ALL ABOUT PEACHES.

Delaware Peach Growing Now and in the Past—Yankee and Western Peaches.

Should the worst fears of the Delaware peach growers come to be facts, New York would be in no danger of a peach famine, though perhaps for a year or two there might be a scarcity of early and very late peaches. A short peach crop on the peninsula of Delaware, and Maryland once meant a dearth of peaches in all the great cities. But the extension of peach culture, the use of refrigerator cars and the expedition of freight carrying have greatly altered the conditions, so that the actual suspension of peach culture in that "soft, half Syrian" region between the Delaware and Chesapeake bays would not long embarrass the fruit market of New York.

The Delaware peninsula is still perhaps the greatest peach-growing region in the world. It is estimated that there are upon the peninsula 9,000,000 peach trees, big and little, good and bad. That means somewhat less than 90,000 acres occupied by peach orchards. When the peninsula peach crop is millions instead of thousands of baskets it rules the fruit market of New York, and with the advent of the Delaware peach by the car load the price of all other fruit drops. But since the time when the Delaware peach crop was the only important one in the United States there has been an enormous planting of peaches in various parts of the country. The peach will ripen in almost any part of the United States, and when it has the protecting presence of a considerable body of water it may escape one of its most dangerous enemies, late spring frosts. The Delaware peninsula is ideally situated for peach culture. In the extreme southern part of the region the fig tree lives through most winters. Nevertheless, the peach sometimes develops its buds under the influence of warm weather in February and March, to have them nipped by frosts in April. The perennial pleasantry about the ruin of the Delaware peach crop by frost really has no foundation in justice, for it often happens that the conditions are such that a late frost blasts all the peach buds in a narrow belt of the peninsula and spares those in other parts. The news then comes that the peach crop in a certain district is destroyed, and everybody smiles, not knowing that a frost that nips 500,000 trees may spare the other 8,500,000.

It is a study of this peculiarity of the peach that has made possible the extension of peach culture over many degrees of latitude. New York now receives peaches from as far south as northern Georgia and as far north as Mount Shasta. The California peach grows from near the Mexican line up nearly to the borders of Oregon. California, Michigan, Ohio, northern New York, Connecticut, New Jersey, western Maryland, West Virginia, and northern Georgia are now sending peaches to New York in competition with the Delaware peninsula, and should the "yellows" really drive the peach off the peninsula these regions would probably be able to supply this market in great abundance. It is roughly estimated that California can ship away 2,000,000 baskets of peaches a year. All of these do not come to New York. Perhaps this city receives less than a fourth of the peaches that California sends East. The California peach begins coming to market in June and is still with us in November. The Delaware crop is the only other that has nearly so long a range. The latest Delaware peaches come into market late in July, and the latest about the middle of October, though even later varieties are grown in small quantities upon the peninsula. The Georgia peaches come a little earlier than the Delaware peaches, but do not continue so late. The crop in Georgia is one of the largest in the United States. There are, perhaps, 20,000 acres of orchards in the northern part of the State.

The middle varieties of peaches have been planted in this State, along the southern shore of Lake Ontario, in Connecticut, and in western Maryland and in West Virginia. These varieties escape spring frosts by their late development. Few of them come into market before the last of August, and their season lasts only from two to three weeks. The most conspicuous peach grower in Connecticut has declined this season an offer of $20,000 for the product of twenty acres. Such an offer would strike a Delaware peach grower dumb. A basket of five half pecks per tree is a good yield in Delaware, though much greater yields have been known, and if the Connecticut crop is worth $1,000 an acre the yield must be enormous. The Connecticut peach grower, in his canny Yankee way has substituted a half-bushel basket for the basket of five half pecks now used by the Delaware peach grower, and women do a great deal of the peach plucking in Connecticut, while in Delaware the most skilful "peach plucks" are men. The Delaware peach basket contains five and six half pecks. The tendency seems to be toward a uniform half-bushel basket.

An uncommonly fine peach crop grows upon two great battlefields, Gettysburg and Antietam. The region covered by these orchards extend from southern Pennsylvania down into western Maryland, and thence by the Potomac Valley into West Virginia. These peaches reach market in August and September. The orchards grew in the river valleys and are thus protected from frost.

The best yellow peaches in the United States grows upon the Catawba Islands in Lake Erie, near Cleveland. The crop here is perhaps 300,000 half-bushel baskets. The peaches come in late, though earlier than the latest Delaware varieties. New York gets only a small part of the crop.

New Jersey sends peaches to New York late and early, and rivals the Delaware peninsula in the range of season occupied by the crop. The "yellows," which is alarming the Delaware peach growers, has been known in New Jersey for the last forty years, but the Jersey peach is still extensively cultivated. Many of the earliest peaches sent to market from southern New Jersey are the product of orchards infected with the yellows. These peaches are spoken of as "prematures" in Delaware and Maryland. The effect of the yellows is to hasten the ripening of the fruit, the tree turns red and yellow in midsummer, and the fruit is small and often has a hectic cheek.

Only the great peach growers of California approach in wealth and social importance the race of successful peach growers that distinguished northern Delaware forty years ago, when land is that had grown wheat for 150 years were planted with millions of semi-tropical peach trees, and it seemed that the markets of the great cities were forever at the mercy of the peninsula peach growers. The story of the peach is written all over the northern part of Delaware and of the eastern shore of Maryland. When Major Reybold discovered, fifty years ago, that peaches could be grown profitably and in large quantities upon the shores of Delaware Bay, he set a fashion that soon became a rage. By the time the civil war came on hundreds of farmers had gone into peach growing. The Reybold lands lay in New Castle county, about twenty-five miles south of the most northern point in the arc that marks the boundary between Delaware and Pennsylvania. The region thereabout and for thirty miles south is an almost level country of rich, light soil, just the right thing for peaches. The rage for peach growing spread with great rapidity. Orchards extended from a few hundred up to many thousand trees. Sarach Shallcross, a Pennsylvanian who came down to Delaware, owned 100,000 peach trees. A famous Quaker peach grower of northern Delaware cleared $20,000 on his peach crop in a single year. The peaches were eagerly bought in the markets of New York and Philadelphia. Prices were often as high as $2 a basket. The products of whole orchards were sometimes sold in the spring at $1 a basket. When the peaches ripened the farmers saw them sent to market at the expense of the buyer. Many farmers cleared $5,000 a year on their peach crop alone. Orchards covering sixty acres were not uncommon. Men who did not make a specialty of peaches had little orchards of 1,000, 2,000 or 3,000 trees. Those who made peaches their chief crop often had from 20,000 to 40,000 trees. For some years everybody believed in peaches, and men were eager to add a farm to farm in order that they might have more land for peach trees. The peach growers built big houses, drove fine horses, and sent their boys and girls away to school. Farmers who wished to visit distant parts of their own farms always rode on horseback or drove in a carriage.

After that came misfortune. The markets in plentiful years would be glutted, and peaches would fail to ten cents a basket. Sometimes a whole crop would bring a farmer into debt for freights and commissions. Then came years of failure, when prices were high, but only a lucky few had peaches to sell. Amid all this bad luck came the return to specie payments, and men who had bought farms at high war prices, and mortgaged them with the hope of paying interest and principal out of the golden peach crop, found themselves in debt and without money to pay. Many were ruined, and there went up a curse against peaches. Thousands of trees were pulled up by the roots and burned for firewood. The peach belt moved further down the peninsula, and some farmers there were enriched. It spread into the eastern shore counties, and in spite of the disgust of peach growers in northern Delaware the number of peach trees on the peninsula increased.

Meanwhile the "yellows," which had appeared early in the history of peach growing, began to be alarming. Whole orchards became diseased. The same trouble came upon the peach in Jersey peach growers. Trees turned red and yellow in midsummer, and their fruit ripened prematurely. Much of the early fruit from New Jersey and Delaware now sold in the New York market is from these sick trees. More orchards were pulled out by the roots, and New Castle county, once the greatest peach-growing territory in the world, was in large part bared of peach trees. There has since been a slight revival of the peach industry even in northern Delaware, but many farmers believe that the yellows must soon banish the peach from the whole peninsula.

Meanwhile the fine mansions and the tradition of good living still linger in the early peach region of Delaware. Some of the fortunes made out of peaches remain. Several of Major Reybold's descendants are rich farmers. Ex-Gov. Benjamin T. Biggs of Delaware owns several thousand acres of the best land in the State, besides thousands of peach trees just across the line in Maryland. Ex-Gov. Cochran, a marvellously hale and active man, well up in the eighties, owns farm after farm of fine wheat-growing land, much of it bought with the product of peach orchards, but has utterly forsworn peach growing. The peach-growing aristocracy formed a race to themselves, utterly different from their neighbors, the small farmers of southern Pennsylvania, and different also from the slave-holding aristocracy of the South. The peach was never extensively cultivated by slave labor, because slavery was fast dying out in Delaware when the first peach trees were planted there, and by the time the peach had found its way South the war was over and slavery a thing of the past.

THE CALIFORNIA OUTLAWS.

They Have Been Fed and Assisted by Miners in the Mountains.

VISALIA, Cal., Sept. 14.—Some peculiar facts have come out in regard to the train robbers, Evans and Sontag, who yesterday ambushed and shot three of their pursuers at Sampson's Flat, in the Fresno county mountains. It was learned at the inquest to-day that the two robbers have virtually enjoyed the freedom of the mountains for a month. They have slept in the houses of miners and sheep herders, and have received plenty of food and all information in regard to their pursuers. Under these circumstances it is no wonder the fugitives have not been caught. Gov. Markham has now been asked to have the robbers declared outlaws. The railroad and express companies have doubled the previous reward of $2,000 offered for their arrest, but no one cares to try to arrest men who shoot on sight.

Detective Will Smith, whom the robbers have sworn to kill, was in this posse, but escaped without a scratch, though the men on either side of him were killed. The railroad company proposes to arrest several mountaineers who are known to have harbored and assisted the robbers. Sampson's Flat a hard reputation as a resort of cattle thieves. It is on the road to the King's River country, and from it any one may escape readily into cañons that are wilder than those of Yosemite and almost inaccessible. The theory of the Visalia officers is that Evans and Sontag have committed these atrocities purposely to drive into the mountains all the available police officers. Then they will swoop down at night on the big lumber flume from the mountains and rob another Southern Pacific train. Evans has bragged that he wouldn't leave the country till he had another crack at the railroad.

Keeler—Fischer.

St. George's Episcopal Church, on the Rumson Hills, near Seabright, N. J., was the scene at noon yesterday of the wedding of Miss Elizabeth Corlies Keeler, the daughter of Mr. David Bradley Keeler, Jr., to Mr. T. Tasso Fischer. Mr. Frederick Hebert was best man. The ushers were: Mr. George R. Blair, Mr. William Holzderber, Mr. Reginald F. Poindexter, and Mr. William Staach. There was no maid of honor. The bridesmaids, six in number, arrayed in pretty gowns of primrose silk, embellished with a delicate shade of green passementerie and large green felt hats, with yellow feather trimming, were: Miss Lettie B. Hebert, Miss Emily M. Banks, Miss Alice Stone, Miss Fanny Stuart, Miss May Mosley and Miss Mae Carle. Each carried a prayer book bound in white kid and mounted in silver, a gift from the bride. Miss Keeler, the bride, wore a gown of moiré antique silk profusely trimmed with point lace, and lilies of the valley. Her veil was of point lace, and was worn by her mother at her wedding. It was caught by with small diamond pins and a half wreath of lilies of the valley. After the ceremony, which was performed by the rector of the church, the Rev. Joseph Hall, a wedding breakfast was served at "The Lindens," on the Rumson road, the home of Mr. and Mrs. Keeler, and the birthplace of the bride. Mr. and Mrs. Fischer will reside this winter in New York.

Gladstone Will Climb Mount Snowdon.

LONDON, Sept. 14.—Mr. Gladstone will ascend Snowdon Mountain to-morrow. This is the highest mountain in Wales, and its sides are steep and difficult to climb.

FLINT'S FINE FURNITURE.

"BUY OF THE MAKER."

ELEGANT NOVELTIES AND NEW DESIGNS UNPARALLELED FOR CHEAPNESS.

Positive advantages will accrue to buyers of furniture from a visit to our warerooms. We are offering the largest lines of every description of furniture to be found in this city and for good work the lowest priced.

ONE PRICE, CASH ONLY.

GEO. C. FLINT CO.,

STORES, 104, 106 and 108 West 14th St., Between 6th and 7th ave., one door west of 6th av.

At our factory, 154 and 156 West 19th st., designs and estimates will be furnished for every description of hardwood trimmings.

We are in it. 3 times a Day and ½ a Day Monday.

Soap is used every day in washing dishes, cleaning floors, scrubbing paint &c.; and the solid ½ day's wash on Monday caps the climax. For all these uses

GOLD DUST WASHING POWDER

is BETTER than ANY Soap, does the cleaning quicker, easier and more thoroughly, and is cheaper as well. Better work at ½ the cost of any other washing powder puts all other washing powders beyond discussion or notice.

Your grocer will sell you a wholesale package (4 pounds) for 25 cents.

N. K. FAIRBANK & CO., Sole Manufacturers,

CHICAGO, ST. LOUIS, NEW YORK, PHILADELPHIA, BOSTON, BALTIMORE, NEW ORLEANS, SAN FRANCISCO, PORTLAND, ME., PORTLAND, ORE., PITTSBURGH AND MILWAUKEE.

THE GERMAN DEMOCRATS.

Mr. Grace's Effort to Capture Them from the Regular Party Organization.

The German Democratic organization of New York city, after an animated and not altogether unprofitable existence of nearly twenty years, disbanded in October, 1888. There were two factions within its ranks, and both claimed regularity and a majority of the delegates. Both made municipal nominations, and both got recognition upon the rival local Democratic tickets of that year. The final meeting of the German organization in Arlington Hall, in St. Mark's place, was attended with much disorder, and as neither branch of the party was recognized by any outside organization, or could be without incurring the hostility of the members of the other, it was thought best to "agree to disagree," and to haul down the independent standard which had previously marked its abiding place. So since 1888 there has been no organized German Democracy in New York city, and there would probably have been none to-day but for the attempt of the always watchful W. R. Grace to utilize its name in the present campaign.

Having no organization of his own at present, and not being attached to any body of Democratic voters, Mr. Grace has been actively engaged seeking to secure control of the alleged "machinery" of various political derelicts floating on the high seas of popular abandonment, mastless, sailless, rudderless, and forsaken. Though he has encountered thus far no very violent resistance, his efforts have in every case gone astray, and, like the man who left his country, he has been forced reluctantly to continue his quest without a machine, though he came pretty close to getting one, in the case of the German Democrats. It had been arranged a couple of months ago that at a given time there should start up in various parts of the city, and with apparent independence of one another, various German Democratic organizations, each of which, claiming the name and succeeding to the title of the one which disbanded in 1888, should accept the ex-Mayor as its leader. Arrangements to this effect were made in six or seven of the districts, and they were under way in a number of others when some of the leaders of the former German organization, getting wind of what was going on, determined to forestall the action of Mr. Grace and snuff out the expected rival just as quietly, but a good deal more skilfully, as the sequel showed, they went to work and soon had established themselves in a dozen districts.

The Grace followers, who are, most of them, amateurs in the field of politics, and credulous amateurs as well, facilitated each other over the process which was going forward, but also indulged in sundry significant winks, which revealed the extent of their confidence in the slyness, cunning, and sagacity of Mr. Grace. But when the subject came to be looked into it was found that his alert German Democratic opponents had taken a march upon him, and before his friends could get up steam to put the Grace movement of Democratic Germans in motion, his adversaries had taken possession of the field. Nearly all of those prominent in the movement are officeholders. Henry G. Autenrieth, the Chairman of the revived organization, is a deputy Tax Commissioner. Frederick Tourelle, the Secretary, is one of the officers of the City Court. Charles E. Wendt, the Chairman of the Executive Committee, is one of the Board of Assessors. The German Democrats have established a headquarters on the Bowery, near Sixth street, where they send out manifestos counselling harmony in the Democratic ranks and deprecating and disavowing all connection with Mr. Grace.

CONNECTICUT MUTUAL LIFE INSURANCE COMPANY.

Established in 1846.

Assets Jan. 1, 1892.....$59,788,479 95

Surplus (by State reports) exceeds.....6,650,000 00

Has paid to claimants.....151,650,761 82

Management expenses for 46 years, only 8.56 per cent. of income.

PHILIP S. MILLER, General Agent,

For New York City and New Jersey,

1 Wall St., New York City.

A NEW DEFINITION.

Heaven or hell are not only the expectations of a life to come, they are right here in our midst at the present day. On the one hand we see a bright group assembled at table where both father and mother enjoy the meal with all the children, not to forget the last arrival who takes his refection from the maternal fount. Love and the blessing of a harmonious home are the only condiments and stimulants served at such a family table. The father is the enthusiastic President of the home club of which his family are the exclusive charter members; no extra expense attaches to such club life as this, for at a seasonable hour the lights are out because "the club" has taken an excursion into dreamland. Perfect rest through the night and a healthy appetite at breakfast qualify each one of the highly interesting group for the conscientious fulfilment of the day's duties. With a tender kiss of encouragement from the "angel of the house," accompanied by a silent blessing, the light-hearted husband cheerfully goes to his store, office, or workshop, as the case may be. He is panoplied against all circumstances (WHICH HE CONTROLS TO HIS ADVANTAGE INSTEAD OF BEING CONTROLLED BY THEM), with the buoyancy and strength of manly health and vigor; the world at large calls him successful, and his children, having inherited sound constitutions, follow in his footsteps. He is received with every expression of welcoming joy when he returns to his home in the evening and the diurnal reunion partakes of the nature of a sacrament. No disputes, no hysterics are heard to issue from such a home. Neither wife nor children complain of neglect, and the only time when such a man comes in contact with the miseries of life is when on jury duty he is obliged to witness the contentions of the unbalanced and discordant minds who live in hell on earth, represented by conditions exactly the opposite of those he lives in. The victims of nervous debility keep all the courts busy. Nine out of every ten divorces may be traced to that one cause alone. Tobacco, alcohol, and the more injurious powerful vegetable poisons, opium and quinine, sap the life, virility and integrity of this nation to-day, and the deluded victims stimulate their debilitated organs to excesses that are no more nor less than steady fevers or nightmares.

But, thanks be to Providence! I have made a real discovery that is destined to change all that. "The Wonder of Wonders," the great ideal tonic, the only one that cannot suspend the reasoning faculties, gives new health and full vigor to all who use it. The eyes kindle, the cheeks bloom in beauty, and the mind becomes buoyant and full of hope. Where this is the case the battle is surely won. To the sedate mind this may seem the mere imagination and device of a mercenary dollar-catcher; my mission, however, is to the unprejudiced, and I can assure them that my mental state is induced by a legitimate enthusiasm kindled by the most gratifying and surprising results. These results are vouched for by unimpeachable testimony, and I have mentioned no form of disease that has not been cured by

HELMER'S BI-OZONE CURE.

"NEW YORK, Aug. 30, 1892.

"PICTORIAL NEW YORK AND BROOKLYN.
"SMITH, BLEAKLEY & CO., Publishers,
"853 Broadway, corner 14th St.

"N. HELMER, Esq.

"DEAR MR. HELMER: After a thorough test I am satisfied that your Bi-Ozone will cure catarrh, for it has cured mine, besides it has relieved me of sore eyes, with which I have been troubled for 15 years. Yours truly,

"J. A. BLEAKLEY."

N. HELMER, Chemist, 822 Broadway, Southeast Corner 12th St., New York City.

BROOKLYN OFFICE: Dr. S. SILSBEE, N. W. Corner 5th Ave. and 17th Street.

BRIDGEPORT OFFICE: Dr. E. M. DICKINSON, 180 Fairfield Ave.

Dr. W. W. CLARK, Sole Agent for Ohio, 507 East Broad St., Columbus, O.

A Matter Which Affects Your Pocket.

Is there any sense in your paying twice as much for an article as you need to? Do you pay twice as much rent for your house as your neighbor, who has one equally as good? Do you pay twice as much for your sugar as your employer pays? Do you pay twice as much for a barrel of flour, or anything else you eat, as those who use articles in every respect the equal of those you buy?

Your answer will likely be: "Don't be a d——," or some more forcible remark.

You are led to ask these questions on account of the fact that many men are willing to keep on paying twice as much for their shoes as other men pay who wear a shoe equally as good or better. Times have changed, and first-class shoes can be made and sold for one-half what they could ten years ago.

Shoes cannot be sold in the regular old-fashioned manner any less now than formerly, on account of the difficulty the retail shoe dealer has in reducing his expenses. The fact is, his expenses have increased so much that, though he buys for a less price, he cannot sell his shoes any lower than formerly and pay his increased store and living expenses.

It is with pleasure that we notice the great success of a corporation chartered some three years since, which conducts the shoe business on an entirely new plan, in fact, on a plan entirely its own, which is to manufacture three grades of gentlemen's fine shoes, all of the very best of material, varying in price according to the manner in which they are made, making every pair it sells in its own factories, and selling every pair at retail through its own stores, and selling nothing else but its own shoes in its own stores.

It strikes us that this is getting the shoe business down to a fine point, and that it is the proper way to do it.

We are, of course, sorry for the regular retail shoe dealer, but it can't be helped, as we see, as this is where "the survival of the fittest" comes in, and as there is no chance for a shoe dealer to make a cent on this line of shoes, being all sold to the consumer by the maker, he finds the shoe "pinches" him, and he cannot, of course, be expected to speak in its favor.

From a small beginning this business has grown to immense proportions, now requiring two large factories and twenty-one stores for its exclusive manufacture and sale, giving constant employment to over one thousand persons.

The sale of this shoe is now so large that only a very small profit is required to be made on each pair to pay satisfactory dividends on the capital employed.

As the sale increases, value is added to the shoe instead of cheapening it, as is often the case with articles extensively advertised.

As the public get a great benefit from this manner of doing business, we say success to the Crawford Shoe, made by Bouvé, Crawford & Co. Corporation of Boston.—*Adv.*

A Duelist in the Marquis's Leg.

AMSTERDAM, Sept. 14.—A duel is reported at the Hague between two noble attachés of the German and Spanish legations. The Baron von Gartner-Griebenow, attaché of the German Legation, quarrelled with the Marquis de Valladareo, Secretary of the Spanish Legation. They agreed upon a duel with pistols. The encounter came off last night, both parties having seconds to attend them. The German Baron proved the better marksman, and the Spanish Marquis received a bullet in the leg, which was considered sufficient to satisfy wounded honor. The Baron was unhurt.

Public Notices.

PUBLIC NOTICE.—OFFICE OF THE CLERK OF THE COMMON COUNCIL, NO. 8 CITY HALL, NEW YORK, SEPT. 13, 1892.

Pursuant to directions given me in the following resolution which was adopted by the Common Council Sept. 13, 1892, and approved by the Mayor Sept. 13, 1892,

Resolved, That Wednesday, the twenty-eighth day of September, at 11 o'clock A. M., and the Chamber of the Board of Aldermen be and hereby are designated as the time and place when and where the application of the Metropolitan Cross-town Railway Company to the Common Council of the city of New York for its consent and permission for the construction and operation by the said petitioners of a street surface railroad, and connection between the said Company's railroad and the line of the Houston, West Street and Pavonia Ferry Railroad Company to Desbrosses street Ferry, the said petitioner desiring to construct, maintain, and operate a branch of its road in manner and form as set forth in said petition as a new and continuous route of public travel, and to establish the said branch as amended of the railroad law will be first considered, and that public notice be given by the Clerk of this Board by publishing the same daily for fourteen days in two daily papers published in city, to be designated by his Honor the Mayor, according to the provisions of section 92 as amended of the railroad law, such advertising to be at the expense of the petitioner.

Public notice is hereby given that at the time and place named in the resolution the following application of the Metropolitan Cross-town Railway Company will be considered as required by the provisions of the Railroad law:

To the Honorable the Common Council of the city of New York:

Your petitioner, the Metropolitan Cross-town Railway Company, respectfully shows:

First—That it is and for a number of years past has been, a street surface railroad corporation, existing under and by virtue of the laws of the State of New York, and as such is the owner and operator of a street surface railroad in said city, and along certain streets and avenues in the city of New York.

Second—That it desires to unite its route when extended from Spring street on South Fifth avenue to Canal street and West Broadway as hereinafter applied for from a connection therewith on South Fifth avenue at the intersection of Broome street by suitable curves and appliances, with double tracks through, upon, and along Broome street to Sullivan street; thence through, upon, and along Sullivan street, with double tracks to Canal street; thence through, upon, and along Watts street, with double tracks to a union with the route and road of the Houston, West Street and Pavonia Ferry Railroad Company, now in the process of construction, which also crosses Desbrosses Ferry. Said branch over said streets to said union of the routes of the said two companies herein mentioned is a single track and is about one mile distant from the route or road of said Metropolitan Cross-town Railway Company when built on South Fifth avenue to Broome street as aforesaid.

Third—That the construction of this said branch of your petitioner's said road when built will be operated as a part of a continuous line with the road of your petitioner, and will also be a continuous route for public travel from all points on petitioner's present and proposed line to the point of union with said the Houston, West Street and Pavonia Ferry Railroad Company's said road or route to Desbrosses Street Ferry.

Fourth—That such branch to said union cannot be operated as an independent railroad conveniently to the public, but it is to the public advantage that the same should be operated as a continuous line or route with the existing and proposed routes of your petitioner's road and maintenance and operation thereof.

Wherefore your petitioner respectfully applies and prays for the consent of the local authorities of the city of New York to the construction and operation of said branch and maintenance and operation thereof.

New York, September 13, 1892.

THE METROPOLITAN CROSS-TOWN RAILWAY COMPANY, By P. A. B. WIDENER, President.

All persons interested in the foregoing application are hereby notified to be present at the time and place mentioned in the resolution.

MICHAEL F. BLAKE, Clerk Common Council.

POST OFFICE NOTICE.—Foreign mails for the week ending Sept. 17 will close (promptly in all cases) at the Post Office as follows:

SATURDAY.—At 1 A. M. for France, Switzerland, Italy, Spain, Portugal, and Turkey, per steamship La Champagne, via Cherbourg; at 2:30 A. M. for Para, Ceara, and Pernambuco, per steamship Lisbonense, from Baltimore; at 9:30 A. M. (supplementary 11:30 A. M.) for Germany, Denmark, Sweden, Norway, and Finland, and Russia, per steamship Aller, via Bremen (letters for other parts of Europe, via Southampton, must be directed "per Aller"); at 10 A. M. (supplementary 10:30 A. M.) for St. Croix and St. Kitts, via St. Croix, also Windward Islands direct, per steamship Trinidad (letters for Grenada, Trinidad, and Tobago must be directed "per Trinidad"); at 10:30 A. M. (supplementary 12:30 P. M.) for Europe, per steamship Aurania, via Queenstown (letters for Germany, Denmark, Sweden, Norway (Christiania), and Russia must be directed "per Aurania"); at 11 A. M. for Campeche, Chiapas, Tabasco, and Yucatan, per steamship City of Alexandria (letters for Belize, Sanpico and Tuxpam direct, and other Mexican States, via Vera Cruz, must be directed "per City of Alexandria"); at 11 A. M. for Havti, Cumana, and Carupano, per steamship Prins Willem I (letters for other Venezuelan ports and for Curacoa, Trinidad, British and Dutch Guiana must be directed "per Prins Willem I."); at 11:30 A. M. for Nassau (letters for other Bahama Islands, via Rotterdam (letters must be directed "per Oban"); at 12 M. for scotland direct, per steamship Ethiopia, via Glasgow (letters must be directed "per Ethiopia"); at 12:30 P. M. for Belgium direct, per steamship Belgenland, via Antwerp (letters must be directed "per Belgenland"); at 1 P. M. (supplementary 2:30 P. M.) for St. Domingo, Cape Havti, and Turk's Island, per steamship Saginaw; at *3 P. M. for Truxillo, per steamship Rover, from New Orleans.

SUNDAY.—At *3 P. M. for Costa Rica, via Limon, per steamship Foxhall, from New Orleans; at *3 P. M. for Bluefields, per steamship Harlan, from New Orleans.

Mails for China and Japan, per steamship China (from San Francisco), close here daily up to Sept. *21, at 6:30 P. M. Mails for Australia, New Zealand, Hawaiian, Fiji and Samoan Islands, per steamship Alameda (from San Francisco), close here daily up to Oct. *5, at 6:30 P. M. (or on arrival at New York of steamship Aurania, with British mails for Australia). Mails for the Hawaiian Islands, per steamship Australia (from San Francisco), close here daily up to Sept. *22, at 6:30 P. M. Mails for the society Islands, per ship Tropic Bird (from San Francisco), close here daily up to Sept. *24, at 6:30 P. M. Mails for China and Japan, via Vancouver (specially addressed only) close at this office daily at 5 P. M. Mails for Newfoundland, by rail to Halifax, and thence by steamer, close at this office daily at 3:30 P. M. Mails for Miquelon, by rail to Boston, and thence by steamer, close at this office daily at 6:30 P. M. Mails for Cuba, by rail to Tampa, Fla., and thence by steamer (sailing Mondays and Thursdays), close at this office daily at 2:30 A. M. Mails for Mexico, over land, unless specially addressed for despatch by steamer, close at this office daily at 3 A. M.

Trans-Pacific mails are forwarded to San Francisco daily and the schedule of closing is arranged on the presumption of their uninterrupted overland transit to San Francisco. Mails from the East arriving on time at San Francisco on the day of sailing of steamers are despatched thence the same day.

*Registered mail closes at 6:00 P. M. on previous day.

Extra supplementary mails are opened on the piers of the English, French, and German steamers at the hour of closing of supplementary mails at the Post Office, which remain open until within ten minutes of the hour of sailing of steamer.

Public Notices.

PUBLIC NOTICE.—OFFICE OF THE CLERK OF THE COMMON COUNCIL, NO. 8 CITY HALL, NEW YORK, Sept. 8, 1892.

Pursuant to directions given me in the following resolution which was adopted by the Common Council Sept. 6, 1892, and approved by the Mayor Sept. 8, 1892, viz.:

Resolved, That Wednesday, the 28th day of September, 1892, at 11 o'clock A. M., and the Chamber of the Board of Aldermen be and they are hereby designated as the time and place when and where the application of the Houston, West Street and Pavonia Ferry Railroad Company to the Common Council of the City of New York for its consent and permission for the construction and operation by the said petitioners of a street surface railroad, and connection between the said two street surface railroads, as a new continuous route for public travel, as contemplated in section 93, as amended, of the Railroad Law, will first be considered, and that public notice will be given by the Clerk of this board by publishing the same daily for fourteen days in two daily newspapers published in this City, to be designated therefor by his Honor the Mayor, according to the provisions of section 92 of chapter 341 of the Laws of 1884, known as the Railroad Law, being chapter 565 of the Laws of 1890, and the several acts amendatory thereof, such advertising to be at the expense of the petitioner.

Public notice is hereby given that at the time and place named in the resolution the following application of the Houston, West Street and Pavonia Ferry Railroad Company and the Broadway and Seventh Avenue Railroad Company will be considered as required by the provisions of the Railroad Law.

To the Honorable the Common Council of the City of New York:

Now at this day come the Houston, West Street and Pavonia Ferry Railroad Company and the Broadway and Seventh Avenue Railroad Company and the Broadway and Seventh Avenue Railroad Company and jointly and severally make and file this application before said authorities to be allowed to build the branch and extended lines of said Broadway and Seventh Avenue Railroad Company as herein and hereinafter described.

Said Broadway and Seventh Avenue Railroad Company says that it is a street surface railway company organized and existing under and by virtue of the laws of the State of New York, and as such is the owner and has built and now owns and leases a double track line of railway from South Ferry in said city on and over the surface of Broadway to a point near the Forty-second street and thence over Seventh avenue to Central Park in said city, that said line so laid out and located was duly authorized to build, and established, and along certain streets and avenues in the city of New York.

That said corporation has filed in each of the offices in which its certificate of incorporation is filed a statement and certificate of Twenty-third street from its junction with Broadway to a point in Lexington avenue, and of said Lexington avenue from its junction with Twenty-third street to and across Twenty-seventh street, which said Twenty-third street corporation desires to build and establish a branch and extended line of its road agreeably to law from a point at or near the intersection of Twenty-third street and Broadway, with suitable curves and appliances, along and over Twenty-third street to Lexington avenue, and from Lexington avenue, and from Twenty-third street to Twenty-seventh street, from thirty-fifth street to Thirty-fifth street.

Said applicants further state that the Houston, West Street and Pavonia Ferry Railroad Company has, by virtue of its corporate powers, and privileges, leased the Broadway and seventh Avenue Railroad Company's line and is now operating the same as a part of one system of railway with its own lines; that the distance from the point in Twenty-third street, at or near where the tracks of the Broadway and Seventh Avenue Railroad cross the tracks of the Twenty-third Street line, and the point where said Twenty-third street to Lexington avenue, and over said avenue to Twenty-seventh street, is less that one-half mile; that the distance between Thirty-sixth and Thirty-seventh streets, over which the Houston, West Street and Pavonia Ferry Railroad Company wishes to extend its line to a connection and union with the proposed Broadway and Seventh Avenue Branch line is less than one-half mile.

That the Broadway and Seventh Avenue Company, as aforesaid, is now unable to give its patrons, customers, and the public continuous transportation over its lines as now existing to, or a connection with the Thirty-fourth Street Ferry or the Grand Central Depot; that it will be a very great public convenience if it be allowed to furnish such transportation over its continuous line for one fare to those desiring to pass over its lines to either of said points.

That the Broadway and Seventh Avenue Railroad Company desire to construct or establish less than one half mile of branch railroad from its own tracks at or near Twenty-third street, on Twenty-third street Railroad line, with suitable curves and appliances, over Twenty-third street to Lexington avenue, and from a junction of said Lexington avenue with Twenty-third street over said Lexington avenue to Twenty-seventh street to a connection and union with the extended lines of the Houston, West Street and Pavonia Ferry Railroad Company, as herein and hereinafter applied for by said Houston, West Street and Pavonia Ferry Railroad Company in this application; that the Houston, West Street and Pavonia Ferry Railroad Company agrees to give transfer tickets at its stations with the Broadway and Seventh Avenue Railroad so extended by its branch line, so that passengers may reach the Grand Central Depot, the Thirty-fourth Street Ferry over the tracks of the Houston, West Street and Pavonia Ferry Railroad Company's road for one fare, and that the Broadway and Seventh Avenue Railroad Company to utilize the grant herein asked for and to establish said branch and extended lines in connection and union with the lines of the Houston, West Street and Pavonia Ferry Railroad Company's track, as aforesaid, it will proceed to agree with the Forty-second Street and Grand Street Ferry Railroad Company upon the terms upon which the said Broadway and seventh Avenue Railroad Company may use intervening tracks of the Forty-second Street and Grand Street Ferry Railroad Company in Twenty-third street between Broadway and Fourth avenue, a distance of less than one thousand feet, and in the absence of such agreement, will, in pursuance of law, apply to the courts for commissioners under the statutes of the State of New York; said corporation states that it now owns and operates certain lines of street surface railroad in said city, among them a line on and over the surface of Lexington avenue in said city from Fifth street by single track to Forty-sixth street, and from thence by double track to Forty-second street in said city, and along said Forty-second street, west to Grand Central Depot, that it also owns and is operating in connection therewith a line on Thirty-fifth and Thirty-sixth streets in said city, extending from said Lexington avenue over said streets to first avenue, and across said avenue over Fourth Street Ferry over East River. Said corporation further says that it has filed in the offices in which its certificate of incorporation are filed a statement and certificate, duly authenticated according to law by its board of Directors, setting forth the fact that it is a corporation and that it owns and is operating a system of street surface railway, of which the roads hereinabove mentioned are a part, and also a description of Lexington avenue in said city, and that it desires and proposes to extend a double track line of street surface railway over the said Lexington avenue, the street road, and highway therein described, from the intersection of its present line on Lexington avenue with Forty-second street, upon and over said Lexington avenue to Ninety-eighth street, and when the avenue is further opened, to the Harlem River; said corporation further says that it has procured the consent in writing, acknowledged as are deeds entitled to be recorded, of the owners of one-half in value of the property bordering on said Lexington avenue, situated between said Forty-second street and Ninety-eighth street, that said corporation, desiring to construct, maintain, and operate a line of street surface railroad upon the surface of said Lexington avenue along and over the same from said Forty-second street as aforesaid to Ninety-eighth street in said city, and that said corporation may operate said road, when built, by animal or horse power, or by cable, electricity, or any power other than locomotive steam power.

Said corporation further says that it now owns and is operating in the city of New York as a part of one system 31.20 miles of railway, that line as owned in Ninety-eighth street, herein described, if made, will be about 2.75 miles in length, and from Ninety-eighth street to Harlem river, about 1.70 miles; that said extension will become and be a part of said system and connected therewith; that the building of the same will greatly accommodate the public and promote the convenience thereof, and will give additional street surface railway facilities for travel along and over said street where said extension is sought to be made, and will enable applicant to transport persons from all points on its system over the extension as a part of a continuous line, to their destination, for one fare.

Wherefore, said corporation hereby applies to the local authorities of the city of New York for the present thereof to build, extend, maintain, and operate a double-track line of street surface railway in connection with its present system, to be on, along the surface of said Lexington avenue in said city, from Forty-second street to Ninety-eighth street in said city, with the privilege to extend the same to the Harlem River in the future, when the streets of said city are prepared therefor, and when said corporation shall qualify itself so to do, between said Ninety-eighth street and said Harlem River.

Said corporation further says that in making this application it will, if granted, keep and perform all of the conditions, requirements, and obligations required of it by law as conditions upon which said privilege may be granted, and that it will keep and observe in all respects the laws to which this application is subject, if granted.

Wherefore, it prays that this application be granted and that it be allowed to construct, build, maintain, extend, and operate the said branch and lines of said Forty-second street connecting there with its present line on and over said Lexington avenue to Ninety-eighth street, and to Harlem River, on the same under the conditions herein stated in the future to Harlem river.

And said corporation hereby applies also, as a part of this petition, for permission to build, lay down, establish and maintain a branch line of double track railroad, from a connection with its track when laid down on Lexington avenue, as hereinbefore proposed, at a junction of that