, they let themselves down from the second story, and were fired at, but happily missed. Going through back streets, they met some guards of Zulfiqar Pasha, the recently-appointed Governor, who took them to the hospital. But here a mob broke out, shouting and declaring that the German flag displayed was flying as a signal to the ships. They insisted that the flag should be hauled down. This was done, and before they could make any other demand, two shots were fired into the crowd, upon which they fled.

The Khedive's Palace.

From the London Standard.

ALEXANDRIA, July 15.—The palace presents a strange appearance. The British sailors are regarded in laughing and sportive mood, when their laughter and jests sound strangely in the scenes of Oriental splendor. In the courtyards are everywhere the debris of the bombardment. Against the very steps of the palace lies one of the large projectiles thrown by the guns of the Inflexible, tilted up on end. Everywhere the glass is shattered and Nordenfelt bullets are sticking thickly in the walls. Downcast-looking Egyptian officers pass to and fro, and the silky cavalry troopers can hardly conceal their disgust at being compelled frequently to give up their horses for the use of our officers, who ride here and there with messages.

Through the shattered casements and rents in the walls the ladies of the harem peep furtively at the British officers who are walking about waiting for orders. Outside, the scene of devastation—the ruined forts and crumbling masonry—defies description; while beyond, on the outer waterworks of the harbor the British ironclads lie peacefully, every sign of the late engagement being already removed.

The General Aspect of the City.

From the London Daily News.

ALEXANDRIA, July 15.—I have just concluded a thorough examination of the present aspect of the town, and can only convey a faint impression of the daily increasing destruction. In my opinion at least one-half of the European portion of the town is destroyed, not counting the cotton and wheat warehouses or the extreme suburbs. Strange to say, not one bank has been burnt or seriously pillaged. These buildings were known to be strong, and the managers had taken excellent precautions. The courts, the club, the Bourse, and the Eastern Telegraph building are saved, although they were so surrounded by the fire that they were at first reported burnt. They probably owed much to the vigilance of old servants.

I visited all the hospitals, and cannot speak too highly of the devotion of the staff of the Christian Charity Sisters. In addition to their own sick they are crowded with refugees of all conditions. Some died soon after admission into the hospital, and the Sisters had no means of burying them. Others went mad from fright, and there were no appliances or rooms for their restraint. At the French or general hospital a cold shell from one of the ships outside the squadron penetrated the room where there were three of the Sisters, and imbedded itself in the main wall. The poor women were afraid it would explode, but the Sisters, with an officer, called and assured them this was impossible.

FLOGGING AND SHOOTING.

I have just left the arsenal, where, in the presence of Lord Charles Beresford, Commander Morrison, and Lieut. Bradford, the lash was inflicted by English sailors on eight or ten Arabs. Some received a dozen and others four dozen lashes. At 3 o'clock five men were publicly shot in the centre of the Place Mehemet Ali, four for murder and one as a spy. No Arab soldiers are allowed to go about with arms on any pretext, unless provided with an order.

How the question of food is to be met promptly it is difficult to see. Hundreds are houseless. The Syrian Jews, Copts, and Christians are literally starving. Respectable men whom I have known by sight for years implored me with tears in their eyes to give them bread for their wives and families outside the town, who are utterly destitute. In some instances, without thinking, I offered them money. They shook their heads and said: "Money won't buy bread where none can be found." I then sent them to the arsenal, where they could obtain ships' biscuit, but starving people cannot live permanently on a diet of biscuit.

Just at this moment the English sailors are digging a grave in the square, ready for twelve ruffians, who will be shot presently. I saw one myself in a shop stealing silver, and after a little fight he was captured and handed over to the Americans, who gave him to the English. Lord Charles Beresford tried him yesterday. The silver jugs which he had inside his shirt were produced, and he was sentenced to death.

I saw upward of fifty corpses in the streets, evidently of those shot while looting.

Florida Game.

From the Tallahassee Floridian.

On Saturday Mr. W. T. Cogswell accompanied Mr. Richard Fletcher to a place about seven miles northwest of Tallahassee, where he claimed to have secured three alligator nests. They examined two of them without finding any eggs, but in the third nest they found thirty-six eggs. They destroyed all but a half dozen, which were brought to this office. As they walked away from this nest they were suddenly startled by an unusual noise in the tall grass, which proved to be a monster alligator making for them. One of the party having a rifle, fired at the infuriated gator, but the ball glanced off, and he still advanced toward them. They retreated in good order relocating as they fell back and crossed a fence, which the gator also attempted to do, but another charge from the rifle took effect in one of his eyes and killed him. He was a monster in size, and measured thirteen feet six inches in length.

As they proceeded homeward they were again startled by the wild screamings of a small herd of cattle. Upon investigation they found that a huge rattlesnake had disturbed the quiet grazing of the cattle. A single charge from the rifle rendered his snakeship *hors de combat*. He was another eight feet long, of large size, and sported thirteen rattles and a button.

IN FAVOR OF THE RAILROADS.

Judge Haight's Decision in the Suits Occasioned by the Strike.

In the suits brought by the Attorney-General in the name of the People against the New York, Lake Erie and Western and the New York Central and Hudson River Railroad Companies, to compel those corporations to receive and transmit freight in the ordinary and proper manner in which they received and transmitted it prior to the beginning of the freight handlers' strike, Judge Haight, in the Supreme Court, Chambers, yesterday, decided that peremptory writs of mandamus could not be issued. Judge Haight holds that the persons aggrieved by the failure of the railroad companies to receive and transmit freight properly are the merchants as individuals, and that each of them has the right to sue and recover damages for whatever injury he can show himself to have suffered. This being the case, he decides that the rule applies which forbids the issuance of a writ of mandamus when the applicant for it has a remedy at law. A motion to quash the writs had been made by W. D. Shipman and Roscoe Conkling, for the New York, Lake Erie and Western Railroad Company.

JUDGE HAIGHT'S OPINION.

The petition upon which the peremptory writ of mandamus is sought in substance alleges that the respondent is a railroad corporation existing under the laws of the State, and is subject to all the duties and obligations imposed by law upon railroad corporations. That the corporation is a common carrier of freight and passengers. That since about the 16th day of June, 1882, it has substantially refused to discharge its duties as a common carrier, and has to a material degree suspended the exercise of its franchises, by refusing to take freight which has been offered at its station in the city of New York for transportation. That it has refused to accept and transport the greater part of the outgoing and to deliver the incoming freight, the property of the merchants doing business in such city. That it has neglected and refused to furnish sufficient and adequate transportation for the goods of such merchants, whereby great loss and damage has accrued to the people of the State, for which there is no adequate remedy in damages. That the trade and commerce of the city of New York is greatly impaired by reason of the failure of such corporation to transport such goods and property. That the reasons for the refusal of such corporation to accept, transport, and deliver freight and property is that the persons heretofore in their employ handling freight refused to perform their work unless an advance of three cents per hour over the wages that they have heretofore received shall be paid them by the respondent.

Some of the questions presented upon this application are of vast importance. The conflict that from time to time arises between capital and labor presents the most serious and difficult problem that the Government at the present day has to solve. It is the duty of the Court to guard and protect to the uttermost every right of the poor man who is compelled to support himself and family by manual labor, and when an opportunity presents itself and in a proper case this Court will not be slow to act in his behalf. But in this proceeding it is powerless to aid him. The Court has not the power to prescribe a scale of wages. It has not the power to say that he shall work for $1 70 per day or that his employer shall pay him $2 per day. Hitherto the amount of wages to be paid has been left to the parties to determine by contract, express or implied. If the power exists at all to change the law in this regard, such power rests in the legislative, and not in the judicial, branch of the Government.

The question presented upon the motion to quash the proceedings are purely legal, and do not involve the merits.

The first question presented is, Will the writ of mandamus issue on the application of the Attorney-General to compel a common carrier to discharge its duties as such? A franchise is a grant of a right or privilege to an individual or individuals or corporations by the Government. The people have the power to maintain highways, ferries, and bridges, to facilitate communication between different parts of the State rests in the Government or sovereign power. And these rights can be exercised by others only under grant or authority of the State.

The State has conferred upon the respondent the right to build, maintain, and operate a railroad for public use in the conveyance of persons and property for hire. It has also given it the right of eminent domain. The right to construct a road from and to the place or places named in the charter, the maintaining and operating of it for the public use, pertains to the Government, and the Government is therefore interested in, and has the power enough in a general way to compel the exercise of the franchises so conferred upon the respondent by the writ of mandamus. It has accordingly been held that the writ of mandamus will issue to compel a railroad corporation to operate the whole road, if one continuous line. (People, ex rel. Schuyler, v. N. Y. C. & H. R. R. R. Co., 23 Barbour, 448; People, ex rel. Schuyler, v. Hudson River R. R. Co., 23 Barbour, 499; People, ex rel. Schuyler, v. Northern R. R. Co., 9 Bosch. 247); to compel a branch road to be built, (People, ex rel. Schuyler, v. N. Y. C. & H. R. R. R. Co., 23 N. Y. 565).

It is contended, however, that while the writ will issue to compel the exercise and discharge of those duties which belong to the State or Government, and which are conferred upon the respondent by the State, that it will not issue to compel a common carrier to discharge his duty as such. One of the duties imposed by law upon railroad corporations is that of common carrier. The statute provides that every such corporation shall start and run their cars for the transportation of passengers and property on such days as may be fixed by public notices, and shall furnish sufficient accommodation for the transportation of all such passengers and property as shall within reasonable time previous thereto be offered for transportation.

The right to become a common carrier of persons and property for hire does not pertain to or emanate from the Government. The citizen, without grant or license, has the right to carry persons or property from point to point within the State upon such terms or for such compensation as shall be agreed upon. The liability of a common carrier of property is that of insurer of the property, except in cases of loss or destruction by the act of God or public enemies. Ample and complete remedies are provided for the recovery of all damages that the shipper or consignee may sustain through the fault or negligence of the common carrier. In the case of the People against Schenectady Railroad Company (37 N. Y. 655), Judge Hunt says: "The laws of this state have no general power to involve the action of courts of justice in suits in their name or sovereignty for the redress of private wrongs, simply because it is to benefit the bands of others. When the people come into court as plaintiffs in a civil action, they must come upon their own rights for the relief to which they then seek and may be entitled. It is not enough for them to show that wrongdoing has done to someone. The wrong must appear to be done to the people in order to support an action by the People's name."

It has also been held that the neglect or refusal of a common carrier to transport or deliver freight according to the law governing the duties of such carrier is a private wrong to the particular shipper or consignee concerned, and redressible by suit at the instance of such shipper or consignee, and that it is not such a public wrong as will authorize a suit by and on the part of the People. (Hoyt, Sheriff, v. Thompson's Ex., 19 N. Y. 207; Minor, 2 Lansing, J. 29).

Morawetz on Private Corporations, at section 436, says: "The duties which devolve upon railroad companies by reason of the exercise of powers conferred by the government for public purposes must not be confounded with their obligations as common carriers for hire. A railroad company is under obligations to the public to operate its road, because the road was constructed with the public aid, for a public purpose. The legal duties of a common carrier then attaches by virtue of the employment in which the company is engaged. If the company neglects to operate the road which it has built, this is an injury to the public in general, and redress can be obtained only through the process by writ of mandamus. But the duties of a railroad company as common carrier for hire may be enforced by any person injured through the usual remedy, by action for damages." See also Scott, v. Donald, 165 U. S. 107; Ingersoll, 7 Bowling's Reports, 548. The case of the People ex rel. Olden against the respondent's corporation, reported in the 22d Hunt, 324, was decided by the General Term of this department. An alternative writ of mandamus had been issued upon the application of the Attorney-General on the relation of Olden, to require the defendant to receive, transport, and carry a trade oil for the relator at its tank cars from a place called Carroton to a place called Weehawken Docks, on the defendant's road, and the usual compensation for such transportation was tendered to the defendants' company. The alternative writ was quashed at Special Term, and on appeal it was held that the railroad company wrongfully refused to receive and transport the oil referred to, it, not that the remedy of the party aggrieved was by an action at law; that such remedy was appropriate and adequate, and that a mandamus compelling the company to receive and transport such oil should not be granted. This decision establishes the law upon the question considered in this department, and this Court is bound by it.

If a mandamus cannot issue upon the application of the Attorney-General on the relation of the party aggrieved to compel the respondent to carry his freight, how can it issue on the application of the Attorney-General alone? From my examination of the authorities bearing upon the question, I have come to the conclusion that the neglect or refusal of a railroad corporation to receive and transport freight tendered to it by citizens of the State is a private wrong, for which the citizen is entitled to recover in an action at law such damages as he has sustained; that it is not such a public wrong as will authorize the issuing of a writ of mandamus. The writ of mandamus is a high prerogative writ, to which will issue to compel the performance of a duty that is clear and distinct. It will not issue in doubtful or doubtful cases. If will issue when there is no adequate or complete remedy at law. There is still another reason why the writ asked for cannot be granted.

The order to show cause asks that the respondent's corporation be required to forthwith resume the discharge of its duties as a common carrier, and also forthwith resume the exercise of its franchises by promptly receiving, transporting, and delivering all freight and other property as may be offered to or hereafter received by such company, &c.

Section 28 of the general Railroad act, as amended by chapter 183 of the laws of 1863, provides that every corporation formed under this act shall have power to regulate the time and manner in which passengers and property shall be transported.

Under this statute a discretion is given to the corporation to regulate the time and manner for transporting the property that shall be tendered to it. Doubtless this discretion must be exercised reasonably and so as not to cause damage to shippers or consignees. This discretion seems to be necessary. Many kinds of property are perishable for transportation. Some like to be transported with great celerity, such as cattle, sheep, of live stock, fruits, vegetables and articles of a perishable nature. Unperishable freight must of necessity give way to perishable articles. Again, large and unusual quantities of freight at times are presented in a single day without notice to the corporation. Reasonable time must therefore be given to enable the company to get its cars to the place of delivery and transport the same.

The writ of mandamus, when it is issued, must clearly and distinctly state the act or duties which are by it commanded to be performed, so that the party to whom it is addressed may distinctly understand what he is to do. If he fails or neglects to perform, an attachment will issue against him, to the end that he may be adjudged in contempt of the process of the Court. It is not in the power of the Court to look into the future, and determine the kinds or quantities of freight that will be hereafter presented for transportation, and to an order specify how and in what manner the same shall be carried, or what kinds shall take preference. The motion to quash must be granted.

Prohibiting a Circus Parade.

MONTREAL, July 28.—The Mayor has enforced the law prohibiting street parades, other than religious or military, in order to prevent a circus parade to day. It is understood that Bishop Fabre is opposed to his flock attending the circus.

AN INCREASE FOR LETTER CARRIERS.

The Senate Passes the Bill as it Came from the House—What it Provides.

WASHINGTON, July 28.—The House bill fixing the pay of letter carriers, which was reported to the Senate to-day by Mr. Ferry from the Committee on Post Offices and Post Roads, and passed without amendment, provides for amending sections 3 and 4 of the act of February, 1879, so that they will read as follows:

SECTION 3. Upon the recommendation of the Postmaster of any city, the Postmaster-General may establish a third grade of letter carriers, known as auxiliaries, who shall be paid at the rate of $900 per annum, and who may be employed at any letter carrier office.

SECTION 4. Appointments of letter carriers in cities having two or more classes shall be made to the class having the minimum rate of pay, and promotions from the lower grades in said cities shall be made to the next higher grade at the expiration of one year's service, on certificate of the Postmaster to the efficiency and faithfulness of the candidate during the preceding year; provided, however, that the Postmaster-General be and he is hereby authorized to appoint one or more substitute letter carriers, whose compensation shall be one dollar per annum and the pro rata compensation of the carriers whose routes they may be required to serve; and provided further that no boxes for the collection of mail matter by carriers shall be placed inside of any building, except a public building or railroad station.

The bill now only awaits the signature of the President to become a law.

A Large Gift to a Catholic Orphan Asylum.

BURLINGTON, Vt., July 28.—The five children of the late Gustavus A. Austin, Esq., of this city, all of whom are converts to the Catholic Church, have given from their father's estate $27,000 to the St. Joseph's Orphan Asylum, now building here. The new asylum is on high ground, very near to the shore of Lake Champlain, and will command a charming view of the country around. The institution is under the care of the Sisters of Providence, from Montreal, Canada, who for the last quarter of a century have occupied the old convent building at the head of Pearl street in Burlington. The Mother Superior is Sister Catherine. The work of construction at the new building is being pushed forward under the direct supervision of the Rev. Father John Michaud, who has been specially appointed by Bishop De Goesbriand for that purpose.

Organizing to Resist Prohibitory Legislation.

BOSTON, July 28.—Over 200 delegates from different parts of this State assembled in Turn Hall here last evening to form an organization to resist prohibitory legislation. Mr. Bachman of East Cambridge presided. A platform was adopted and an Executive Committee of seven chosen. Leopold Vogel was elected President, and C. Rodenburg, editor of the *New England Staats Zeitung*, Secretary. It is the purpose of the league to establish branches in all the cities and towns of the State, and it is said that a large amount of money has been subscribed to advance the interests of this new party, and that in the next municipal and State elections the league will undoubtedly be heard from.

A Lawyer Arrested for Embezzlement.

EASTON, Pa., July 28.—A despatch to the *Argus*, received here, says that Sidney Chapman Neale, a leading lawyer of Alexandria, Va., was arrested in Denver, Col., this morning by Detective James Johnson of Boston, on a charge of embezzling $32,000 from William Crawford, of Boston, a resident of Alexandria, a large sum of money from the Dancerfields of the same city, and several thousand dollars from a person at Georgetown, Md. The total amount of the embezzlement is about $80,000. When arrested he was in the employ of a mining company in Denver. He will be taken to Richmond.

Barnum's Circus Company Sued.

SPRINGFIELD, Mass., July 28.—Barnum, Bailey & Hutchinson have been sued for $25,000 compensation for injuries received by Arthur F. Bardwell of this city, in consequence of the falling of a pole in the tent during the circus exhibition in this city on June 7. Bardwell's injuries were considered slight, they being not within a few days pieces of bone have been removed from his head. Legal papers were served on the show at North Adams on Thursday.

Defaulting Teller Arrested.

DETROIT, July 28.—B. Frank Bigelow, former receiving teller of the National Bank of the Republic at Washington, D. C., was arrested at 2 o'clock this morning at Port Huron. He absconded on June 23, and it is alleged that his accounts are short $25,000. A reward of $1,000 has been offered for his capture. He was in Canada and virtually gave himself up, saying that he was tired of being hunted from place to place.

Isaac Turner Hanged.

LEXINGTON, Ky., July 28.—The death warrant was read to Isaac Turner at 10½ A. M. to-day. At 12½ P. M. he was led to the scaffold, and, after the final religious services, the noose was adjusted, and at 1:02 the drop fell. He was dead in fifteen minutes. The hanging was private. Turner was colored, and was hanged for the murder of Abe Ray, another colored man, in June, 1881.

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 31st st., till 9 P. M.
1508 Broadway, corner 45th st., till 8 P. M.
769 3d av., entrance on 47th st., till 8 P. M.
92 East 14th st., corner Union square, till 8 P. M.
No extra charge.

A.—SIEGEL BROTHERS require still more operators and apprentices on ladies' underguments, steam power and steady work. Apply at 183 and 185 South 5th av.

ARTIFICIAL FLOWERS.—Branchers wanted. Old hands please call M. WASSERMANN, 601 Broadway.

BLANK BOOK SEWERS and ruling machine feeders wanted. 134 William st., fourth floor.

CONFECTIONERY.—An experienced young lady to live with employer. Come recommended. 9 A. M. No Sundays. 1 Pine st.

EXPERIENCED hand silk winders wanted. Apply at 477 West 45th st.

HANDS wanted to cover crochet buttons; steady work and good pay. Apply at CITY BUTTON WORKS, 116 Walker st., first floor.

HOTEL waitresses and cleaning girls wanted at 29 Clinton place.

OSTRICH FEATHERS.—Good curlers wanted; constant employment and good prices to experienced hands. DE PINNA & SON, 17 West 4th st.

PAPER BOX MAKERS wanted; glue and paste hands. 49 Prince st. L. H. BALDWIN.

WANTED—Experienced hands, with sharp scissors, to cut out embroidery. 104 Elm st., top floor.

WANTED—Experienced corset presseers. ROTH & GOLDSCHMIDT, 16 Walker st.

WANTED—Experienced operators on lace goods. CROW & BACK, 46 Walker st.

WANTED—Good, experienced operators for ladies' dress shields. 36 Bond st.

Wanted—Males.

A.—$25 Broadway suits, $12. $20 Broadway suits, $8. $17 Broadway suits $8. KING OF TAILORS, 81 to 91 Sands st., Brooklyn.

A.—A.—WOOL COATS, $2 each; wool vests, 50 cents each, at ORR'S Bargain Bazar, 437 6th av., and 348 7th av.; one price only; $15 suits for $7.

AWNING HANGER wanted at A. MUSSOF'S, awning maker, 52 West 32d st., corner Broadway.

BAKER wanted to take charge on bread and cake; married man preferred. PATRICK GIBBONS, West Chester, Westchester Co., N. Y.

BRICKLAYERS and laborers wanted; also front hands; corner Butler st. and Franklin av., Brooklyn.

BOOK BINDERS.—Finishers and assistant finishers wanted at SOMERVILLE'S Bindery, 45 Centre st.

BLACKSMITH wanted on truck and cart work; first class. 549 10th av., near 40th st.

CORE BOY; first-class hand on brass cocks. JOSEPH H. BRYAN, 79 Centre st.

CARPENTER wanted; journeyman. Call early at basement corner of Park row and Beekman st.

FIRST-CLASS blue stone tool sharpener at stoneyard, corner 1st and Provost sts., Jersey City.

GORDON feeders wanted; steady work; good pay. LEVY, 10 White st.

ONE good TOOL MAKER or machinist accustomed to work on light work. Apply for three days at EDISON LAMP CO.'S, East Newark, N. J.

PAPER BOXES.—An experienced cutter wanted on Clark machine. THOMAS DAVIS, Jr., 83 Murray st.

TIN and Slate Roofers' Union, 206 8th av., 8 this evening; business of importance concerning the trade.

WANTED—
100 EXPERIENCED BOYS, from 14 to 18 years of age; LIBERAL SALARY AND COMMISSION.
Apply after 9 A. M.
MUTUAL DISTRICT MESSENGER CO., 33 Warren st.

WANTED—First-class ivory button dyer; good inducement for competent man. Address KINGMAN, box 155, Sun office.

WANTED—A coachman of sober habits for a first-class road horse; also to assist at stable; reference required. Address E. K., box 184, Sun office.

WANTED—Coal hods; first-class body makers can make good wages. IRON CLAD M'F'G CO., 929 Flushing av., Brooklyn, E. D.

WANTED—Two experienced hands to make roll-up spring mattresses. Apply to J. & R. AINSLIE, 22 Broadway, Brooklyn, E. D.

WANTED—At Riverside Press, Cambridge, Mass., first-class, experienced stampers for cloth and leather work.

WANTED—Engineer to run a 10 horse Baxter engine; wages $12 per week. Call at 65 and 67 Crosby st.

WANTED—Custom clothing cutter to go West. Apply Sunday, between 10 and 12 o'clock. 472 B'way.

WANTED—Harness stitchers; come at once ready to work. PENDLETON BROS., Bridgeport, Conn.

WANTED—Four good, steady ice men. Apply immediately. ROCKAWAY BEACH ICE CO.

WANTED—Two first-class barkeepers. Apply before 12 o'clock. M. O., 1,042 3d av.

WANTED—A strong boy. RICHTER'S factory, 74th st. and 10th av.

WANTED—A good, steady wheelwright. A. N. DODS, Guttenberg, New Jersey.

WANTED—Marble polishers and rubbers. Corner Franklin and Noble sts., Brooklyn, E. D.

WAITER to work in restaurant, and boy for kitchen. 14 Grand st., Brooklyn, E. D.

WANTED—Wood carvers and mould sinker. Apply at 122 Bowery, room 5.

20,000 POUNDS tea in 5 pound packages, $1. Some of these tea worth 90c. pound whole sale. Extra fancy tea 90c. pound lower than elsewhere. SAMPLE TEA CO., 304 Pearl st. and 97 Fulton st.

Excursions.

A.—ONLY DIRECT LINE
TO ROCKAWAY BEACH
and the
GREAT IRON PIER.
The Palace Steamer
PLYMOUTH ROCK
makes two trips daily to the Mammoth Ocean Pier at ROCKAWAY BEACH.
Leaving Hoboken (4th st. dock).....9:00 A. M.
Leaving 21st st., North River...9:30 A. M. and 2:30 P. M.
Leaving 10th st., North River...10:10 A. M. and 3:10 P. M.
Leaving Pier 6 (Rector st.), N. R. 10:30 A. M. and 3:30 P. M.
Returning, leaves Rockaway at 12:20 P. M. and 6 P. M.
ON SATURDAY EVENING, JULY 29,
will leave Iron Pier at Rockaway at 5:45, in order to return in time to make the Grand Moonlight Excursion up the Hudson.
Excursion tickets (good week days only).....30 cents
(Including admission to the Pier.)
Special excursion tickets (Sundays and week days) 50 cents. Good to return via New York, Woodhaven and Rockaway Railroad. Excursion tickets of New York, Woodhaven and Rockaway Railroad accepted to return on steamer Plymouth Rock, thus affording passengers going down by rail an opportunity for a delightful sail home, or passengers down by Plymouth Rock desiring to remain on the beach after dark can return by trains leaving every hour.
Passengers by this only direct line avoid the dangerous shoals of Rockaway Inlet, the rocking odors of Barren Island, and land upon the magnificent Iron Pier, extending 1,200 feet beyond the breakers, passing directly upon the beach, saving a long dusty walk of over a quarter of a mile in the sun.

MOONLIGHT ON THE HUDSON, ON SATURDAY NIGHT, JULY 29,
The magnificent palace steamer PLYMOUTH ROCK of the only direct line to Rockaway Beach and the great Iron Pier, will make a GRAND MOONLIGHT EXCURSION UP THE BEAUTIFUL AND ROMANTIC HUDSON, justly termed THE RHINE OF AMERICA. Music, refreshments, and dancing on the broad decks of this colossal steamer.
TICKETS FOR THE GRAND EXCURSION, 50 CENTS.
Leaving Pier 6, N. R., 7:30 P. M.
Leaving West 10th st., 7:45 P. M.
Leaving Hoboken, 4th St. Dock, 8:15 P. M.
Leaving 21st st., N. R., 8:30 P. M.
Returning about 1 A. M.

IRON STEAMBOAT COMPANY
FOR
CONEY ISLAND
IRON PIERS DIRECT
ONLY ALL-WATER ROUTE—NO CHANGES.
TIME TABLE, WEEK ENDING JULY 29.
LEAVE WEST 23D ST.

For New Pier.		For Old Pier.	
9:00 A. M.	3:00 P. M.	9:30 A. M.	3:45 P. M.
10:00 A. M.	4:30 P. M.	10:30 A. M.	5:00 P. M.
11:00 A. M.	5:30 P. M.	11:30 A. M.	6:00 P. M.
12:00 M.	6:30 P. M.	12:30 P. M.	7:00 P. M.
1:00 P. M.	7:45 P. M.	1:30 P. M.	8:30 P. M.
2:00 P. M.	10:00 P. M.	2:30 P. M.	

Leave Pier 1 thirty minutes later.

RETURNING, LEAVE CONEY ISLAND:

New Pier.		Old Pier.	
10:30 A. M.	4:45 P. M.	11:00 A. M.	5:30 P. M.
11:30 A. M.	6:15 P. M.	12:00 M.	6:45 P. M.
12:30 P. M.	7:15 P. M.	1:00 P. M.	7:45 P. M.
1:30 P. M.	8:15 P. M.	2:15 P. M.	8:45 P. M.
2:45 P. M.	9:30 P. M.	3:15 P. M.	10:15 P. M.
3:45 P. M.	11:00 P. M.	4:15 P. M.	

Tickets good on either line.
Excursion tickets for sale at all Elevated Railroad Stations.
Grand Concerts on Pavilion Pier 1, N. R., every afternoon at 3 and evening at 8. Admission to Pavilion, 15 cents. Persons holding passage tickets to boats admitted free.

NEW YORK AND SEA BEACH R. R.
EXCURSION TICKETS, 40 CENTS.
To CONEY ISLAND by Steamers
SYLVAN DELL, TWILIGHT, and KELSEY.
Boats leave West 21st st., 8:55, 9:55, 10:55, 11:55 A. M.; 12:40, 1:25, 2:10, 2:55, 3:40, 4:25, 5:10, 5:55, 6:40, 7:25, 8:10, 8:55, 10:40 P. M.
West 10th st., 9:10, 10:10, 11:10 A. M.; 12:10, 12:55, 1:40, 2:25, 3:10, 3:55, 4:40, 5:25, 6:10, 6:55, 7:40, 8:25, 9:10, 9:55, 10:45 P. M.
Pier 6, North River, 9:25, 10:25, 11:25 A. M.; 12:25, 1:10, 1:55, 2:40, 3:25, 4:10, 4:55, 5:40, 6:25, 7:10, 7:55, 8:40, 9:25, 10:10 P. M.
Returning, leave Coney Island, 7:35, 8:20, 9:32 A. M., and every 45 minutes until 10:15 P. M., and last train at 11:15 P. M. The 10:15 and 11:15 P. M. trains land at Pier 6 only.
TICKETS for sale on SIXTH and NINTH Avenue Elevated Railroads, 50 CENTS Round Trip, including Elevated R. R. Fares.
Third season SEA BEACH PALACE HOTEL. One hundred rooms. Best table d'hôte dinner, $1. Superior restaurant. POPULAR PRICES.

POINT LOOKOUT HOTEL,
VIA LONG ISLAND RAILROAD TO LONG BEACH,
and
MARINE RAILWAY TO POINT LOOKOUT.
See Summer Resorts.
LEAVE NEW YORK DAILY (EXCEPT SUNDAY), foot East 34th st., 7:50, 9:50, 10:50 A. M.; 1:50, 3:20, 4:20, 5:25, 5:50, 6:30, 8:15 P. M.
JAMES SLIP, 7:30, 9:30, 10:30 A. M.; 1:30, 3, 4, 5, 5:30, 6:30, 8 P. M.
ANNEX BOAT, foot of Pine st., E. R., 7:30, 9:30 A. M.; 3:05, 4:05, 5:05 P. M.
SUNDAY ONLY.
FOOT EAST 34TH ST., 8:20, 9:20, 10:30 A. M.; 12:50, 1:50, 2:50, 3:50, 5, 6, 7, 8:45 P. M.
Marine Railway connects with above trains at Long Beach.

STARIN'S GLEN ISLAND,
Long Island Sound,
THE BEST SUMMER RESORT.
Two Grand Concerts Daily. Grafulla's Celebrated Band, Diller's Cornet Quartet, California Vocal Quartet. Depot Band, U. S. Marine Band. Superior Restaurant, à la carte. Old-fashioned Rhode Island clam bake. Fishing, boating, bathing, billiards, bowling, rifle range.
The best accommodations. M. STARIN, LAURA M. STARIN and JOHN SYLVESTER run daily.
TIME TABLE DAILY, EXCEPT SUNDAYS:

Pier 18, N. R., foot Vestry st.	Jewell's Wharf, Brooklyn.	Thirty third st., E. R.
8:15 A. M.	8:30 A. M.	9:00 A. M.
9:45 A. M.	10:00 A. M.	10:30 A. M.
10:45 A. M.	11:00 A. M.	11:30 A. M.
1:00 P. M.	1:15 P. M.	1:45 P. M.
2:15 P. M.	2:30 P. M.	3:00 P. M.
	3:15 P. M.	3:45 P. M.
	4:30 P. M.	5:15 P. M.

Returning, leave GLEN ISLAND 10:15, 11:45 A. M.; 12:45, 3:15, 5:30, 7, and 8:30 P. M.
EXCURSION TICKETS, 40 CENTS.

ROCKAWAY BEACH,
NEW YORK, WOODHAVEN AND ROCKAWAY RAILROAD.
Trains leave daily, except Sundays, from
Hunter's Point and Bushwick—A. M.: 6:25, 8, 9:33, 11:00; P. M.: 12:30, 2:20, 3:45, 5:15, 6:30, 8:45.
Flatbush av., Brooklyn—A. M.: 8:55, 9:40, 11; P. M.: 1:10, 2:30, 3:55, 5:30, 7:30.
Trains leave Rockaway Beach for Hunter's Point and Bushwick almost hourly.
For Flatbush av., Brooklyn, almost every hour and a half.
SUNDAY TRAINS
Leave Hunter's Point and Bushwick hourly from 7 A. M. to 8 P. M.: 8:45, 9:30, 10:45, 12:15, 1, 2, 3, 4, 5, 6, 7, 8, 9.
Flatbush av., Brooklyn, every hour and ten minutes from 8 A. M. to 8:50 P. M.
Leave Rockaway Beach for Hunter's Point and Bushwick almost hourly.
For Flatbush av., Brooklyn, almost hourly.
TIME, 90 MINUTES.
50c. excursion tickets good to return on Plymouth Rock.

LONG BRANCH. ALL-WATER ROUTE.
CITY OF RICHMOND.
The new, fast, and elegant sea going steamer CITY OF RICHMOND makes two grand excursions daily (including Sundays, to the OCEAN PIER, LONG BRANCH, connecting for
OCEAN GROVE AND ASBURY PARK.
Boat Leaves
foot West 21st st., N. R., 9:30 A. M. and 3 P. M.; Pier 3, N. R., 10 A. M. and 3:30 P. M.
Returning
leaves Long Branch 12:30 and 5:45 P. M.
UNSURPASSED SURF BATHING. MODERN IMPROVED BATHING HOUSES, ELEGANT DRIVES AND PROMENADES.
A SUPERB SAIL ON THE ATLANTIC.
SAFETY, SPEED AND COMFORT.
FARE.....50 CENTS
EXCURSION TICKETS (good only date issued), 60 CTS., including admission to the Iron Pier.

A GRAND SATURDAY AFTERNOON EXCURSION
May be had by taking the favorite steamer IDLEWILD every SATURDAY AFTERNOON at Peck slip at 4:15 P. M. and 31st st., E. R., at 4:30 P. M.
A delightful sail and view of the East River and Long Island Sound by daylight, and in