Pages 13—20. **The Sun.** Pages 13—20.

NEW YORK, SUNDAY, MARCH 15, 1891.—TWENTY-SIX PAGES.

DEATH OF DR. WINDTHORST.

BISMARCK'S BITTER FOE AND A GREAT GERMAN POLITICIAN.

For Nearly Twenty Years the Leader of His Party in the Reichstag—He Frequently Baffled the Efforts and Defeated the Plans of the Iron Chancellor.

BERLIN, March 14.—Dr. Ludwig Windthorst, the Parliamentary leader of the Catholic party in Prussia, who has been dangerously ill for some days, died at 8:15 o'clock this morning.

Ludwig Windthorst was for almost twenty years the most powerful German politician not in office. For almost twenty years he led in the Reichstag an opposition party of his own creation, and obstructed with the finest political skill nearly every measure of the Imperial Government. He alone, in the days of Bismarck, was considered a foeman worthy of the great man's steel, and he alone could truthfully boast of having repeatedly defeated the Iron Chancellor's most careful plans and of having rendered futile all his most strenuous efforts to execute an elaborate domestic policy.

DR. LUDWIG WINDTHORST.

Windthorst was born in Osnabrück eighty years ago. At boarding school he was so eccentric and so rebellious against all discipline that his father called him home with the intention of setting him to work at a shoemaker's bench. Windthorst's aunts and uncles pleaded for him so persistently, however, that he was allowed eventually to resume his erratic educational course and to bring up in Heidelberg University.

He studied law, entered Hanoverian politics, held high offices of State, and became a Guelph and State's rights man from hair to heel. He never was reconciled to the annexation of Hanover to Prussia, and went into the first Reichstag as a universal objector. He had already conceived the idea of founding a constitutional party. Only Roman Catholics responded to his call, however, and so the Centre, or Clerical fraction, came into existence. He and his party soon found a mission. The great Kulturkampf broke out. Bismarck began his uncompromising war on Roman Catholic ecclesiastics in Germany. The Church was pushed away from the schools. The Jesuit orders were expelled. Revenues of high prelates were confiscated. The "May laws" were passed. Hundreds of parishes were deprived of their priests. Bishoprics were left unoccupied and professorships of theology were vacated right and left.

This course of events was obstructed at every stage by Windthorst. He rallied the Clericals in the Reichstag and out. He hurried from place to place pleading, inciting, arguing. Thus in the elections of 1874 he returned to the Reichstag from Meppen with 102 supporters. He fought Bismarck at every step. In his great bald head he carried a store of humor, pathos, and learning only equalled by the tireless energy of his tiny body. With a tongue like a rapier, he cut at every word the great Chancellor let fall, quick and correct the deserved soubriquet, "The pea in Bismarck's boot." He was never known to utter a rude or unpolished word, yet in the heat of the Kulturkampf he never measured his tiny self against his giant opponent without exciting the wrath of the massive statesman.

Once, in open Reichstag, Bismarck in a rage jumped to his feet at the close of Windthorst's speech and accused him of "inventing malicious lies to blacken his character." The persistent and growing opposition of the clericals under Windthorst at length won the struggle. The condition of the empire was rendered so utterly chastic by their desperate agitation, the Government was so harassed in the Reichstag and Landtag by the skilled obstruction tactics of the little Hanoverian, that a reconciliation of some sort became imperative. Bismarck received Windthorst, spoke to him for the first time in ten years, and then began slowly retracing the steps which Windthorst had rendered so difficult to take. When the great Chancellor retired, Windthorst had wrung from him all but two of the desired concessions to the Clericals. The Jesuits had not been recalled, and the $4,000,000 of ecclesiastical revenues, confiscated under the "bread-basket" law, had not been delivered up to the Church. Within the last few months, however, the Government has been forced by Windthorst's skillful opposition to yield on these issues, too, and is punishing in the Reichstag and Landtag bills that will bring about shortly the results so long demanded by the Centre.

No better proof of Windthorst's power has been given recently than the fall of Herr von Gossler, Prussian Minister of Public Worship, a few weeks ago. Gossler was described by the Emperor as the "bravest, most unselfish, and most capable Minister of Public Worship that Prussia had had for many years." But Gossler was to Windthorst a hated relic of the hated Bismarck régime. The Clerical leader made Gossler's retirement the condition of his supporting certain Government measures, and Gossler was retired.

Keen, bitter, and uncompromising in politics Windthorst was in private life the most lovable of inoffensive little men. All Germany loved him, his jokes, and his eccentricities. He was affectionately known as the "Pearl of Meppen," the "Little Excellency," and the like. Of all Germany's public men, he was the most popular among German women. "Whoever gets the women, gets the men through them," he often said on his election tours, and he always made his successful canvasses in strict observance of this principle. Windthorst never spoke in public or private without dropping a word or two that lived among the people who heard it. Although somewhat egotistical, he rarely mentioned himself. At the beginning of his long struggle with Bismarck, however, he applied to himself a remark significant of his whole personality. "If you wish to deceive me," he said, "you must get up very early in the morning."

Windthorst went to his death at peace with all the world excepting Bismarck. He could never forgive or forget the roughness and arrogance of the Iron Chancellor in their parliamentary debates, and repeatedly after Bismarck's retirement this otherwise mild and joyous little man remarked bitterly that few things gave him as much satisfaction as the fact that his celebrated call at the Wilhelmstrasse palace had helped to cause the fall of his great political enemy.

SECRETARY ROWAND STRICKEN.

He Helped to Overthrow Mr. Westinghouse and Was Deposed Afterward.

PITTSBURGH, March 14.—A. T. Rowand, who joined with Eastern stockholders of the Union Switch and Signal Company and by voting proxies caused the overthrow of George Westinghouse, Jr., and his friends at the recent annual meeting, is lying dangerously ill at his home. Mr. Westinghouse was in New York at the time of the meeting, but took the first train for home. A conference with the new Board resulted in Rowand being deposed and the election of E. H. Goodman of Boston as President of the company. When Mr. Rowand was notified of the change he fell unconscious to the floor. He was removed to his home, where he now lies in a critical condition. It is said he was stricken with apoplexy.

Mr. Rowand was formerly Secretary of the company. By the terms of the new agreement he is to be Vice-President at a nominal salary. This afternoon Mr. Westinghouse issued a statement in which he says no adequate financial plans seem to have been made by the new Board to carry on the business and to provide for maturing paper. He feels, he says, that he has now been freed from all responsibility concerning the management of the business, and naturally cannot and probably will not be asked to give any further advice or help of any kind. In the event of a failure on the part of the new management to protect the credit of the company, there will be required the united efforts of the stockholders to prevent serious losses that will result. The statement concludes: "Mr. Westinghouse, mindful of the possibilities, has already projected a plan for the reorganization of the business of the company, that will guard the interests of all in an equitable manner, should such a course become necessary in order to maintain the business which has been brought to a prosperous condition."

Two Women Going to Bury the Suicide.

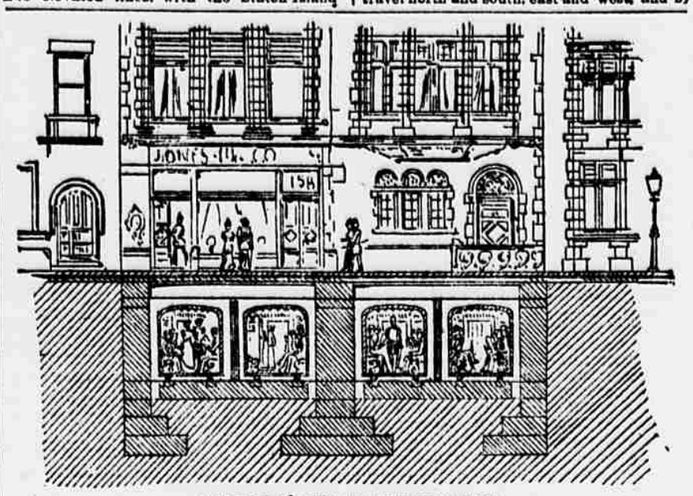
Edward Monks, the travelling salesman for Kaldenberg & Co., who killed himself with a peuknife in the Bellevue lodging house, 340 Bowery, on Thursday night, will be buried in Calvary to-day by some acquaintances, who were getting subscriptions for that purpose yesterday. They are two women. His wife and daughter are supposed to be in Ireland.

SUB-SURFACE RAPID TRANSIT.

The City Railway Company's Plan for Six Tracks Below Forty-third Street.

The plans of the City Railway Company for a rapid transit system as submitted to the Commissioners on Friday are the most complete in detail of any yet presented. Some of the facts and figures presented have an important bearing upon the rapid transit problem as a whole, and are of value in connection with any plan which may be proposed. Prof. Trowbridge's discussion of route and stations was of general interest.

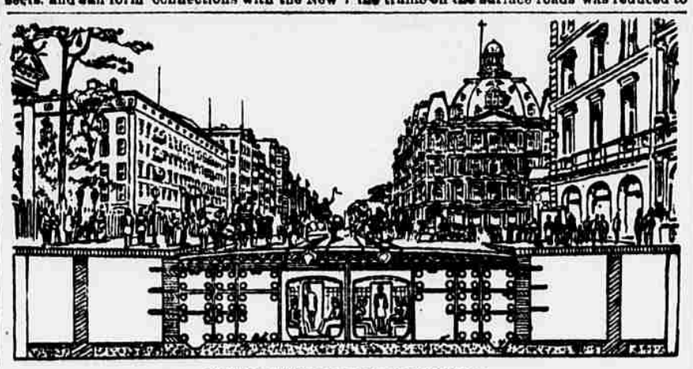
"The proposed southern terminus at the Battery," he said, "will enable close connections to be made with the Broadway and Seventh avenue, Church street and Belt surface lines, with the second, Third, Sixth, and Ninth avenue elevated lines, with the Staten Island Hamilton avenue, Atlantic avenue, and South Brooklyn ferries, and with the Bay Ridge lines connecting with Manhattan Beach. These connections are capable of indefinite extension and variation. It is probable that ferry boats will connect many railway lines with this natural terminus, and that any tunnel connection hereafter made between the Long Island and Western railway systems will establish a connection at this point.



A FOUR-TRACK LINE THROUGH THE BLOCKS

"The Stock Exchange and Wall street district would be served by a station at Broadway. A Cortlandt street station would serve the Pennsylvania and Communipaw ferries. A Chambers street station will serve the Pavonia Ferry and the New England steamboat lines, and should be connected by a subway electric railway of two tracks, running under Chambers street to Park row, to a connection with the Brooklyn Bridge, the Second, Third, Fourth, Dry Dock, Thirty-fourth street, and Bleecker street surface lines, and the New York Post Office. Frequent stations for way trains would accommodate traffic in the very heart of the dry goods district.

"From thence the line penetrates a district which will be greatly developed by the access which the line will afford, and serves the great residential and retail shopping district between Jefferson Market and Thirty-sixth street, within about 200 feet west of Sixth avenue, entering Broadway at the corner of West Thirty-sixth street, from which point the line extends to the Harlem River, as indicated. After crossing the Harlem River the line intersects, and can form connections with the New York Central and Hudson River, the New York City and Northern, the Harlem, the New York and New Haven, and the Suburban Rapid Transit railways, as well as the considerable and increasing population of that important suburb, New Rochelle."



DOUBLE TRACK LINE UNDER BROADWAY.

Regarding the methods of construction of the proposed sub-surface structure, Prof. Trowbridge said:

"The line through the blocks is laid on the solid earth, and rests upon two foot concrete foundations, independent of the foundation walls of the houses, and also independent of each other, as shown in the attached sketch. Under the streets there is a two foot unit foundation, supportive, as for Broadway, six subways, two of which are pipe galleries, and as to Boulevard four subways. The base of the rail is laid nine feet six inches from bottom of the girder, on a longitudinal sleeper of vulcanized oak, set in asphalted felt. The platforms are approached directly from the street by a flight of stairs for the up, and a similar flight of stairs for the down trains, within the station building, the descent being only ten feet, by twenty easy steps, on the standard section.

"The platforms in express stations are arranged between the express and way tracks, so that passengers may exchange from way to express, or express to way trains, as their journey may require, by crossing the platform. At way stations the staircase and platforms are to the right and left of the line, but in other respects identical with the express stations. The shallowness of the excavation possesses three great advantages. First, the fact that a total excavation to the base of the rail of only twelve feet enables the engineer to place his railway over the sewerage system to a great extent, and to place his foundations above the foundations of the houses along the streets, so that they are not at all endangered. Second, that great economies are effected by shallow excavation, as the material is more quickly and cheaply removed, and water either altogether avoided or easily and economically dealt with; and third, that the public convenience is greatly considered in the small number of steps to be ascended."

Col. Hazard presented some interesting figures regarding prospective traffic in justification of the company's estimate of 75,000,000 passengers per annum. He showed by the following table what had been the increase of travel north and south, east and west, and by surface and elevated lines since the elevated roads began operation:

Year.	North and South Surface Lines.	Elevated Lines.	East and West Lines.	Total Movement.
1873	118,257,962	944,025	24,001,466	140,983,743
1874	122,028,392	796,072	27,800,459	150,624,923
1875	131,749,185	929,571	31,107,343	163,737,079
1876	132,296,196	2,012,153	33,019,266	167,341,615
1877	127,753,205	2,011,852	36,034,730	165,747,787
1878	130,975,213	1,326,670	38,803,876	169,105,759
1879	100,949,970	45,945,401	39,770,416	186,665,787
1880	103,592,107	60,941,757	43,410,526	208,444,389
1881	108,888,730	75,585,778	44,740,217	229,215,745
1882	118,033,334	88,301,629	46,110,485	250,510,852
1883	125,817,860	92,124,943	48,221,424	266,164,226
1884	134,572,250	95,755,[illegible]	49,932,033	281,245,342
1885	142,038,237	103,354,729	48,275,647	293,668,613
1886	156,256,035	115,106,501	50,546,131	321,911,727
1887	148,571,084	158,963,232	54,691,395	362,415,611
1888	146,113,182	171,326,789	58,370,615	375,013,586
1889	152,582,513	179,467,433	53,715,314	385,765,260
1890	162,244,408	188,838,892	56,820,482	404,398,522

In analysis of these figure Col. Hazard said:

"The population of the city by the State census of 1875 was 1,041,886, and by the Federal census of 1880, 1,206,577; by the Federal census of 1890, 1,513,501; by the municipal enumeration of 1890, 1,710,715, the percentage of increase being from 1875 to 1880 15 per cent., and of traffic 26 per cent., and from 1880 to 1890 (municipal enumeration) 41 per cent., and of traffic 68 per cent. It will be seen that traffic now increases twice as rapidly as population in a constantly increasing ratio.

"Prior to 1884 the maximum number of passengers carried by the surface lines was in 1876, when they transported 132,209,166 passengers. In the following year they began to lose business in consequence of the opening of the first sections of the elevated roads, the full effect of which was not felt until 1879, when the traffic on the surface roads was reduced to 100,949,970, although the total travel was 12,673,252 greater than in 1876. In the next year, although the elevated roads show an increase of 33 per cent., the surface roads carried nearly 5,000,000 more passengers than in 1875, since which time both surface and elevated lines show a steady and rapid increase. In 1884 the surface roads had again attained their maximum figures, while the elevated roads carried 96,701,450 passengers, demonstrating that the entire number carried by the elevated roads was the natural increase of traffic for eight years. During the first two of these years there was a falling off in the total travel, and the business in 1878 was 4,000,000 less than in 1876. The increase, therefore, dates from the commencement of the year 1879, making the period six instead of eight years, about 17,000,000 per annum.

Col. Hazard urged two or three additional alternative suggestions to Prof. Trowbridge's plan for a four-track line through the blocks. He particularly advocates a two-track subsurface line under Broadway to Forty-third street. He also suggests instead of an underground line on the Boulevard, between 120th and 134th streets, an ordnamented viaduct which would enable the company to maintain a grade of 1½ per cent.

COMMODORE GERRY APOLOGIZES.

His Society Doesn't Approve of Mr. Stocking's Remarks to Justice Hogan.

Commodore Gerry, President of the Society for the Prevention of Cruelty to Children, came down to the Tombs Police Court yesterday morning and did what he said he had never had to do before. It was to offer an apology for Assistant Superintendent H. E. Stocking's remarks to Justice Hogan on Tuesday last about the case of Giuseppe Assonco of 170 Watts street, who had been arrested for allowing his ten-year-old son Antonio to be out selling papers at 10 o'clock on a rainy night. Justice Hogan asked Mr. Gerry into his private room. Mr. Stocking was there, looking very shamefaced.

"I almost regret," said Commodore Gerry to the Justice, "that you did not hear what I had to say in the other room, for I came here to offer a public and distinct apology on behalf of the society. I will not say for the intemperate, but for the unfortunate, remarks that were made here the other day by one of the society's representatives. The officers of the society are officers under the penal code, and it is their duty at all times to respect the bench. Whatever personal feelings an officer may entertain, he is never justified in publicly exhibiting them in a court of justice. Such an exhibition is disrespectful, not only to the bench, but to the people who are represented by it."

Commodore Gerry then said that Assistant Superintendent Stocking's record had been good, and he thought that his action was due to a mistake in judgement. The boy's father, he thought, should be instructed as to the law. If it was his first offence, and let go.

Justice Hogan then made a statement. He recounted the details of the case minutely, as it had been presented to him. He said he had called the boy behind the desk and questioned him. He had found that the boy was one of a family of six children, the oldest of whom was 14.

"It is not the first time," said the Justice, referring to Assistant Superintendent Stocking, "that the official has acted in that way. And when such things occur one after another, as they have occurred, I think it is time they were stopped. I had the father instructed in this case as to the law."

Commodore Gerry then said that the society owed a great deal to the judiciary. All that it appeared necessary to do had evidently been done in this case. Then, in order to clinch matters, Justice Hogan had the father instructed once more through an interpreter as to the law. He was then let go.

THE STATION TO BE PUT BACK.

All But One Objecting Property Owner Consents to Its Restoration.

The residents of the neighborhood of 121st street and Second avenue are happy in the belief that the elevated railroad station at this point, which was removed last December, is about to be replaced. At present the nearest elevated railroad stations on the Second avenue road are at 127th street and 111th street. The old station was removed because several suits were brought against the company by property owners in the vicinity. As might have been expected, the removal of the station has done more damage to surrounding property than the station could possibly have done.

The railroad company received a visit from a committee who represented a large proportion of the residents of the neighborhood and were anxious to have the station replaced. The company told the committee to secure the consent of the property owners, who might otherwise bring more suits.

The committee report that they found only one stubborn property owner. He is James F. Martin, who owns a house near the southeast corner of the avenue. He has a suit pending against the company, and naturally does not care about going on record as asking for the renewal of an obstruction which he claimed damaged his property.

The company promised the committee to replace the station and fight the single objecting property owner.

A BRAKE BEAM FELL ON THE TRACK.

Two Men Killed in the Wreck of the Next Train that Came Along.

PHILADELPHIA, March 14.—General Superintendent I. A. Sweigard of the Philadelphia and Reading Railroad received information this morning that Engine 393 and six cars on the second section of Train No. 74 were wrecked last night about 9½ o'clock, near Beaver Valley, nine miles from Catawissa. The engineer, John Fisher, and Fireman James Wood were killed, and Brakeman Clinton Harder had his leg broken. The accident was caused by the cowcatcher of the engine striking a brake beam which had fallen from a preceding train, and which lay upon the track, where it was caught between the main track and the switch rail. The engine and four cars went over a retaining wall fifty feet high. The track was cleared at 8:10 o'clock this morning.

Le Boutillier Bros.

14th St.,

BET. UNION SQUARE & 5TH AVE.,

OFFER IN THE LATEST STYLES OF SPRING

JACKETS AND **SUITS,**

REEFER JACKETS, HIGH SHOULDERS, DOUBLE BREASTED, ROLLING COLLAR, IN HANDSOME CHECKED CLOTH, MADE TO SELL AT $7.50,

$5.00.

JACKETS, IN EITHER REEFER OR BLAZER CUT, WITH GOLD OR SILVER BRAID TRIMMING, MADE TO SELL AT $10,

$7.50.

SPRING SUITS, LADIES' CLOTH IN TANS, GRAYS NAVY, BLACKS, &c., &c.; PLAIN SKIRT FRONT, FAN BACK, REVERE SILK IN WAIST, MADE TO SELL AT $20,

$13.50.

VERY ELEGANT PARIS CLOTH JACKETS, IN LIGHT TANS AND GRAYS, FINEST QUALITY OF LININGS AND TRIMMINGS, $15.00 TO $30.50; MANUFACTURED TO SELL AT $25.00 TO $65.00.

NOVELTIES IN CLOTH CAPES.....$5 TO $35
NOVELTIES IN NEWMARKETS.....$5 95 TO $25
TEA GOWNS.....$1.95 TO $25.00

14th St.

Daniell & Sons

IMPORTING RETAILERS.

HAVING PURCHASED THE ENTIRE STOCK OF A CHINESE IMPORTING HOUSE AT A RIDICULOUSLY LOW PRICE, WE SHALL OFFER TO MORROW

Fifteen Thousand Yards

OF

GENUINE SHANGHAI SILK,

IN WHITE ONLY,

AT LESS THAN HALF REGULAR PRICE.

THESE GOODS ARE PARTICULARLY ADAPTED FOR UNDERWEAR AND ALL WASHING PURPOSES.

Extra Wide Widths.

(PIECES RUN 15 TO 40 YARDS.)

MANUFACTURERS' ATTENTION CALLED TO THIS LINE OF GOODS.

IN ADDITION TO OUR LARGE ASSORTMENT OF FANCY SILKS FOR THE COMING SEASON, WE HAVE ADDED AN EXCLUSIVE

NOVELTY IN BENGALINE,

THIS MOST POPULAR SILK AND WOOL FABRIC, IN A STRIPE AND SPOT EFFECT, IN THE MOST FASCINATING SHADES.

SPECIAL BARGAINS IN IMPORTED

TAFFETA SILKS,

IN PLAIDS, CHECKS AND SHADOW EFFECTS, FOR UNDERSKIRTS AND LININGS.

BROADWAY,

8th and 9th Sts., New York.

MR. AND MRS. HARVEY AT ODDS.

Mrs. Harvey Pays a Fine Promptly in Spite of Her Story of Want.

James J. Harvey of 342 West Twenty-third street is employed at 220 West Forty-fifth street as butler by John V. O'Donohue, the coffee merchant. He is a colored man, 27 years old, with side whiskers and moustache and a long nose. He was faultlessly dressed in a dark suit and overcoat and carried a silver-handled silk umbrella yesterday when he faced Justice McMahon in the Jefferson Market Police Court. Beside him stood his wife, Victoria Harvey, her head in bandages and her black silk jacket blood-stained. Both were there to answer charges of disorderly conduct and causing a crowd to collect at Eighth avenue and Twenty-fourth street on Friday night.

Policeman Brady, who made the arrest, said he saw the couple squabbling. The woman was making a great disturbance, and he locked them both up. He was informed by a bystander that the wound in Mrs. Harvey's head had been caused by a pail.

Mrs. Harvey was anxious to relate the story of her life. She has a great command of language. Here is a part of what she said:

"Judge, I would not tell an untruth, so help me, God. That man's my true and lawful husband. He beat and abused me. He promised to bring me home some money Thursday, and as he did not do it, I went out to work to earn some on Friday. I was going home at 11 o'clock in the evening, and passed the Grand Opera House as the people were coming out. Among them I saw this man arm and arm with a white lady. It made my blood boil. I asked him how he could afford to take another lady to the opera if he couldn't give me any money. The lady with him ran away, and he turned round and hit me on the head with his umbrella. I fell down just opposite the Chelsea flats, and three men picked me up and took me to a Chinese laundry to have my head washed. Then the policeman arrested me. Judge, has my husband any right to take a white lady to the opera?"

Policeman Brady contradicted most of these statements. He said that Mrs. Harvey was violent and abusive, and that after he had got her to the police station it took three officers to carry her to a cell.

Harvey denied that he had hit his wife. He had an evening off on Friday and had gone to see "The Stowaway." He met the woman of whom his wife had spoken as she was coming out of the theatre. Mrs. Harvey tried to hit her and he interfered. His wife behaved like a madwoman. She pulled his coat tails and beat him and abused him. He tried to get away and she fell down and cut her head. He could not have hit her with his umbrella because his hands were occupied in carrying his opera glass. He gave his wife $15 on Friday and she had plenty of money.

Mr. Harvey declared that she hadn't a cent, but when Justice McMahon told her that she must go to jail for ten days if she couldn't find $10 she pulled out a well-filled purse. Harvey was also fined $10. Mrs. Harvey paid her fine and then walked out of court. As she passed her husband she waved a $10 note in his face, and told him she would come and see him in jail. Harvey sent for money and paid his fine an hour later.

All Ready to be Fired.

Senator J. Sloat Fassett of Chemung, Chairman of the Hayseed Trust, came to town yesterday and with William M. Ivins, chief counsel of the Trust, at the Mills building, looked over the report of the Trust's doings. It appeared to be satisfactory and will shortly be handed up at Albany for the consideration of the Republican Senate.

D. M. Williams & Co.,

125th St. and 3d Ave.

SPRING OPENING

WEDNESDAY, MARCH 18,

and the remainder of the week. We have decided this season to issue no formal invitations to our Opening, but, instead, to use the columns of the Press as the medium for notifying our Customers, Friends, and the General Public that our Spring Stock is ready for their inspection. We shall make a special display of

MILLINERY,

COMPRISING

Trimmed and Untrimmed Hats and Bonnets,

Flowers, Feathers, Ribbons and Ornaments.

DRESS GOODS AND SILKS.

This department is exceedingly attractive, containing all the latest novelties both in Imported and Domestic Goods.

All departments are replenished with new and desirable goods of medium and fine grades at popular prices.

ORIENTAL CARPETS AND **RUGS.**

NEW INVOICES JUST RECEIVED.

UNIQUE COLLECTION OF

Japanese Cotton Rugs

IN ALL SIZES MOST DESIRABLE FOR SUMMER USE.

CONTINUATION OF

CLEARANCE SALE.

Oriental Thin Window Curtains,

ODD AND SLIGHTLY IMPERFECT, AT 50c., 90c., $1.00, & $4.00 PER PAIR.

A. A. Vantine & Co.,

IMPORTERS,

877,879 BROADWAY

WATERS PIANOS.

IF YOU DESIRE TO PURCHASE THE FINEST-TONED PIANO, MADE CALL AND EXAMINE THE NEW WATERS UPRIGHTS.

THEY ALL HAVE 7¼ OCTAVES, 3 STRINGS TO A NOTE, OVERSTRUNG BASS, FULL IRON FRAME, REPEATING ACTION, FINEST IVORY KEYS, THREE PEDALS, AND EVERY IMPROVEMENT.

PRICES, $275 TO $450 FOR CASH, OR ON INSTALLMENTS OF ONLY $6 AND $10 PER MONTH.

A HANDSOME STOOL AND COVER GIVEN WITH EACH PIANO.

NO CHARGE FOR DELIVERY WITHIN 25 MILES OF NEW YORK.

EVERY PIANO WARRANTED SIX YEARS AND KEPT IN TUNE ONE YEAR FREE.

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134 Fifth Av., near 18th St.

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877, 879 Broadway.

Antique Chinese Porcelains,

Pilgrim Bottles,

VASES,

JARS,

In Cylindrical, Ovoid, and Beaker Shapes.

TURKOIS, PEACOCK BLUE,

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OUR SPRING OPENING

WILL OCCUR ON

Tuesday, Wednesday, and Thursday,

March 17, 18, *and* 19.

A Grand Exposition of New Spring Styles in Trimmed and Untrimmed Millinery, Ladies', Misses', and Children's Costumes, Novelties in Silks, Dress Goods, Dress Trimmings, Parasols, &c., &c.

Bloomingdale Bros.,

Third Ave., cor. 59th St.

A. J. CAMMEYER,

161, 163, 165, 167, and 169 Sixth Ave.,

CORNER 13TH ST.

MASCULINE ATTIRE.

WOMEN WHO FOLLOW THE ATTIRE OF MAN WILL HAVE MUCH CAUSE TO REJOICE AT MY LATEST AND NEWEST PRODUCTION OF A LINE OF LADIES' CALFSKIN, HAND-SEWED, WELT OXFORDS. THEY ARE AN EXACT REPRODUCTION OF A GENTLEMAN'S DRESS SHOES, SUITABLE FOR OUTDOOR USE, YET LIGHT IN CONSTRUCTION, EASY FOR WEAR, AND DAINTY IN LOOKS. WHEN WORN WITH OVERGAITERS THEY ARE NOT ONLY JAUNTY AND SMART, BUT ECONOMICAL.

LADIES' CALF, HAND-SEWED WELT, Heavy Sole, OXFORD TIES, **$3.50**

For graceful and stylish finish these Ladies' Heavy Sole Oxford Ties excel all others.

ALL KINDS OF RELIABLE FOOT COVERING FOR MAN, WOMAN, OR CHILD FOR LESS MONEY THAN SAME GRADE OF GOODS CAN BE BOUGHT FOR ELSEWHERE.

MY NEW SPRING CATALOGUE AND PRICE LIST IS NOW READY, AND IS MAILED FREE ON APPLICATION.

Ladies' English Cloth Tailor-made Overgaiters, $1.

A. J. CAMMEYER,

Sixth Avenue, cor. 12th St.

Largest Credit House in America.

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Mammoth New Quarters,

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A SILVER TRAY FOR STANTON.

Presented in Recognition of His Services as Director of the Centennial Ball.

A complimentary dinner, followed by the presentation of a handsome piece of plate, was given to Edmund C. Stanton, director of the Metropolitan Opera House, at the Manhattan Club last night. The affair was projected by Stuyvesant Fish, the late S. L. M. Barlow, William H. Beekman, W. E. D. Stokes, William K. Vanderbilt, Robert Goelet, S. H. Olin, Gouverneur Morris, Edgerton L. Winthrop, and William Jay, who, together with Mr. Stanton, were members of the Entertainment Committee of the Washington Centennial ball, given April 29, 1889.

In appreciation of his valuable services on that occasion his fellow members of the committee decided to present him with some testimonial. It was felt that Mr. Stanton would decline to receive a financial offering, and it was therefore decided to choose some other means of expressing their recognition of his able management.

Mr. W. E. D. Stokes was deputed to select some suitable gift. He decided upon a magnificent silver tray, and gave the order to Tiffany & Co. The work, which has taken many months to complete, was done largely under his general direction, and is one of the finest specimens of the silversmith's skill.

The plate is massive, nearly three feet long and two feet wide, while the chasing is exquisite and the engraving artistic in the highest degree. To Mr. Stokes almost as much as to the silversmith, does the credit of evolving such a handsome piece of work belong.

Who Threw the Missile?

George Craven, aged 25 years, of 169 East 114th street was committed without bail in the Harlem Court yesterday to await the result of injuries inflicted upon 11-year-old Arthur Maeser, who lives at 156 East Eighty-seventh street. The boy was struck by a heavy bit of iron broken from an old wagon tire, which was thrown at him. Craven is accused of throwing the iron. He says he is not the culprit. He is a teamster.