AUTO SHOW A RECORD BREAKER

ATTENDANCE TRIPLES THAT OF SAME PERIOD LAST YEAR.

Rapid Gain of American Manufacturers More Noticeable—Vertical Engines in the Majority—Additions Bring Total Number of Vehicles Up to 253.

As is usually the case with exhibitions of the sort, the attendance at the automobile show in Madison Square Garden has shown a steady increase since Monday. A totalling of the figures for half the week was made by Secretary Young of the Garden company yesterday and they showed that up to Wednesday night the paid admissions were three times greater in number than they were for the same period at the last show in November, 1901. The sale of "trade tickets," was 8,000, while only 1,900 were sold during the whole show of 1901.

The excellent social character of the attendance has been much remarked upon. The fashionable element has been much in evidence every night, when evening dress prevails.

It takes a full week for any one who wants to see all there is and study it to get a grasp of such shows, but with this one the use of superlatives has increased the further investigation has progressed. In every way it has been a revelation. There is no respect in which marked progress is not manifest. Not even those who thought they were up to date and "in the know" of automobiling were prepared for what this exhibition has revealed.

The face-about point of the American maker has been reached. By actual counting it is discovered that for the first time the vertical engine, with multiple cylinders disposed in the front part of the car, is in the majority. The horizontal engine, which for the most part is scoffed at abroad, has taken second place. Another surprise is found in the great number of makers who have achieved a construction which affords easy access to the valves and ease of removal of them. In this respect the show is apparently ahead of the recent one in Paris, and it may be said to be a characteristic American development.

In styles of carriages a summary shows genuine surprises in the number of enclosed or semi-inclosed cars, designed for all-the-year use; while, on the other hand, the diversity of build and number of the commercial vehicles shown is noticeable. Five different concerns show either delivery wagons or trucks, and an imperfect canvass reveals that at least eight other makers are preparing to make commercial automobiles or have them already under way. The number of vehicles in the show has varied each day because of the arrival of belated firms and the changing of exhibits. Thus, from Wednesday to Thursday there was an increase of twelve in the total of complete machines. A careful census made yesterday showed the following:

Gasolene vehicles	168
Electric vehicles	51
Steam vehicles	34
Total of completed vehicles	253

This total takes in all sorts, the odd cars not to be classed with the pleasure vehicles being as follows: Delivery wagons, 8; bicycles, 8; trucks, 6; child's auto, 1; quadricycle, 1; ambulance, 1.

Besides these there are twenty different exhibits of a chassis, or under frame with motor and gears attached and twelve different exhibits of motors separate from vehicles.

The whole show bristles with novelties and every day the camp of the mechanical sharps has been as full of stories of "finds" as one in a new gold country. While there are many shortcomings among imitators it may safely be said that the American market is now on the verge of improving on the foreign machines. There are plenty of Americanisms to be found.

Right up to the time when this show opened it was common to hear that the American maker is five years behind the French and German manufacturers. This was quite generally admitted, too. Now there are plenty to assert that this country is not five months behind. In a few respects it is ahead.

It is all the more interesting to note that some of the greatest "finds" have been made at the stands of makers who have but just begun to build gasoline cars. One new machine shows a number of distinctly original features. The 20-horse power engine is suspended from a frame of angle iron so trussed that all the lines of strain in driving action are about the axis of the engine shaft. The ignition plugs and valves may be removed without a wrench by a quarter turn of a key or lever. The ignition is entirely new in style. The whole ignition system, including induction coil and contact devices is inclosed in one structure and only one spark coil is used for the four cylinders. The long looked for abolition of the crank is also found in this car, the engine being started from the seat by simply pulling a switch. There is a throttle governor, a carburettor with a self-adjusting mixing valve and a sliding gear transmission.

Another machine has a novel feature in the way of a dynamo that feeds the ignition system and yet sends its surplus into storage batteries. The engine starts with the batteries and when certain speed is attained the dynamo cuts in automatically and then furnishes the spark and at the same time replenishes the batteries. When the batteries are fully charged the dynamo current is switched. There is in this car also a ball governor operating directly upon the throttle, there is a novel oiling system and a new style of cone clutch lubricated thirty ways.

In tires something new is shown at the stand of every maker of standard goods. All agree that the demand is almost wholly for double tube detachable tires, the single tube being found less satisfactory for automobiles. The most radical of the tire inventions is that of an inner tube from which the sulphur is removed at a certain stage of manufacture, after it has served its purpose in the vulcanizing process. Two concerns show double tube tires for the first time and one of them is a novelty in that it is fitted over a flat metal rim and held in place by clamping rings that fit over a rubber head moulded on the hose of the outer shoe. When the rings are removed the tire can be slipped off without being pried or tugged at. An old-time maker of clincher tires is showing for the first time a tire with a smooth instead of a corrugated tread, the corrugated tread form having hitherto been a part of his trademark. All the tires are being standardized to a certain class of rims of different makes.

FOR UNIVERSAL GOOD ROADS.

International Conference to Be Held in Detroit on Feb. 13 and 14.

An international conference upon the subject of good roads will be held in connection with the annual meeting of the American Road Makers, called by the president, State Senator Horatio S. Earle, of Detroit, to meet in that city on Feb. 13 and 14. Representatives from several Mexican States, the provinces of Canada and every State in the Union will be present.

The general topics for discussion will be, first, the proposed plan for intercapital-connecting improved highways in the United States, Canada and Mexico, to be constructed and maintained by the co-operation of the Federal, State, county and township governments; and, second, the bill which is now before Congress, introduced by Mr. Brownlow of Tennessee, providing for the creation of a bureau in the Department of Agriculture, involving an appropriation of $20,000,000 for the purpose of co-operating with the various States, counties and townships throughout the Union in the construction and maintenance of public highways.

President Roosevelt has been invited to be the guest of the road makers on that occasion and to deliver the principal address. The members of both houses of Congress, the Governors of all the States and Territories, and Canadian and Mexican officials, have been invited to be present. Governor Bliss and both houses of the Michigan State Legislature have already accepted invitations to be present on that occasion.

Besides the various State and county good roads organizations, of which there are a large number at work throughout the country, automobile club associations and similar organizations will be invited to send delegates to the conference. The New York and Chicago Road Association, the Connecticut Valley Highway Association and the Automobile Club of America, have already signified their intention of being represented.

It is proposed at the beginning of the new fiscal year to open the way for state organizations with unlimited membership, which will be auxiliary to the national organization, but will have no voice in its proceedings except as represented by the ten State members. California has not only filled its quota in the national organization, but has also organized a State auxiliary and has already secured several hundred members. That State enjoys the unique position of having as its director a woman, Miss Annie B. Picher. Miss Picher proposes to introduce an amendment to the constitution at the annual session which will open the door for Mexico and permit of her co-operation in extending the intercapital-connecting highway scheme throughout that country. It is believed by those within the organization that the scope of this amendment will be enlarged so as to include Canada.

FOREIGN SPORTING NOTES.

Acefull Not Fancied by English Turf Writers—Gossip.

Acefull, the American Derby candidate, owned by H. B. Duryea, has begun hard work at Newmarket and, with the Huggins string, Hammer Kop, Ayrshire Beauty, Pan Michel, White Webbs, Veneration and Zaza, has received a pipe opener daily at Water Hall. For some time past English turf writers have kept a close eye on the neighborhood of Huggins's training ground in order to get a good square look at the American, and on account of the mild weather, recently had a capital opportunity. Without a single exception so far, the opinion regarding the Yankee has been unfavorable. Mr. Whitney's horse Nasturtium, they say, who crossed for the event last year, was a powerful galloper with fine action, but the impression created by Acefull seems to be totally the opposite. The turf expert of *Sporting Life*, who saw the American colt in one of his speedy canters, has the following criticism:

"No greater contrast could be imagined than that between Nasturtium, sent over to win our Derby last year, and Acefull, sent over this. The former was a very grand horse in every respect, big and powerful and one of the finest gallopers I ever remember to have seen. This year we have a little, muscular, closely coupled horse, with action as quick and scrappy as the ty-furlong sprinter Grig, and we shall require to see it lengthen out considerably before we shall cry peccavi to such a horse as that, even though the Americans are content with the fact that he was about the best over there."

Acefull's first appearance on the English turf will probably occur in the City and Suburban, to be run on April 22. It is a handicap of 2,000 sovereigns, about one mile and a quarter. There are fifty-six subscribers, prominent among these being J. R. Keene's Kearsage and Foxhall Keene's Conroy II.

Foxhall Keene's colors will be seen much earlier, the occasion being the Lincolnshire Handicap on March 24. The stake is 1,000 sovereigns and the distance a straight mile. Cap and Bells II., winner of the Oaks in 1901, with Conroy II., has been nominated by Mr. Keene and there are forty-nine other nominations. Also quoted for the same event are Sceptre, Glass dur and Floriform.

The latest news from sporting circles is that there is a slight fluctuation as to the Derby favorite, and Rock Sand has been regarded as prime favorite over Flotsam. Not only has the horse been picked for the "blue-ribbon" event, but according to the *Sportsman* he should land the Two Thousand Guineas and St. Leger as well. For the Derby, William Rufus has been given as a probable second and Flotsam has fallen to third place.

Official racing returns from Russia are to the effect that the sport is making rapid progress in that country. During the season last year there were 289 days of racing with 2,141 races and of which there were 1,78 on the flat. The two most successful horses of the season were Sirdar and Bravo le Sauer, both of French origin. The former won 100,000 rubles and four pieces of plate, being the largest sum ever credited to a racehorse in Russia.

The professional sprint racing term this year at the Powderhall Grounds, Edinburgh, was most successful, but the most remarkable of the handicaps was the 130 yards, the prize being £100. £80 going to the winner, the remainder to be divided between the second and third men. After two rounds of most sensational sprinting J. A. Garside of Edinburgh won a start of thirteen yards, won out, his time being 12 2-5 seconds. Garside stands 5 feet 7½ inches and weighs 150 pounds. He is an Englishman resident of Edinburgh and ran as an amateur until last fall. He was trained for the race by Bramham at Bradford, and it is understood that between the sprinter and his trainer they won the considerable sum of £3,000. After the race was over and before Garside had received his money he was protested on the grounds that he had won a scratch race at Leeds and a handicap at Selby, neither of which he mentioned to the handicapper. The assertion was denied by Garside and as there was no proof forthcoming M. Lapsley, the referee, would not sustain the objection.

Professional scullers had their annual inning in the Tyne Christmas handicap in which was represented the best oarsmen of that cult in England. In the final heat the starters were J. Dodds, Heyham with a start of 33 seconds and E. Barry, Hendon, 27 seconds. The betting was 5 to 4 on Barry. At the start Dodds got fine cuts at the water before Barry dipped his sculls once, and the Heyham man was soon three and a half lengths to the good. At the Election Light works Barry spurted and came within a length and a half of Dodds, but the latter plugged away and held his own with the Londoner. For the next two miles a terrific struggle ensued, both putting in long powerful strokes. Barry made another effort just passing the Burn, but Dodd was all there and responding gamely he slightly increased his lead to a couple of lengths. Approaching the Redheugh Bridge Dodds fairly settled down to work, increasing his lead another half length as he shot under the bridge. There Dodds made a slight mistake, and Barry made another effort, again reducing the lead to a couple of lengths. The race in the last fifty yards was a great one, but the strength of the Heyham sculler stood him in good stead, and he won amid a great scene of excitement by a length and a half.

Three notable sporting characters have passed away within a couple of weeks. One of these was Edward Weatherby, keeper of the match book and honorary member of the Jockey Club. Till quite recently he took an active part in the Jockey Club's affairs and also the corporation's turf betting and clerical business, including the publishing of racing calendars and stud books. Another was Tom White, accidentally killed at Epsom on Jan. 4. He was typical of the latter day "tout" who openly carries on unmolested a business which not long ago was publicly condemned. In America his business would be called a racing correspondent. The third notable to be buried recently in his fathers is M. de Hay-Jousselin closely identified with steeplechasing in France. It was he who founded the steeplechase society and inaugurated the racecourse at Auteuil. He was also a member of the French Coaching Club.

ICE YACHTING.

Junior Wins Trophy in Race for New Class on Orange Lake.

NEWBURGH, N. Y., Jan. 23.—After waiting for weeks for suitable conditions for racing, the Orange Lake Ice Yacht Club pulled off its first races of the season to-day. A new class of craft was introduced. The new yachts weigh, but about one-half of what the ordinary ice yachts do, and they have been built for use in all kinds of weather. The first race was called at 12 o'clock, and the little fellows, which carried but about two hundred and fifty square feet of canvas, made a hot contest of it. The entries were the Squall, owned by Elijah Walsh, the Gale, owned by Commodore H. C. Higginson, and the Junior, built by Buckhout of Poughkeepsie and owned by James S. Taylor. The Junior was handled by the builder. The wind was strong from the northwest and the course of ten miles was covered in fast time.

The three boats got away at 12:03:45, and up to the beginning of the fourth round Mr. Taylor's Junior had a comfortable lead. On this turn Mr. Buckhout was thrown out of the Junior's cockpit. The finishing line was crossed first by the Squall, at 12:27:15; the Gale was second, at 12:27:24, and the Junior last, at 12:28:29.

The same boats entered the second race, with the addition of E. V. Covert's Freeze. The wind lifted the frail youngsters and they almost flew over the course. The race was so hot that only two of the four finished the ten miles. The trophy offered by Mr. Jackson of Philadelphia was won by Mr. Taylor's Junior, which did so well in the first race, in 23 minutes 31½ seconds, and Walsh's Squall finished second, in 24 minutes 1 second.

Parr Defeats McInerney in Rough Wrestling Match.

BUFFALO, Jan. 23.—In a catch-as-catch-can wrestling match to a finish here last night Jim Parr, the English heavyweight champion, won in two straight falls from Tom McInerney of Ireland. Parr won both falls with a back bar and head hold. He took the first fall in 32 minutes and 25 seconds. He won the second fall and the match in 24 minutes and 25 seconds. Parr weighed 180 ounds and McInerney 170. Both were in good condition. Eddie Menkes referee.

Parr and McInerney wrestled here about ten days ago and Parr won on a foul. Tom struck him a blow on the jaw and was disqualified. When they clashed here to-night both wrestlers went at it hammer and tongs. Parr was the aggressor throughout the match. He administered a severe grueling to the Irishman and once poked his finger into McInerney's left eye. The bout was stopped while a physician examined the eye. It was not seriously injured.

Joseph Cowan & Co.,
Members Consolidated Stock Exchange.
Stocks—Bonds—Grain.
DAILY MARKET LETTER SENT GRATIS.
MAIN OFFICES, 44 and 46 Broadway.
Branch Offices: 1298 Broadway, Cor. 34th St. 515 Broadway, Cor. Canal St. 157 East 69th St., near Madison Ave.

HOTELS—CITY.

Hotel Marie Antoinette
ABSOLUTELY FIREPROOF.
Broadway and 66th to 67th Street.
One of the most comfortable, complete and High Class Hotels in the World. Noted for its fine cuisine. European Plan.
SPECIAL RATES MADE FOR THE REMAINDER OF THE SEASON.
The subway excavations in this vicinity are now about completed.
ALBERT R. KEEN, Manager.
ALSO MANAGER OF "MANHANSET HOUSE" SHELTER ISLAND.

WINTER RESORTS.

FLORIDA EAST COAST HOTELS
Opening Dates for Season 1902-3.

PONCE DE LEON, St. Augustine. ROBERT MURRAY, Manager.	Now Open.
ALCAZAR, St. Augustine. JOS. P. GREAVES, Manager.	Now Open.
ORMOND, Ormond-on-the-Halifax. ANDERSON & PRICE, Managers.	Now Open.
THE BREAKERS, Palm Beach. FRED STERRY, Manager.	Now Open.
ROYAL POINCIANA, Palm Beach. FRED STERRY, Manager.	Now Open.
ROYAL PALM, Miami. H. W. MERRILL, Manager.	Now Open.
COLONIAL, Nassau, N. P. H. E. BEMIS, Manager.	Now Open.
ROYAL VICTORIA, Nassau, N. P. H. E. BEMIS, Manager.	Opening date will be decided later.

For Reservations, Terms, Etc., Address the Managers.

NEW JERSEY. Atlantic City. NEW JERSEY. Atlantic City.

TRAVELLERS and TOURISTS
Find the haven of their thought and desires at
Atlantic City, N. J.
The best known of America's all-the-year resorts.
Within easy access of all the large cities by the finest Pullman trains.
Among the most celebrated hotels is
HADDON HALL.
Delightfully located and liberally conducted. Write for all information desired with descriptive and illustrated literature concerning the hotel and resort.
Through Pullman Vestibuled Trains leave New York, via Pennsylvania Railroad, at 9:55 A. M. and 2:55 P. M., daily; via New Jersey Central Railroad, at 9:40 A. M. and 3:40 P. M., daily.
LEEDS & LIPPINCOTT.
New York Office, 289 Fourth Ave. Personal representative in charge. Telephone, 1749—18th. Representative will call and give information.

THE CHALFONTE,
ON THE BEACH AT NORTH CAROLINA AVE.,
ATLANTIC CITY, N. J.
RE-OPENS FRIDAY, JANUARY 30TH.
LEEDS & HAINES CO.

MISCELLANEOUS.

CALIFORNIA
Southern Pacific
"Sunset Limited"
DAILY FROM NEW YORK
via Washington and New Orleans, Southern Ry., A. & W. P. Ry., L. & N. R. R.
Connecting steamships for China and Japan.
349 Broadway; 1 Battery Pl.; New York.

"THE WIGWAM," HUNTING LODGE on Indian River opposite famous Rockledge, just opened by Northerners; accommodates 10 adults. Circulars mailed. E. J. BLAIR, Merritt, Fla.

HOTELS AND RESTAURANTS.

WHERE TO DINE
Cafe Martin, 26 St. & Broadway: Tdh. Table d'hote. Cortlandt. Table d'hote dinner, $1.50. Music. Restaurant a la carte. Supper.
Cafe des Beaux Arts, 57 W. 59th St.: Specialties ala Tdh. $1.50. Neapolitan Musicians. Suppers after opera.
Cafe de Logerot, Fifth Ave. & 18th St.: Parisian Dinner, $1.25. With imported wine and coffee. Orchestra (hours 6 to 9 P. M.).
Hotel Lafayette, 9th Hotel Martin, University Pl. & 8th St.: Tdh. dinner, $1.25. Cuisine Francaise. Also service a la carte. Entrance by Strout's arch.
Cafe Boulevard, 2d Ave. & 10th St. Ale. & Tdh. Hungarian Orchestra.
Rector's, 44th Street and Broadway. SERVICE A LA CARTE.
Burns', World Renowned Restaurant, 45th St. & 6th Ave. Fine Orchestra. Terrapin, Game, Shellfish.
Healy's, Broadway, Col. Ave. & 60th St. offers tonight a good orchestra & fine ale dinner.
Jack's, 43d St. & 6th Ave.; 74th St. & Columbus. Noted for shellfish and game.
Ingold's, New West Side Restaurant, 42nd St. & Col. Ave. Table d'hote, 11:30 to 8. Music After Theatre Supper a specialty.
Lex. & 21st. Tdh. dinner 12 courses 75c. Hotel Ale Parlor & Bedroom. $3.7 weekly. Highlands "THE CIRCLE," 58 st. & 8 Ave. Table d'hote & a la carte. Table d'hote Lunch, 50c. Music.
Reisenweber's, Scherz Harlem Casino, 7th Ave. & 124 St. Ale. Tdh. Grand Orch.
Broadway Central, Strauss' Band & Orch. 42d St. & B'way. Amer. Dinner, 75c.; 5:30 8 o'c.
The Eyrie, 23d Floor, 150 Nassau. Magnificent View of Rivers, Cities & Bays. Ale., Tdh., 8 A.M.-8 P.M.
Little Hungary, 257 E. Houston St. Tdh. with wine. Music every evening. Neapolitan Mandolinists & Singers, Tues., Wed., Thurs.
Pabst's, 45th St., 8th Ave., opp. Central Park. Ale, Bu. Man's lunch. Tdh. dinner. Grand Circle! Sundays, 12 to 3. Concerts evenings.
Cryan's Hotel & Rest, 103d St. & Col. Ave.
Ardin, 121-123 West 26th Street. French table d'hote (wine), 85c.

HOTELS—OUT OF TOWN.

The Shoreham
JOHN T. DEVINE, - - - PROPRIETOR
Washington, D. C.
"THE SHOREHAM" is now open after most extensive alterations, decorations and refurnishings throughout the house.
Absolutely Modern and High-class in every detail

Who Read "The Sun"?
Persons with money, and brains to spend it wisely. Therefore, if you've anything to sell that's worth buying advertise it in THE SUN.—Adv.

HOTELS—CITY.

HOTEL DENNIS
ATLANTIC CITY, N. J.,
OPEN THROUGHOUT THE YEAR.
The Winter months are most delightful at the Seashore. The DENNIS, directly facing the Ocean and Boardwalk, is liberally appointed and conducted. Hot and cold sea water in private baths. Golf link privileges.
Three-hour vestibule trains, morning and afternoon, from New York, via C. R. R. of N. J. and Penna. Railroads.
Walter J. Buzby.

HOTEL STRAND,
ATLANTIC CITY, N. J.
Located between the two Steel Piers, at the Southern end of Pennsylvania avenue, overlooking the world-famed Boardwalk and ocean, and enjoys a refined class of patronage all the year round.
Built of Steel, Brick and Stone
FIRE PROOF.
Every known comfort and convenience for Winter guests. Personal representative at Town & Country Bureau, 289 Fourth Ave., 11 to 1, and 4 to 5:30. 'Phone 1749—18th.
FAIRBAIRN & WILLIAMS, Owners & Proprs.
SEA WATER BATHS.

Atlantic City, New Jersey
The Brighton of America.
Hotel Brighton & Casino
are open throughout the year.
F. W. Hemsley & Son.

THE DUNLOP,
On the Ocean front and adjoining the famous Boardwalk; American and European plans; fireproof; built of brick and iron; unexcelled in furnishing and equipment; hot sea water baths attached to suites and public; excellent cafe; booklet.
ROBERT T. DUNLOP.
Formerly manager Hotel Imperial and Victoria, New York.

HOTEL TRAYMORE,
Atlantic City, N. J.
Remains open throughout the year. Every known comfort and convenience for Winter guests. Golf privileges. Running water in bedrooms.
TRAYMORE HOTEL CO.,
D. S. White, President.

HOTEL SCARBOROUGH,
Beach Front, Maryland ave., Atlantic City. Steam heat; sun parlor; elevator; private baths; central location, adjoining Boardwalk. Open all the year. Moderate rates. Quiet, refined, select, first class. Illust. Booklet. ALFRED WYMAN.

MARLBOROUGH HOUSE.
Stone, Iron and State Construction. Atlantic City's newest hotel. Sea water in all baths. Telephones in rooms. Music. Valet service and other modern hotel conveniences. Golf. Booklet.
JOSIAH WHITE & SONS.

WINTER RESORTS.

NEW JERSEY. Atlantic City.
ATLANTIC CITY, N. J.
NEW HOTEL RUDOLF.
Personal New York representative for rooms rates and information—
8 Park Place, 10:30 A. M. to 3 P. M.
Hotel Imperial, 9 to 10 A. M., 3:30 to 8 P. M.
Telephone 4050 Cortlandt.
CHAS. R. MYERS, Propr.

HOTEL ISLESWORTH,
Atlantic City, N. J.
DIRECTLY ON THE BEACH.
Hot and cold sea water in all baths.
Capacity 600. Cafe.
American and European Plans.
JNO. C. GOSSLER, Owner and Propr.

OCEAN STEAMERS.

To Madeira, The Mediterranean And the ORIENT
By the Twin-Screw S. S. AUG. VICTORIA From New York February 3, 1903. A Trip of
77 Days Cost $350 up
ITINERARY: Funchal (Madeira), Gibraltar, Granada, Alhambra, Malaga, Algiers, Genoa, Villefranche (Nice and Monte Carlo), Syracuse, Malta, Nauplia, Kalamaki, Piræus, (Athens), Constantinople (Bosphorus, Black Sea), Beyrouth (Damascus, Baalbek), Jaffa (Jerusalem, etc.), Haifa (Galilee and Samaria), Alexandria (Cairo and the Pyramids), Messina, Palermo, Naples, Genoa—New York.
Passengers also taken to Oriental points of cruise at special rates.
Also Black Sea Cruise From New York March 12, '03.
For Particulars Apply to
HAMBURG-AMERICAN LINE,
35-37 BROADWAY, N. Y.

Hamburg-American.
For PLYMOUTH—CHERBOURG—HAMBURG.
Twin-Screw Express and Passenger Service.
Pennsylvania, Jan. 27, 1 P. M. | Penna., Mar. 7, 11 A. M.
Patricia, Jan. 31, 7 A. M. | Patricia, Mar. 14, 6 A. M.
Bluecher, Feb. 7, 1 P. M. | Bluecher, Mar. 21, 11 A. M.
Waldersee, Feb. 21, 1 P. M. | Pretoria, Mar. 28, 1 P. M.
MEDITERRANEAN SERVICE.
NEW YORK—NAPLES—genoa.
Phoenicia, Jan. 29, 1 P. M. | Pretoria, Feb. 26, 10 A. M.
†A. Victoria, Feb. 3, 11 A. M. | †P. V. Luis, Mar. 12, 11 AM
*Hevelia, Feb. 12, 10 A. M. | Phoenicia, Mar. 26, 1 P. M.
*Twin screw steamers.
†To Madeira, Gibraltar, A. Victoria also Algiers and Genoa.
HAMBURG-AMERICAN LINE.
Offices, 35 & 37 Broadway. Piers, Hoboken, N. J.

NORTH GERMAN LLOYD S. S. CO.
FAST EXPRESS SERVICE.
PLYMOUTH, CHERBOURG, BREMEN.
Kronprinz, Jan. 24, 1 P. M. | Kaiser, Apr. 7, 10 A. M.
Kaiser, Mar. 10, 10 A. M. | Kronprinz, Apr. 18, 9 A. M.
Kronprinz, Mar. 24, 1 P. M. | Kaiser Wm. II., Ap. 24, 4 P. M.
OELRICHS & CO., 5 BROADWAY, N. Y.

ORIENT CRUISE
$400 AND UP
by specially chartered North German Lloyd express S. S. Kaiserin, 9,500 tons, Feb. 7, 65 days: 17 trips, hotels, guides, drives included. Visiting Madeira, Granada, the Alhambra, Algiers, Malta, Athens, Constantinople, Smyrna, 19 days in Palestine, Egypt, Naples, Rome, Nice, &c. Absolutely no overcrowding; only the main dining room to be used. Norway-Russia Cruise, July 4, $275 up.
FRANK C. CLARK,
111 Broadway, New York.

TAKE A MONTH
off and spend it in the warm, balmy air and restful climate of the West Indies. We have a Steamer sailing for the Islands almost daily.
On February 7th the
S. S. MADIANA
of the Quebec Line leaves for a 31-day Cruise, and presents a perfect opportunity to have a good, bracing and helpful holiday. The boat calls at Martinique and passengers will have a good chance to view the ruins of
MONT PELEE
Shall we send our Booklets? A postal will bring them.
THOS. COOK & SON,
261 & 1185 Broadway, New York.

DOMINION LINE
TO MEDITERRANEAN FROM BOSTON DIRECT
AZORES, GENOA, NAPLES
CAMBROMAN, Jan. 31, 12 noon; Mar. 12.
VANCOUVER, Sat., Feb. 21, 5 P. M.; Apr. 2.
Saloon, $60 upward. 2d Saloon, $35.
To ALEXANDRIA, EGYPT
Via Gibraltar, Algiers, Genoa and Naples.
COMMONWEALTH, Sat., Feb. 14, 12 noon; Mar. 28.
NEW ENGLAND, Sat., Feb. 28, 11 A. M.
Boston—Queenstown—Liverpool
MERION, Thurs., Feb. 10, 3 P. M.
Saloon, $50 upward, third class at low rates.
For rates, &c., address DOMINION LINE, Boston, or EDWIN R. LOW, Gen'l Agt., 1123 B'way, N. Y.

DO YOU KNOW
You can buy (as cheap as anywhere) tickets by any Railroad or Steamship Line at the offices of
THOS. COOK & SON,
also
You can reserve Berths or Cabins on any steamer and Pullman accommodations anywhere.
TWO NEW YORK OFFICES
261 Broadway, cor. Warren. Phone, 4687 Cort'dt.
1185 Broadway, cor. 28th St., Phone, 1796 Mad. sq.
Boston, Philadelphia, Chicago, etc.

ATLANTIC TRANSPORT LINE.
NEW YORK—LONDON.
MINNETONKA, Jan. 24, 2 P. M.
MINNEAPOLIS, Jan. 31, 7 A. M.
MINNEHAHA, Feb. 7, 1 P. M.
MESABA, Feb. 14, 7 A. M.
MINNEWAUKAN, Feb. 21, 9 A. M.
MINNETONKA, Feb. 28, 6 A. M.
MESABA, Mar. 7, 1 P. M.
TWIN-SCREW STEAMERS, LUXURIOUSLY FITTED WITH EVERY CONVENIENCE. ALL STATEROOMS AMIDSHIPS ON UPPER DECKS.
FIRST CABIN PASSENGERS CARRIED FROM NEW YORK TO LONDON, $40 UPWARD.
FOR RATES, ETC., APPLY TO 1 BROADWAY.

AMERICAN LINE.
NEW YORK—SOUTHAMPTON—LONDON.
Friesland, Jan. 28, 10 A. M. | Zeeland, Feb. 7, 10 A. M.
Kroonland, Jan. 31, 10 A. M. | Finland, Feb. 11, 10 A. M.
St. Paul, Feb. 4, 10 A. M. | Noordland, Feb. 18, 10 A. M.
RED STAR LINE.
NEW YORK—ANTWERP—PARIS.
Vaderland, Jan. 24, 10 A. M. | Zeeland, Feb. 7, 10 A. M.
Kroonland, Jan. 31, 10 A. M. | Finland, Feb. 14, 10 A. M.
Piers 14 and 15, N. R. Office, 73 Broadway, N. Y.

OCEANIC STEAMSHIP CO.
(A. & A. Line.)
Sails from San Francisco to HONOLULU every 10 days. To SAMOA, NEW ZEALAND and AUSTRALIA. SPLENDID 6,000-TON STEAMERS. Next sailing, Feb. 19th, and every 21 days. TAHITI once a month. Round the world, $652.70. E. F. BURNETT, G. E. Agt., 427 Broadway, N. Y.

SEA ROUTE TO CALIFORNIA.
Panama Railroad Steamship Line.
Alliance, Jan. 27, 4 P. M.; Finance, Feb. 3, 10 A. M.
CABIN, $105; STEERAGE, $40
INCLUDING MEALS AND BERTH.
Office, 24 State St. R. L. WALKER, Traffic Mgr.

HOLLAND-AMERICA LIKE
New Twin S. C. W. S. steamers of 12,500 Tons.
NEW YORK—ROTTERDAM, via BOULOGNE.
Sailing Wednesday, 1:10 A. M.
Rotterdam, Jan. 28 | Rotterdam, Mar. 4
Amsterdam, Feb. 4 | Amsterdam, Mar. 11
Ryndam, Feb. 18 | Statendam, Mar. 18
Holland-America Line, 39 B'way, N. Y.

OCEAN STEAMERS.

Short Sea Trips
OLD DOMINION LINE
SAILING EVERY WEEK-DAY AT 3 P. M.
FROM PIER 26, N. R.,
FOR
Old Point Comfort
Norfolk
Virginia Beach
Richmond, Va.
Washington, D. C.
Telephone 1580 Franklin.

OLD DOMINION LINE.
DAILY SERVICE.
For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.
Freight and passenger steamers sail from Pier 26, N. R., foot Beach st., every week day at 3 P. M.
H. B. WALKER, Traffic Manager.

JAPAN-CHINA
Hawaii and Philippine Islands.
PACIFIC MAIL S. S. CO.
OCCIDENTAL AND ORIENTAL S. S. CO.
TOYO KISEN KAISHA.
Between San Francisco, Honolulu, Yokohama, Kobe, Nagasaki, Shanghai and Hong Kong.
Steamers leave San Francisco at 1 P. M.
Gaelic, Jan. 28 | China, Feb. 13
Hongkong Maru, Feb. 5 | Doric, Feb. 21
For freight, passage and general information apply at 349 Broadway, or 1 Battery place, Washington Bldg., and 287 Broadway, N. Y. City.

WHITE STAR LINE.
NEW YORK—QUEENSTOWN—LIVERPOOL.
Celtic, Jan. 28, 5 A. M. | Oceanic, Feb. 11, 5 A. M.
Teutonic, Feb. 4, noon | Germanic, Feb. 18, noon
Pier 48, North River, Office, 9 Broadway, New York.

CUNARD LINE TO LIVERPOOL via Queenstown
(from Pier 51, North River.)
Lucania, Jan. 24, 1 P. M. | Saxonia, Feb. 7, 1 P. M.
Etruria, Jan. 31, 7 A. M. | Ivernia, Feb. 14, 7 A. M.
VERNON H. BROWN & CO., Gen. Agts., 29 B'way.

STEAMBOATS.

BOSTON AND POINTS IN NEW ENGLAND
FALL RIVER LINE, via Newport and Fall River. Leave Pier 19, N. R., foot Warren St., week days only, at 5:00 P. M. Steamers PLYMOUTH and PILGRIM. Orchestra on each.
STONINGTON LINE, via Stonington. Lve. Pier 40, N. R., ft. Carlson St., week days only, at 6:00 P. M. Steamers RICHARD PECK and NEW HAMPSHIRE.
NORWICH LINE, via New London. Lve. Pier 40, N. R., ft. Carlson St., week days only, at 5:30 P. M. Steamers CITY OF LOWELL and RHODE ISLAND.
NEW HAVEN LINE, for New Haven, Hartford, Springfield and the North. Leave Pier 25, E. R., foot Peck Slip, week days only, at 4:30 P. M. Steamer CHESTER W. CHAPIN.
TWO NEW YORK OFFICES.
Broadway, cor. Warren, Phone, 4687 Cort'dt.
1185 Broadway, cor. 28th St., Phone, 1796 Mad. sq.
Boston, Philadelphia, Chicago, etc.

JOY LINE $1.25 to Providence.
First Class Service.
Fast and elegant Steamers leave New York daily, except Sunday, at 5 P. M., from Pier 35, East River, foot of Catherine St.

RAILROADS.

Pennsylvania RAILROAD.
STATIONS foot of West Twenty-third Street and Desbrosses and Cortlandt Streets.
The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station, except where otherwise noted.
7.55 A. M. FAST MAIL.—Limited to two Parlor Cars and Dining Car New York to Pittsburg. Sleeping Car Pittsburg to Chicago. No Coaches to Pittsburg.
8.55 A. M. FAST LINE.—Pittsburg and Cleveland.
9.55 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment Sleeping, Dining, Smoking, and Observation Cars. For Chicago, Cleveland, Toledo, Detroit, Cincinnati, Indianapolis, Louisville, St. Louis.
1.55 P. M. THE PENNSYLVANIA SPECIAL.—30-hour train to Chicago. Pullman Compartment Observation, Drawing room Sleeping, Dining, and Buffet Smoking Car.
3.55 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Toledo, Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.
5.55 P. M. ST. LOUIS EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, Louisville, St. Louis. Dining Car. For Welch, W. Va. (via Shenandoah Valley Route).
5.55 P. M. WESTERN EXPRESS.—For Chicago. For Toledo except Saturday. Dining Car.
7.55 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. For Knoxville, daily, via Shenandoah Valley Route. Connects for Cleveland except Saturday.
8.25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg, Cleveland and Cincinnati.
WASHINGTON AND THE SOUTH.
7.55, 8.25, 8.55 (Dining Car), 10.10 (Desbrosses and Cortlandt Streets, 10.20) (Dining Car), 10.55 (Dining Car) a. m., 12.55 (Dining Car), 2.10 (Desbrosses and Cortlandt Streets, 2.20), 3.25, "Congressional Limited," all Parlor and Dining Cars), 3.35 (Dining Car), 4.25 (Dining Car), 4.55 (Dining Car), 9.25 p. m., 12.10 night. Sunday, 8.25, 8.55 (Dining Car), 10.55 (Dining Car) a. m., 12.55 (Dining Car), (3.25, "Congressional Limited," all Parlor and Dining Cars), 3.25 (Dining Car), 4.25 (Dining Car), 4.55 (Dining Car), 9.25 p. m., 12.10 night.
SOUTHERN RAILWAY.—Express, 3.35, 4.25 p. m. 12.10 night daily. "The Southern's Palm Limited," 12.40 p. m. (Desbrosses and Cortlandt Streets, 12.40 p. m.) week days.
ATLANTIC COAST LINE.—Express, 8.55 a. m. and 9.25 p. m. daily. "Florida Special," 2.10 p. m. (Desbrosses and Cortlandt Streets, 2.20 p. m.) week days.
SEABOARD AIR LINE RAILWAY.—Express, 2.10 p. m. week days. Mail, 12.10 night daily. "Seaboard Florida Limited," 12.55 p. m. 10 night.
NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3.25 p. m. daily.
CHESAPEAKE AND OHIO RAILWAY.—7.55 a. m. week days, 12.55 and 4.55 p. m. daily.
FOR OLD POINT COMFORT and NORFOLK.—7.55 a. m. week days and 8.55 p. m. daily.
ATLANTIC CITY.—9.35 a. m. and 2.55 p. m. week days. Sundays, 7.55 a. m. Through vestibuled Trains. Buffet Parlor Cars and Standard Coaches on