ATLANTIC "STEAM LANES."

The Late Lieutenant Maury's Plan for Avoiding Collisions in Steam Voyages Across the Atlantic.

TO THE EDITOR OF THE HERALD:—

The necessity for the adoption of definite lanes for steamers crossing the Atlantic is becoming every day more pressing. When it is recollected that there are no less than 150 steamers plying to and fro between New York and the ports of Great Britain and the Continent, and that this number is perpetually increasing, the late terrible collision on the Atlantic may easily be the precursor of others while all steamers and sailing vessels take the same routes, indiscriminately, going and returning. The selection of definite steam lanes might have another important advantage, besides that of diminishing the chances of collision. It would seem not impossible to adopt such routes as would bring steamers into less perilous positions than they occupy when indulging in the ambitious process of shaving Cape Race.

Nearly 20 years ago such routes were actually projected and laid down by one of the ablest authorities on such subjects. In 1855 a letter was addressed by certain leading underwriters and ship owners of Boston, including the well known R. B. Forbes, to the late M. F. Maury, requesting him to prepare a chart with separate routes laid off, one for steamers going from the United States and another for those returning, "with the view of lessening the liability of collision without materially lengthening the passage." Lieutenant Maury at once addressed himself to the task proposed, and transmitted to his Boston friends the results of his investigations in a communication, of which a digest is presented, recommending all persons concerned in this matter to study the entire report and the additional material which accompanies it. It is to be found in volume 2 of Maury's Sailing Directions. The report is illustrated by a plate showing the proposed routes, which the reader interested in the subject may readily look up. Full details, showing the exact course to be steered in order to keep in the steam lanes, are likewise given with the report.

Lieutenant Maury examined a number of the logs of both the Collins and Cunard lines, and ascertained that the steamers of the former line used in their voyages a band of 300 miles in width—those of the latter, one of 150 miles. "The American roadway overlaps and includes the English. Consequently there is a breadth of ocean 300 miles wide, in any part of which a sailing vessel, by night or in a fog, is liable to be brought into collision with the steamer."

It is presumable, that since the addition of so many new lines the breadth of this band of danger has not been diminished. Lieutenant Maury observes, "suppose we take this same breadth of ocean and lay off a lane 20 or 25 miles broad near its northern border and another 15 or 20 miles broad near its southern border, and recommend the steamers when coming westwardly to use the former and when going eastwardly to take the latter, would not the adoption of this recommendation contribute to the safety of both steam and sailing vessels? I do not mean to create the impression by anything I say that the adoption of these lanes will do away with collisions or call for less vigilance on the part of the shipmaster. On the contrary, he must never relax his attention to the seaman's three L's (the log, lead and lookout). Nay, more; the adoption of these lanes will demand greater vigilance from the shipmaster, because they are made only just broad enough to cover the probable errors in latitude of a good, careful navigator, after he has been two or three days without an observation. A narrower lane would be forbidding, from the difficulties of keeping in it; a broader one would be objectionable because sailing vessels would not and could not give it up to the steamers. Were these lanes laid down," urges the Lieutenant, "upon the charts of all seafaring nations, 'sailing masters would make it a rule to edge off from them, especially by night and in thick weather." In view of recent disasters upon the coast of Nova Scotia it may be added that the westward route proposed by Maury, in addition to lessening the chances of collision, had this great advantage, that it would take vessels so far to the south of Cape Race and the Nova Scotia coast as to render the voyage far less perilous than by the ordinary routes.

It is sufficiently obvious that the one end of the Boston underwriters would be attained by the adoption of any definite steam lanes. It remains to be shown that the proposed lanes are better than the random routes ordinarily employed, or that at least they do not materially lengthen the passage. The proposed lane is a better route than the average course adopted by the Cunard and Collins steamers, as determined from their logs.

This statement as to the comparative shortness of this route might, without some explanation, seem paradoxical, for the nearer to Cape Race the shorter the distance; yet practically it has not proved so, because vessels, especially in the fog, as they near this Cape, have frequently to run one, two, three or more hours to the southward to be sure of clearing it. When they are so running they are not making much headway toward their port. So that in the long run the attempt to shave Cape Race makes the average distance practically greater than it is by the proposed lane.

The shortest distance possible for a steamer between Liverpool and Sandy Hook is 3,009 miles; the average distance actually accomplished is 3,069 miles, while the distance by the middle of the westward lane is 3,038.

There is another recommendation of this lane, which is this—it lies along the northern edge of the Gulf Stream, where there is an eddy setting westward often at the rate of a knot an hour. On the average I assume that the set of this eddy will amount to 12 miles a day for 3½ days, making a gain of say 40 miles. This makes the distance by the lane coming practically about 2,998 miles, or, allowing 20 miles for detour, we shall have 3,018 miles, which will shorten the average time of the passage this way three or four hours. Lieutenant Maury anticipates that this route for westward bound steamers will meet with objection because it crosses the Grand Banks, and thereby imperils the fishing vessels occupied there. To this he replies that now the fishermen are in danger from steamers both going and returning, whereas if the lanes were adopted the danger would be from those alone that are on the westward voyage, as the eastward lane barely approaches the Grand Banks. As to its being at times, especially in May and June, obstructed by ice, he suggests that the Erie Canal is thus obstructed the whole of every winter, but that "this does not prove it to be of no value; it only shows that it, like this lane, would be of more value to commerce if it were never obstructed by ice or anything else."

There is, furthermore, an advantage for the wary navigator, in the fact of the lane crossing the Grand Banks. "They afford a pretty good landmark, which can be used in the thickest weather. Generally the water thermometer is found to fall as soon as you near these banks." Its indications will, therefore, tell the sailor when he is upon them. Now "the eastern edge of the banks runs north and south, and, therefore, affords an excellent correction for longitude." And not only this, but if the navigator have ascertained by the lead when his vessel first strikes this edge and then notes the soundings and the distance run before clearing the Grand Banks, the latitude also will be known with sufficient accuracy to enable him to decide whether he be in his lane or out of it, for the lane crosses the Grand Banks near their greatest width—275 miles. Now, if a steamer cross in a fog she can judge by their breadth and the soundings pretty nearly as to latitude. For instance, if the breadth of the banks where crossed be less than 275 miles, but the soundings not less than 40 fathoms, the vessel has crossed to the north of the lane; but if she find herself in less than 30 fathoms she has crossed to the south of it. Should she, however, find herself in water that suddenly shoals to less than 20 fathoms, and as suddenly deepens again, then she is near the Virgin Rocks or the rock and nine fathom bank to the east of them, and her position is immediately known."

It should, however, be recollected that these lanes are not channelways in which a steamer must keep or be lost. Gales, ice and other things will, now and then force a steamer out of them, and in such cases she will simply be where she is now. She will be in no more danger than she now is, only when she gets back into the lane she will be in less." Attention is called by Maury to the advantageous position of the fork to Halifax in the lane from Europe:—"As this lane approaches Newfoundland it edges off to the south in such a manner as to render it impossible for a vessel so to miss her way as to get ashore. Suppose a steamer attempting this lane to be when she nears the Grand Banks 100 miles out of position—a most extravagant case—and that she be out on the Newfoundland side, she would even then, if behaving properly and steering parallel with the lane, and if bound for New York go clear of Cape Race. If bound for Halifax, she might, by steering west too soon, run upon the land; but the fork to Halifax turns off on soundings, while a course a little south of west from the point where the lane from England strikes the Grand Banks will take you clear of everything. So that, without gross neglect of his lead, it would seem impossible for the mariner to run his steamer into danger here."

Thus much for the westward lane. Let us see now what the Lieutenant has to say about the route for vessels bound to Europe. Can he urge as much for it?—

"In the longitude of the Grand Banks" he writes, "the lane to Europe is 200 miles south of the lane to America. As a rule this lane can be followed always, admitting an exception now and then. It will be observed that this lane runs east, 15 degrees south from Sandy Hook to the meridian of 70 degrees, where it takes a course east 12 degrees north towards its junction, with the arc of a great circle south of the Grand Banks. The distance by this fork from Sandy Hook to this junction is a few miles longer than the direct line, yet, on account of the Gulf Stream, it is in time the shortest distance that a steamer can take. From the Capes of Delaware it is obviously the shortest."

Now, in regard to the entire eastward route, the distance by it from Sandy Hook to Liverpool is greater by 106 miles than the westward lane. But the lane going east is in the Gulf Stream, which of itself will nearly if not quite make up for this difference. When the Great Western steamship first came over she stemmed the Gulf Stream and was set back by it 175 miles during her voyage. Now from the Grand Banks west the track of the Great Western was not as much in the strength of the Stream as this lane is. She passed far to the north of its axis.

In this connection it is to be observed that the route recently selected by the Cunard Company for their westward bound steamers is objectionable because it brings them at all seasons within the northern limits of the Gulf Stream and lays upon them the necessity of stemming its adverse current, and this at certain seasons in its line of greatest force. It will be remembered that the Cunard captains are instructed on their outward—i. e., westward—voyage to "cross the meridian of 50 deg. in latitude 43 deg., or nothing to the north of 43 deg." In other words, they are definitely instructed to place themselves where they will necessarily meet a resisting current, and prohibited from going beyond the northern edge of the stream, where they would be set forward by the westward eddy.

To return, however, to the letter of Lieutenant Maury; he says that not alone will the friendly impulses of the Gulf Stream lead to equalize the two routes, but there is a further compensation for the extra 106 miles of distance. With the aid of a corps of navy officers he "examined abstract logs containing observations for no less than 46,000 days on the winds, weather, sea and currents in the region through which the two lanes proposed by him pass." The result of this examination he presented in tabulated form, employing curves to indicate intensity and duration of fogs and gales. In general the result was to show that fogs are far less frequent on the eastward than on the westward lane; while as regards gales "the most stormy part of this passage is between the parallels of 35 deg. and 40 deg., since here, in January, it is blowing a gale of wind half the time (52 per cent), while at certain other seasons of the year gales seldom or never occur." But all the gales that the mariner has to expect on this route are westerly and therefore favorable. Thus by the Gulf Stream and favoring gales the added length of the westward route proposed will be largely, if not altogether compensated for.

"In my judgment," Maury concludes, "these lanes, if properly followed, will make the average length of passage, as determined by the mean of all for the year, probably less each way, certainly not more than an hour or two longer than it now is. Individual passages coming will perhaps not be made so quickly as they have been, but on the average trips will be shortened."

The author of the above suggestions was far from supposing himself infallible. In speaking of these lanes he says that it is altogether likely that succeeding observations and experience may show the necessity or expediency of modifying them. The Hydrographic Office at Washington is, doubtless, in possession of information, if there be any such, that may demand the modifications thus anticipated. In the absence of any such information and of consequent necessity for change, I therefore beg to call the attention of shipowners and navigators very earnestly to the "lanes" proposed by Lieutenant Maury. M.

CUMMINS' CHURCH.

Sympathy with the Seceders in the West—Bishop Lee, of Iowa, on Ritualists—"Give Them Rope and They Will Hang Themselves"—He Would Rather See the Ritualists in Rome than Cummins and Cheney Out of the Church.

CHICAGO, Ill., Dec. 4, 1873.

The action of Bishop Cummins and his sympathizers in forming the Episcopalian Reformed Church continues to excite a lively discussion in religious circles in the West, especially in Chicago. Two congregations—Christ church, Dr. C. E. Cheney; St. George's chapel, Rev. S. F. Tucker—have already gone over to the Reformers, and it is stated that several others in this diocese are prepared to follow the example so soon as some decision can be reached in the important matter of Church property. If the Bishop, as representative and trustee of the Church, and a minority of the congregation—possibly a single member—can possess himself of the church edifice and lands there will be some hesitation about moving out of the denomination; but if it be decided that the action of a majority of the congregation in quitting the Church does not involve the loss of title in the temporalities, the road will be opened up for the secession of many of evangelical tendencies.

The election of Dr. Cheney, of Chicago, to the episcopacy has been greeted with delight by his followers here, who claim that no less a recognition was due to him as the

STEPHEN OF THE SECESSION,

his enemies, in the persons of Bishop Whitehouse and the local authorities of the Church, having persecuted him vigorously for some years back, and his stand having done much to call attention to and excite sympathy for the cause of the Reformed Episcopalian Church. At the same time the friends of the existing *régime* are somewhat chagrined on account of Bishop Cummins leaving the church without surrendering his episcopal functions and office, of which there is no doubt he cannot be deprived for the canonical six months. His undounted power to confirm members of the Church and to ordain and consecrate pastors who will have legitimately received the Apostolic succession is an aggravating circumstance to those upholders of Church authority.

BISHOP LEE,

of Iowa, a prelate well known and honored in the Church, both West and East, has addressed a letter of affectionate remonstrance to Bishop Cummins. He touchingly reminds Bishop Cummins that he was consecrated by the Bishop of Iowa, who now addresses him, and that the writer of the letter preached the sermon at the consecration. Further Bishop Lee says that he has generally sympathized with Bishop Cummins for several years, though he may not have taken such advanced ground. He says:—

I have participated very strongly in the opposition to the ritualistic system, feeling that it involved serious doctrinal errors, and that it was calculated to do us immense harm as a Church, both in alienating many of our own people and in doing us discredit in the estimation of Protestant Christendom. I have never been more opposed to that system than I am now; and I cannot conceive it possible that I shall ever regard it with any favor or sympathy. I believe in my heart that what I understand by ritualism is not only foreign to the real genius and teaching of the Protestant Episcopal Church, but that it is actually and radically subversive of its primitive and Scriptural character. But, my dear brother, the Church, as such, is not at all committed to this system. She remains as she has been for years and generations. No one ritualistic doctrine has received her legislative sanction; and she simply shows her moderation and comprehensiveness

BY BEARING WITH HER MISTAKEN CHILDREN

until they shall be brought to a better mind. It is my own hope and belief that, in the long run, she will come out all right, though her present chastening is not joyous but grievous; and I believe, further, that it is the duty of her friends to stand by her in this time of trial, and do battle for her, if need be, within the pale, and not desert her when she most needs their help. I believe her to be a true branch of the Universal Church of Christ, and, take her all in all, I believe her to be the purest branch of that Church in all the world, in her doctrines, polity, discipline and worship. I do not believe that it is necessary to desert her, unless she herself deserts the true faith of the Gospel and proves false to her avowed character and principles.

Bishop Lee does not believe that the reasons advanced by Bishop Cummins in his letter of withdrawal were "at all sufficient to warrant or justify" his secession. The Bishops of Kentucky and the good sense of the clergy and laity of the diocese should have sufficed to investigate and remove the

OBJECTIONABLE RITUALISTIC PRACTICES

in Bishop Cummins' district.

The Bishop of Iowa does not agree with Dr. Cummins that there is no hope of the Church eradicating the errors of ritualism. He admits that the state of things, both in England and the United States, is "depressing and discouraging," but claims that the Archbishop of Canterbury, a majority of the Bishops and a great body of the English clergy and laity are opposed to ritualistic practices, while here the ritualists are a small minority, though "an active and earnest minority." No fears need be entertained of their ever gaining the ascendancy in the Church. Says Bishop Lee, with homely vigor:—

"GIVE THEM ROPE ENOUGH

and, according to present signs, they will effectually hang themselves in due time. We may need some of the effects of their movement; but I feel quite certain that the Church at large will not adopt or sanction their views or practices so far as they are 'erroneous and strange' and 'contrary to God's Word.'"

As to Bishop Cummins' communing in Rev. Dr. Hall's church, on the occasion of the Evangelical Alliance, Bishop Lee does not sympathize with some of the strictures made upon his conduct, though as a bishop Dr. Lee would have acted differently. To save a historical ecclesiastical principle he believes that Bishop Cummins should have been called on to preside at the communion table or to consecrate the elements according to the Episcopalian form, particularly as the Presbyterians do not hold the principle in question. In any case the writer thinks that Bishop Cummins did not mean any departure from the order of the Church, or any violation of its laws or his own vows, but regarded himself as acting in his individual capacity and exercising

BROAD CHRISTIAN FREEDOM.

But the criticisms which Dr. Cummins received were not valid reasons for the "desertion of a Scriptural and historical Church and the inauguration of a movement which may result in the formation of a new religious body at the hazard of an increase of the existing evils of separation and division among the members of the professed household of God." If his conscience approved, then the Bishop should have stayed in the Church and borne bravely all that might have resulted.

So far Bishop Lee had proceeded in his letter when he saw the notice of the call for last Tuesday's convention at New York. He continues and concludes thus:—

I deeply regret this movement, though I am free to say that the responsibility of it is a divided one. It has, in my opinion, been precipitated by extreme views and practices in an opposite direction, as well as by an unwise and unfortunate exercise of ecclesiastical discipline. These have been the occasion of most serious, though of course unintentional, injury to the Church. Whatever blame there may have been in this direction, I yet cannot feel that you and your associates are thereby justified in your present position. I know full well how hard it is to bear what you and many others have borne, in connection with the present condition of our Church; but it does not appear to me that the point has yet been reached, even if it ever came, when an actual division and separation are justified and demanded by the leadings of God's providence. I could earnestly desire and pray that a new and distinct organization might not be effected at the proposed meeting. A secessional or schismatical movement at this time would, in my opinion, be a greater evil than those we are now bearing, and from which we may hope to be relieved in due time. *It were far better for our extreme ritualistic brethren to finally secede to the Church of Rome, to which they are tending, than for yourself and others of like mind to leave such a Church as ours for a new ecclesiastical organization.* I pray you to pause and consider before committing yourself fully to such a step, and may God the Holy Ghost guide and direct you in all things.

The publication of this letter has created additional excitement among the Episcopalians. As a moderate, frank and affectionate remonstrance, it speaks the sentiments of the great body of churchmen, and its logic is good. The allusions to the ritualists, however, are so remarkably plump that the result cannot fail to the lending of additional warmth to the discussions of the difference between high, broad, and low churchmen, familiarly divided into "attitudinarians," "latitudinarians" and "plattitudinarians."

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TO LET—THE SECOND FLOOR OF COTTAGE house 525 West Twenty-third street, to a small family; furnished or unfurnished. Inquire of W. H. PRICE, No. 3 Bond street, or at the house.

55 EAST TWENTIETH STREET.—UNFURNISHED Rooms to rent; fine location; only one family in the house; cheerful and pleasant; third floor; low rent.

BOARDERS WANTED.

1 LARGE PARLOR FLOOR, PRIVATE BATH AND closets, with private table only; Rooms for gentlemen, without board. 38 East Twentieth street.

2 LARGE ROOMS ON SECOND FLOOR AND HALL Room, with Board, to let, at 36 West Ninth street; a few day boarders accommodated.

4 WASHINGTON PLACE (ST. JULIEN HOTEL).—Elegant Apartments on second floor to let; house entirely renovated and especially adapted for families; French table.

5TH AVENUE, 385. Beautiful Apartments, with private table.

5TH AVENUE, BETWEEN ELEVENTH AND Twelfth streets.—Two desirable suits of Apartments rooms all light), with private table, on reasonable terms, in the spacious double house 45 Fifth avenue.

5TH AVENUE, 295.—PARLOR AND SECOND FLOOR; rooms en suite; all conveniences; private table only; moderate terms for the season or year; unexceptionable references.

5TH AVENUE, 341.—MRS. SEAVER WILL RENT A Suit of Apartments, with private table, for the winter or permanently.

5TH AVENUE, NO. 138.—A SUIT OF ROOMS, ON THE second floor, with or without Board; also Rooms for single gentlemen.

5 EAST NINTH STREET, SECOND HOUSE FROM Fifth avenue.—To let, with Board, one large Room, for gentleman and wife; also single Rooms; table boarders taken.

5TH AVENUE, 273, BETWEEN TWENTY-NINTH AND Thirtieth streets.—Second Floor, handsomely furnished, to let, with strictly first-class board; finest location in town.

$6 TO $8 PER WEEK, FOR NICE AND COMFORTable furnished Rooms, with Board, at 42 South Washington square (Fourth street), opposite Washington square; day boarders taken.

8 EAST NINTH STREET, NEAR FIFTH AVENUE.—Second Floor to let, with private table.

10 WAVERLEY PLACE, NEAR BROADWAY.—HANDsome front Rooms, $18, $20, $23, for two persons, with Board. House heated by steam. No children. Also table Board, $4.

12 EAST TWENTY-THIRD STREET.—ROOMS, WITH Board, singly or en suite, on second, third and fourth floors; location central and the most desirable in city.

12 LAFAYETTE PLACE, CORNER OF FOURTH street.—Nicely furnished Rooms, with first class Board, on the most reasonable terms.

13 WEST SEVENTEENTH STREET.—TO LET, WITH Board, a finely furnished Suit of Rooms; also two Rooms for single gentlemen; references exchanged.

14TH STREET, NO. 18 WEST, NEAR FIFTH AVENue.—Elegant furnished Rooms, front and back, to let to gentlemen and their wives or single gentlemen, with first class Board, in a French family.

14TH STREET, WEST, 328.—HANDSOME SQUARE connecting Rooms, with Board; hot and cold water, grate fires and gas included, $18 for two; single Rooms $6 to $7; table unexceptionable; references.

17 UNIVERSITY PLACE.—TO LET, WITH BOARD, Rooms, nicely furnished, on second and third floors; also Rooms on fourth floor, for gentlemen; house, &c., first class.

18 LAFAYETTE PLACE.—FURNISHED ROOMS, with Board.

18 WEST FORTY-NINTH STREET, NEAR FIFTH avenue.—Second and third Floors, singly or en suite, with private table if preferred, elegantly furnished; table first class; references exchanged.

19 WEST TWENTY-FOURTH STREET AND 63 MADison avenue.—Elegantly furnished Rooms to let, with or without Board, to gentlemen and wives or single gentlemen; fine single Rooms.

19 EAST THIRTY-FIRST STREET, ONE DOOR from Madison avenue.—Handsome Rooms, with Board, en suite or singly; gentlemen taken as table boarders; references exchanged.

23D STREET, EAST, 114.—ELEGANTLY FURNISHED Rooms, on third floor; also one large Room, on the parlor floor, with first class Board. References.

23 AND 25 WEST EIGHTEENTH STREET, BEtween Fifth and Sixth avenues.—Parlor Floor to let, newly furnished, with first class Board. Entrance 25.

26 EAST TWENTY-THIRD STREET. MADISON square.—Some very desirable Rooms, with or without Board; two single Rooms for gents; references required.

27 WEST EIGHTEENTH STREET.—A THIRD floor front Room for rent, with Board; references exchanged.

28TH STREET, 105 WEST.—SECOND FLOOR TO let, with Board, together or separate; every convenience; private table if desired; also third story Room; reference.

29 EAST FORTY-SIXTH STREET, CORNER OF Madison avenue (Windsor Hotel block).—Elegantly furnished Rooms, with Board, for families, and single Rooms for gentlemen.

30 WEST THIRTY-FIFTH STREET, NEAR FIFTH avenues.—A few handsomely furnished Rooms to let, with Board; one hall Bedroom for gentlemen, at $10 per week; family small; but few boarders taken; good table; location unsurpassed; prices very reasonable; references required.

34TH STREET, NO. 146 EAST.—HANDSOMELY furnished large and hall Rooms, with Board; house and location first class; terms moderate; references exchanged.

38 WEST WASHINGTON SQUARE.—ROOMS, with Board, for gentlemen and wives and single gentlemen; reference required.

39 WEST THIRTY-THIRD STREET.—DESIRABLE and handsomely furnished Rooms, for families or gentlemen, at reduced prices; private table if desired; references exchanged.

40 EAST NINTH STREET, NEAR BROADWAY.—To let, with Board, a large Room, suitable for gentleman and wife or two gentlemen; Rooms for gentlemen; day boarders accommodated.

44 WEST TWELFTH STREET, NEAR FIFTH AVEnue.—Three connecting Rooms on third story, and back Parlor, with extension, with first class Board, for families or single gentlemen; references exchanged.

47 WEST TWELFTH STREET, NEAR FIFTH AVEnue.—Elegantly furnished Rooms, with Alcoves, hot and cold water, with first class Board, for families; also Rooms for single gentlemen; terms moderate.

50 WEST NINETEENTH STREET.—FOR GENTLEmen only, large, handsomely furnished front Room, with grate fire, for two or more gentlemen; also small Room; strictly first class table.

64 WEST THIRTY-SIXTH STREET, BETWEEN Fifth and Sixth avenues.—Elegantly furnished Parlor Floor and several third story Rooms; first class Board and accommodations; very reasonable price.

BOARDERS WANTED.

70 IRVING PLACE (GRAMERCY PARK).—SECOND and third Floors, one connecting and two large Rooms, handsomely furnished and sunny; house extra width; Rooms unusually large; table unexceptionable.

105 EAST TWENTY-EIGHTH STREET.—HALL Room, with Board and closets; southern exposure; references.

109 WEST TWENTY-EIGHTH STREET.—TO LET, with good Board, desirable Second Floor, furnished; also front hall Room, third floor; terms very low to permanent parties; references exchanged.

109 EAST NINETEENTH STREET.—TO LET, with Board, very desirable Rooms, with large closet room connecting; location unexceptionable; references exchanged.

120 EAST TWENTY-THIRD STREET, NEAR Fourth avenue.—A handsomely furnished Suit of five Rooms to let, with or without Board; also hall Rooms; references exchanged.

144 EAST THIRTY-SECOND STREET.—HANDSOME furnished Rooms to let to a gentleman and wife or to single persons, with or without Board.

161 THIRTY-FOURTH STREET, BETWEEN LEXington and Third avenues.—Nicely furnished front alcove Room, on second floor, to let, with Board; also hall Room.

202 EAST FORTY-SECOND STREET, CORNER Third avenue.—Large, handsomely furnished front Room and Bedroom, with Board, for man and wife or two young men, $10 per week; single Rooms reasonable.

212 WEST FORTY-THIRD STREET.—FRONT AND sunny Rooms, handsomely furnished, with or without Board; prices extremely moderate; house and location eligible; near Broadway and four other car lines; references.

227 EAST TWELFTH STREET, BETWEEN SECond and Third avenues.—Nicely furnished double Rooms, with Board, for two or three persons in a French family; moderate prices; reference required.

409 WEST NINETEENTH STREET.—FURNISHED, one large Room; rent $6 per week; also one small Room, $3 per week, suitable for single gentlemen or gentleman and wife.

412 WEST TWENTY-THIRD STREET.—PLEASANT Rooms, newly furnished, with or without Board; terms moderate; convenient to Broadway and down town by cars, stages and Elevated Railway.

AT 18 WEST FOURTH STREET, ONE BLOCK FROM Broadway—A nicely furnished Room, with use of Parlor, gas and bath; rent very moderate; Board if desired.

BOARDERS SUITED IMMEDIATELY—BEST HOUSES; prices moderate. GEORGE HANKINS, Boarding Agency, 1,257 and 835 Broadway. Open evening. Free.

BOARDING.—39 WEST TWENTY-SIXTH STREET.—Elegant double Rooms for families, second floor; also single Room; table excellent; terms moderate.

TO RENT—THREE NICELY FURNISHED ROOMS, with Board, fire and gas, in Thirteenth street, between Sixth and Seventh avenues