TYNDALL'S PHILOSOPHY.

ITS RELATIONS TO RELIGION AND ITS THEORY OF THE ORIGIN OF LIFE.

NOT ALL THE FAMOUS PROFESSOR'S OPINIONS TO BE ACCEPTED—THE BELFAST ADDRESS—IMPORTANCE OF THE STUDY OF THE CORRELATION OF FORCES.

To the Editor of The Tribune.

Sir: The letters of your London correspondent, Mr. Smalley, are always interesting as well as instructive reading, coming as they do from a most intelligent observer who has mastered the art of stating his views in a way to command respect and usually assent, and his two letters on Professor Tyndall are no exception to the rule. With what he has to say in praise of Professor Tyndall, both as a man and a scientist, I heartily agree. Although profoundly dissenting from some of his conclusions, I do so without animosity, and with nothing but admiration for his purely scientific work. Nothing can be further from the truth than the notion that either religion or metaphysics has anything to fear from the progress of physical knowledge. Nothing is to be feared in the matter but the misunderstanding of either physical or metaphysical truths. If the doctrine of the correlation of forces could have been carefully studied by Professor Tyndall's theological opponents in the essays on that subject in "Fragments of Science" before writing their strictures on the Belfast address, they might have written with less acrimony but with more intelligence; and by having some knowledge of his real position they would have been able to substitute refutation for denunciation, much to the advantage of their own cause, while we might have been spared some items of misinformation regarding Professor Tyndall's alleged changes of position which have been sprung at not too long intervals upon an unsuspecting public by the religious papers; and we might also have been spared some illegitimate deductions which have been accepted in high quarters as genuine scientific dicta—as for example when a distinguished theological professor, in a work on "The Philosophical Basis of Theism," after showing how impossible it is to interpret mental phenomena in terms of mechanical law, proceeds to quote with approval from Lange's "History of Materialism" a restatement of a position of Dubois Reymond to the effect that a mind which should know for a very short period of time the positions and movements of all the atoms in the universe would be in a position to deduce from these by the application of purely mechanical principles the whole past and future, down to such particulars as the wreck of the steamer President or the identity of the Iron Mask—teaching, that is, that the course of human history could be predicted upon principles which are confessedly inapplicable to mental phenomena.

Upon purely scientific questions Professor Tyndall's opinions were of great weight, and the reasons upon which they were based were usually so clearly stated as to leave the reader no alternative but to adopt them. A great example is his reluctant but decisive condemnation of the doctrine of spontaneous generation. Another is his essay on "The Constitution of Nature," the leading object of which was to correct the error into which so many theological writers have followed Faraday, of supposing that gravitation forms an exception to correlation. To read this essay is to bid farewell to the delusion which it exposes, and which has often done duty in the writings of theologians as a bar to the universal application of correlation.

But it does not follow that all of Professor Tyndall's opinions are to be accepted. Not every dictum of even the most eminent man of science is a scientific dictum. Science is not an ipse dixit of any man, and however sincerely Professor Tyndall may have believed in his anti-theological positions, which may be said to have culminated in the Belfast address, and however sincerely he may have intended that address to mark a revolution in the relation of science and its devotees to the rest of the world of thought and thinkers, the more we study his own writings on the subject the more shall we be convinced that the intention was not realized.

It is to be regretted that Mr. Smalley does not mention the name of "the chief lay authority who speaks so confidently of the bearings of the doctrine of evolution on the beliefs that have influenced humanity from the beginning"; to be regretted, however, not because the name of the author would have added the necessary element of accuracy to the remark so much as that it would have given completeness to one more example of the incapacity of the learned world to comprehend the principles underlying the Belfast address. Let us look at this point for a moment. Says Professor Tyndall in a passage just preceding the celebrated avowal of belief in the mechanical origin of life which characterizes materialism:

"But the anthropomorphism which it seemed his (Mr. Darwin's) object to set aside is as finely associated with the creation of a few forms as with the creation of a multitude. We need clearness and thoroughness here. Two courses, and two only, are possible. Either let us open our doors freely to the conception of creative acts, or, abandoning them, let us radically change our notions of matter. If we look at matter as pictured by Democritus and as defined for generations in our scientific text-books the absolute impossibility of any form of life coming out of it would be sufficient to render any other hypothesis preferable. But the definitions of matter given in our scientific textbooks were intended to cover its purely physical and mechanical properties, and, taught as we have been to regard these definitions as complete, we naturally and rightly reject the monstrous notion that out of such matter any form of life could possibly arise."

To set up as an authority, either lay or other, in the matter without taking this passage into account is to reckon without one's host—to solve a problem without considering its most essential factor; but whoever does take this passage into account will find some surprising implications in it to the believer in evolution. Let us look at some of them. Any definition of matter to be permissible to Professor Tyndall must de deducible from the correlation of forces; but unless we can find other than purely physical and mechanical properties in matter, "we naturally and rightly reject the monstrous notion that out of it any form of life could possibly arise." How, then, can Professor Tyndall believe in the material origin of life? No property of matter could be amenable to correlation except by the fact of being physical and mechanical. How, then, can the indispensable emendation be made? Or how could we identify any property as belonging to matter except by the fact of its being physical and mechanical? On the very face of the matter this supposed menace to theology imposes upon materialism the fatal necessity of either transcending correlation or abandoning the field; and to transcend correlation is to abandon its argument, the sole contention of which is the sufficiency of mechanical laws to explain the facts. Again, the reprobated definition is that of Democritus and the text-books, but the five propositions in which Democritus imparts to us his notions regarding matter are said in the earlier portion of the address to be "a fair general statement of the atomic philosophy as now held"—the atomic philosophy being described at another point as "a fundamental conception apart from which it may be doubted whether a theory of the material universe would be capable of scientific statement." It is, of course, implied that Professor Tyndall had formulated the emendation of the current definition of matter, without which evolution would be "a monstrous notion, which we naturally and rightly reject," but when or where? When challenged here, he could only specify the molecular forces as the requisite ultra-physical and ultra-mechanical properties; but the molecular forces are themselves physical and mechanical properties of matter differing from any other properties "only in the smallness of the masses and the complexity of the processes involved" in their operation.

In due course of time after the delivery of this celebrated production it was revised for publication, and there was published along with it as thus revised the essay from "Fragments of Science" on "Scientific Materialism." An important feature of the revision was a change of the language above quoted, with a view to eliminating the glaring contradiction which it contains. The contradiction is not removed, though stated in less glaring terms than before. The purpose of the essay is to set forth as the view of the best scientific thinkers the same mechanical theory of life which the address had pronounced "a monstrous notion." The American publishers of Professor Tyndall's works when inquired of as to whether the two were published together on Professor Tyndall's motion or on their own, replied that the essay was appended to the address for the purpose of explaining more fully and decisively his exact position than there was room to do in the address; and not long afterward there was published a fifth edition of "Fragments of Science," in which were included, along with the revised address, a number of essays of the same import as the one mentioned, each of which was commended to the attention of the reader as a further development and defence of the address, which contradicts them. The queer impression has somehow gained currency that Professor Tyndall established at Belfast a new departure in thought, which somehow menaces the permanency of the theological conception of the world. No attempt has been made to reconcile this impression with the passage above quoted and the contradictions with which it is associated, nor is it likely that any will be made; but it is extremely likely, judging from the past, that theologians will continue to assert as their Ultima Thule of contention that the position of the Belfast address is an unproven hypothesis, it being in their power to show, if they would but condescend to study the correlation of forces, that the theory of the mechanical origin of life is not simply unproven, but disproven, by that widest generalization of modern science.

Much has been said about the necessity of a higher education in philosophy, in order to defend metaphysics and the spiritual theory against the encroachments of physical science, but the history of the Belfast address, and of Mr. Spencer's philosophy, of which it has been regarded as an espousal, would seem to show that the higher the educated in philosophy, the less likely is any true conception of the principles involved, and consequently any true solution of the problem. As things now stand, philosophy must begin not with introspection, but in the study of the correlation of forces. Beginning there, however, it does not end in materialism, as is foolishly supposed, but in a rational foundation of the spiritual theory as an indispensable basis of any true theory of causation; in the necessity of spiritual causes to incite and determine the activities of material causes. Having learned this by the study of human activities, in the light of this fundamental generalization of physical science, we shall see the futility of either scientist or theologian warning the other off the field of cosmological theory; and that the two jurisdictions are supplementary and co-ordinate, not rival or hostile, and that neither can solve the problem from a point of view which excludes the other. Let us by all means honor the memory of Professor Tyndall, the man of true science; but let us not be misled into erecting erroneous deductions into canons of science. Facts or principles misunderstood are not science, even with the indorsement of no matter how eminent authorities.

New-York, Feb. 23, 1894. S. H. WILDER.

THE BLACKWELL'S ISLAND ABUSES.

A STATEMENT FROM DR. LE BOUTILLIER—HIS COMMENT ON MR. OELRICHS'S ASSERTIONS.

To the Editor of The Tribune.

Sir: Will you kindly insert the following statement in regard to the letter of Mr. Oelrichs, printed in to-day's Tribune, and allow me to correct a date in the interview with me published on Sunday. I said that from personal observation I was then unable to state that the abuses still existed, as I had not visited the island since January 29. The date of my resignation was February 2.

Mr. Oelrichs's letter says that "either your reporter has got it all wrong, or Dr. Le Boutillier is stating a deliberate falsehood," quoting from the interview as follows: "I am not surprised at the failure of the Grand Jury to find a case against the department, for they did not get information which would lead to such a finding. When they questioned me they did not make inquiries so as to call from me what I knew about the institutions." If the first paragraph is untrue, and the Grand Jury did get the evidence, why did they not find a case against the Department of Charities and Correction?

In regard to the second paragraph, the questions asked me were so framed as to prevent my placing as evidence before the Grand Jury the facts in my possession, supported by documentary proofs which I had with me, but saw no way of introducing.

The letter of Mr. Oelrichs, having raised this question of veracity, goes on to say that I was not subpoenaed. To this I beg leave to reply not only that I was subpoenaed, but if Mr. Oelrichs did not know it the following courteous note from him makes it appear that he did:

"Monday, Feb. 19, 1894.

"Dr. W. G. Le Boutillier:

"Dear Sir: You have probably been served with a subpoena to attend before the Grand Jury to-morrow (Tuesday) in the matter of Blackwell's Island abuses.

"If it suits your convenience to come before that body on Wednesday instead of Tuesday, I should prefer it, as the latter day is liable to be crowded with the regular prison offenses, and I would like to give the matter exclusive attention.

"If, therefore, you can come on Wednesday, say at 12 o'clock, you may ignore the subpoena for Tuesday and consider it active for the following day.

"Your convenience should have been consulted before the subpoena was issued, which omission is perhaps my oversight. Very truly yours,

"Signed HERMANN OELRICHS, "Foreman Grand Jury."

I regret exceedingly that any controversy of this sort should have been raised, as a further acquaintance with the supplementary report of the Grand Jury makes it appear that the jury saw overcrowding enough, although they failed to appreciate the connection between overcrowding and a heavy death rate. WILLIAM G. LE BOUTILLIER, M. D.

New-York, March 5, 1894.

A GOOD DEMAND FOR BOOKS.

PUBLISHERS SAY THAT THE HARD TIMES HAVE AFFECTED THEM LITTLE.

COLLECTIONS ARE SLOW FROM RETAIL DEALERS, BUT THE ORDERS HAVE NOT FALLEN OFF MUCH—NEW PUBLICATIONS SELL READILY.

Perhaps it is a tribute to the taste of the American people that the business of the book publishers has not felt the business depression so severely as have many of the trades which deal with articles usually reckoned more strictly useful. Representatives of several of the leading publishing houses in the city, when seen yesterday by a Tribune reporter, said that the demand for books had been little decreased, although collections were not being made as rapidly as usual.

John Harper, of Harper Brothers, said: "I cannot compare with any exactness the trade of this year with that of former years without a careful examination of our books. The hard times have probably had some effect upon us, but my impression is that the effect is very small. My feeling is that our orders have been as large as usual. Collections are slow. We have had to be extremely lenient with many of our customers. General Wallace's book, 'The Prince of India,' has had a large sale and kept us pretty busy. Our trade does not vary much from one year to another, and I have noticed no marked difference lately."

Charles Scribner, of Charles Scribner's Sons, said: "We have felt the prevailing depression in a general way. The demand for new books seems to be as great as ever. In fact, the demand for new books is seldom influenced by the general condition of trade. If a publisher is lucky enough to get out a book that 'takes,' it sells any way. The principal falling off has been in the trade in standard works. People have not bought for libraries and collections as freely as in better times. Our experience is that the books which people want to read have been bought as freely as ever, but those which they merely wish to have in their homes they have not been buying much.

"The number of failures among the retail dealers has been unusually great. Still, it has been usually the smaller dealers who have failed, and we have lost very little in that way. There is a maxim in the trade that the book business is the last to feel hard times and the last to recover from them. I am sure that I do not know upon what the maxim is based. The publishers feel the hard times, of course, but not as sharply, I suppose, as the drygoods and jewelry dealers.

"The book trade is being condensed more and more each year into the holiday months. The retail dealers do their buying for the holidays in August. The hard times had just begun last summer, and the retail dealers gave their usual orders in the hope that business would soon revive. Consequently, the wholesale trade last year was comparatively little affected. What it will be the coming summer I cannot say, but I see little prospect of a general revival of business."

Daniel Appleton, of D. Appleton & Co., said: "In the autumn general business was fair. For the first two months of 1894 our business has been as good as in any year for the corresponding period, but it is, of course, too early to know definitely how the year will turn out."

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REAL ESTATE.

BUSINESS AT THE EXCHANGES.

The feature in the real estate market yesterday was the active sale at auction of small houses, for which there seemed to be an excellent demand. William Kennelly offered under foreclosure No. 327 to 339 West Fifty-first-st., seven three-story, brown-stone dwellings, on lots about 18x100. No. 327 brought $17,500, from E. Ellen; No. 329, $17,000, from Thomas Smith; No. 331, $16,250, from Thomas Stokes; No. 333, $16,250, from B. J. Costello; No. 335, $16,300, from Thomas Stokes; No. 337, $16,750, from John Mindel, D. A. Show; No. 339, $16,500. The same auctioneer offered No. 241 Pearl-st., running through to and including No. 16 Cliff-st., a four-story brick building, on a lot 28.10x155, irregular. It brought $80,100, from Ruland & Whiting. The same auctioneer offered the southwest corner of Madison-ave. and Ninety-fifth-st., a seven-story brick flat, on a plot 42.9x100; sold to plaintiff for $51,619.

R. V. Harnett Company offered under foreclosure No. 46 West One-hundred-and-thirty-second-st., five-story flathouse, on a lot 25x100. It brought $22,245 from the plaintiff. No. 48, adjoining, went for $24,179, also to the plaintiff. The same auctioneer offered eleven three-story houses, on plot 186.10x99.11, on One-hundred-and-forty-second-st., east of the Boulevard. They brought $175,797 from the plaintiff in the proceedings. The same auctioneer offered No. 5 West One-hundred-and-thirty-second-st., five-story brick tenement, on a full lot. It brought $23,133 from the plaintiff. No. 8 West One-hundred-and-thirty-third-st., a similar property, sold for $25,068, and No. 10, adjoining, sold for $23,133, all to the plaintiff in the proceedings. Three three-story stone-front houses standing on a plot, 50x100, on One-hundred-and-forty-ninth-st., west of Amsterdam-ave., brought $9,076 each from the plaintiff. Peter F. Meyer offered No. 1,562 Madison-ave., a five-story brick flathouse, on a lot 19x70. E. G. Boch was the buyer for $14,500. A favorable feature of the market was the gradual sale by builders of all their finished houses. Slawson & Hobbs have sold for J. J. Egan to Albert Pross, No. 231 West Seventieth-st., a three-story brown-stone dwelling, lot 18x55x100, for $25,000. Eugene A. Philburn has sold to Charles Laue the northwest corner of Thirty-eighth-st. and Second-ave., plot 69x100 and 25x98.9, for about $70,000. Mr. Laue will erect three flathouses on the plot. Slawson & Hobbs have sold for E. Tipping a four-story brown-stone house, No. 144 West Seventy-sixth-st., to J. R. Waters; terms private.

The Coffee Exchange has filed plans for its new nine-story office building, to be erected at No. 113 to 117 Pearl-st., and No. 66 to 70 Beaver-st., at a cost of $213,000.

Max Wolf has transferred to Barney Goldman, at $44,750, Nos. 5 and 7 Norfolk-st. Fred. Mayer is to build two five-story brick flathouses, costing $46,000, at Nos. 227 and 231 East Twenty-fifth-st. Isaac H. Carey is to alter Nos. 105 and 107 Chambers-st. to a five and one-half story brick store office-building, at a cost of $10,000.

Frank L. Fisher has sold for James G. Putman four houses, four-story brown-stone, 20x60x102, for $160,000, and also for A. E. Beach fifteen lots on One-hundred-and-twenty-second-st., south side, 250 feet west of Seventh-ave., for $185,000. Purchasers' names of the properties are withheld for present.

REAL ESTATE TRANSFERS.

57th-st, n s, 78 ft e of 2d-ave, 22x100; William J Gibson, referee, to Antony Wallach	$14,600
75th-st, Nos 327 and 329 East; Nicolaus Karatsongi and another to Paulina Dubs and another	31,000
Madison-ave, n w corner of 116th-st, 60x110; Frances K Lapman and another to Frances Stevens	70,000
102d-st, n s, 150 ft e of 3d-ave, 25x100.11; William G Graeber and wife to Moses Rosenblatt	20,000
101st-st, n s, 513 ft e of 1st-ave, 100x201.10, and other property; Richard Kelly and wife to E Shuttleworth	35,000
3d-ave, e s, 22 ft n of 116th-st, 26x65; Susan B Loughran and another to Mary E Clark	29,500
Columbus-ave, n e corner of 102d-st, 25.11x75; H Schwerin and wife to Samuel Winters	45,000
116th-st, n w corner Lenox-ave, 200x201.10; the Metropolitan Traction Co to Lexington-ave and Pavonia Ferry R R Co	218,794
101st-st, n s, 200 ft e of Columbus-ave, 50x100.11; Wm H Scott to Margaret Courtney	36,000
Trinity-ave, e s, 200 ft s of 161st-st, 25x102.6; Adolph Kuehnel and wife to C Busath and wife	4,000
Crosby-st, No 151; Chas A King and another, executors, etc, to Lillian M O'Connor	46,250
25th-st, n s, 150 ft w of 3d-ave, 165x197.5; the Metropolitan Traction Co, N Y, to Lexington-ave and Pavonia Ferry R R Co	242,802
56th-st, n s, 137.6 ft w of 8th-ave, 19.2x100.5; Rosa James to Alice E Myers	12,300
93d-st, n s, 266 ft e of 9th-ave, 16.8x46; Chas W Dayton, referee, to James E Hines	12,400

RECORDED MORTGAGES.

Barnett, Samuel, and wife to Seaman Solomon, No. 214 East 114th-st, 3 years	$4,000
Brown, Mary A E, to John Motter, n s 57th-st, w of 9th-ave, 5 years	10,000
Busath, Charles, and wife, to Adolph Kuehnel, No 843 Trinity-ave, 6 years	1,550
Butterworth, Helen, to Seaman's Bank for Savings, No 36 East 35th-st, 1 year, 2 mortgages	55,000
Bellheim, Anna, to Charles H Spitzner, No 210 East 25th-st, 5 years	25,000
Costello, Margaret, and husband to German Savings Bank, n s 46th-st, w of 10th-ave, 1 year	5,000
Courtney, Margaret, to United States Trust Company, n s 101st-st, e of 9th-ave, 2 mortgages	26,000
Chase, Frank, and wife to Sarah Kenyon, No 411 West 33d-st, 1 year	1,500
Doremus, David, executor, to Edwin Reynolds, No 233 East 86th-st, 1 year	1,500
Dubs, Paulina, to Nicolaus Karatsongi and another, 329 East 75th-st, 3 years	2,000
Ellsworth, Louis, to Isaac Wallach, trustee, s s Tremont-ave, e of Vanderbilt-ave, 2 mortgages	12,500
Hynes, James E, to Francis S Ford, n s 93d-st, e of 9th-ave, 3 years	6,000
Haber, Louis, and wife, to Joseph Baldus, 28 Thompson-st, 3 years	6,500
Johnson, George F, and wife, to Greenwood Cemetery et al, Brook-ave, n w cor 150th-st, 3 mortgages	59,500
Kerwin, Andrew J, and wife, to Benjamin Ottman and another, n s 82d-st, w of Columbus-ave, 4 mortgages	145,000
Meyer, Nellie, to Henry L Sprague, n s 72d-st, w of 9th-ave, 3 years	32,000
Myers, Alice E, to William P Rose, n s 56th-st, w of 8th-ave, 5 years	7,500
O'Connor, Lillian, and another to Irving Savings Institution, Houston-st, n e cor Crosby-st, 2 mortgages, 1 year	40,000
Stevens, Frances, and husband to Julius Lipman, Madison-ave, n w corner of 116th-st, 2 mortgages	147,500
Shuttleworth, Edwin, to Richard Kelly, n s 101st-st, e of 1st-ave, 2 mortgages, 2 years	28,000
Springer, Bernat, and wife to Florence Joseph and another, n s Stanton-st, e of Attorney-st, 2 mortgages	12,375
Tilden, George H, and wife to the Tilden Trust, n s 19th-st, e of 4th-ave, and other property, 1 year	10,000
The corporation of First Baptist Church to Title Guarantee and Trust Co, Boulevard, n w corner of 79th-st, 3 years	10,000
The New-York Retail Grocers' Union to Walter C Tuckerman and another, s s 57th-st, e of Lexington-ave, 3 years	45,000
Vance, Margaret, to William F Vance, 519 3d-ave, 2 years, 2 mortgages	20,000

Auction Sales of Real Estate.

RICHARD V. HARNETT & CO., AUCTIONEERS, WILL SELL AT AUCTION, THURSDAY, MARCH 8, At 12 o'clock noon, at the New-York Real Estate Salesroom, 111 Broadway (COURT OF COMMON PLEAS PARTITION SALE), ESTATE OF THOMAS J. MONROE. 2,271 & 2,273 3d Avenue, NEAR 124TH ST. 124th St., near 3d Ave., 5-STORY BRICK HOUSE AND 5 LOTS. 82 Essex St., NEAR BROOME ST., 25x100 FT. LUCIUS OUDIN, Esq., Referee, 4 Broadway. BOOHAEM, HAMILTON & BECKETT, Esqs., Pl. Attys., 169 Broadway. CHARLES A. HAMMER, Esq., Atty., 280 Broadway. COUDERT BROTHERS, Esqs., Attys., 68 William St. SULLIVAN & CROMWELL, Esqs., Attys., 45 Wall St. JOSEPH O. BROWN, Esq., Atty., 76 Nassau St. Maps at Auctioneers', 71 and 73 Liberty St.

Furnished Houses To Let—Country.

BAR HARBOR, Maine. FOR RENT FOR THE SEASON OF 1894, one of the most desirable cottages at Bar Harbor, Maine. For particulars address 1,711 Connecticut-ave., Washington, D. C.

AT EAST HAMPTON.—To rent fully furnished for season of 1894, superb villa; newly built and handsomely decorated and furnished, one of the finest country seats on Long Island; spacious parlors, piazzas, halls, staircases, drawing and dining rooms; 10 bedrooms, bathroom, laundry, etc.; lawn and vegetable garden; ocean view. For photographs and particulars, apply to OLCOTT & OLCOTT, 4 Warren-st., New-York.

Country Property For Sale.

BERKSHIRE FARM, near Great Barrington, Mass.—80 acres; cuts 50 tons hay; house 12 rooms; ample buildings, new; orchard, 400 trees; running water; price, $8,000; worth, $15,000. Owner, H. H. THOMPSON, 258 Canal-st.

FOR SALE.—Beautiful country seat, consisting of large, substantial brick dwelling, 30x40, addition, 18x24, with modern conveniences, containing 12 rooms, four acres of land, stable and carriage-house, situated two miles or fifteen minutes from depot, New-Brunswick, N. J.; price, $12,500; land adjoining can be purchased; also farm of seventy-three acres, situated immediately at Franklin Park station, on the Penna. Railroad; good dwelling house and necessary outbuildings, good farm land; price, $5,000. All sold to close an estate. Terms easy. Address L. TOTTEN, Real Estate Broker, New-Brunswick, N. J.

Country Property To Let.

A FEW DESIRABLE modern country houses to lease in a most beautiful, healthful resort, SHORT HILLS, N. J. Dwellings constructed to suit purchasers; vacancies have all improvements, sanitary appliances, furnaces, open fireplaces. Sewage system complete before houses erected; pure water; gas; excellent sidewalks; roads; churches; schools; casino; no village nuisances; moderate rents; 40 minutes from New-York, D. L. and W. R. R. Address Box 8, Short Hills, N. J. Office over station.

A DELIGHTFUL SUMMER RESIDENCE at Ridgefield, Conn., to rent from August 1 to November 1; contains 10 bedrooms and bathroom; butler's pantry and laundry; stable room for ten horses. Address ALEX. FISHER, Box 535, P. O., New-York.

Out of Town Property For Sale.

INVESTMENT PROPERTY. INVESTMENT PROPERTY. A fine business block, modern brick and stone, all under rental, in a nearby suburban town, will be sold on the basis of 8 per cent. net income. The property is of a kind that is bound to appreciate, and is specially suited to an estate where income must be certain. Price of equity, $30,000. For full particulars address JAMES RODGERS, Trustee, P. O. Box 143, N. Y.

Furnished Apartments To Let.

HOTEL GRENOBLE APARTMENTS. Completely furnished Apartments, seven rooms and bath. Apply OFFICE, HOTEL GRENOBLE, 56TH-ST. AND 7TH-AVE.

To Let For Business Purposes.

OFFICES FOR RENT. Reduced Rates.

Because of our removal to the new MUTUAL RESERVE BUILDING, corner Duane and Broadway, we have two floors (2) of offices to rent, at reduced rates, in the POTTER BUILDING, 38 Park Row—about sixty rooms—which will be rented either singly or in suites. Apply MUTUAL RESERVE FUND LIFE ASSOCIATION, 38 Park Row.

We have ALSO several floors still remaining unrented in our new MUTUAL RESERVE BUILDING, 14 STORIES, ABSOLUTELY FIREPROOF, BROADWAY, CORNER DUANE ST. Heat, light, attendance, and safe-deposit vaults free of charge. The building will contain barber shop, cigar stand, ticket office, telegraph and telephone offices, &c. Elevators run day and night. For full particulars apply to Superintendent on premises.

COLUMBIA BUILDING, No. 29 Broadway, Nos. 2, 4 & 6 Morris Street. Large and Small OFFICES TO LET in this Fireproof Building. RENTS, $216 AND UPWARDS. FOUR RAPID ELEVATORS, ELECTRIC LIGHTS DAY AND NIGHT.

OFFICES TO LET IN TEMPLE COURT. The most conveniently arranged and most centrally located FIRE PROOF OFFICE BUILDING in this city. RULAND & WHITING, Agents. On premises, 5 Beekman-st.

HANDSOMEST AND BEST LIGHTED OFFICE BUILDINGS IN THE CITY. CUT RENTS TO SUIT THE TIMES AND NO EXTRAS. EVERY MODERN CONVENIENCE.

Bennett Building, Nassau and Fulton sts.
Electrical Exchange Building, Liberty, Washington and Cedar sts.
Traders' Exchange Building, Pine and Water sts.
Downing Building, 106 and 108 Fulton-st.
Immediate possession and special terms.

APPLY ON PREMISES, OR AT ROOM 301, BENNETT BUILDING, 93 NASSAU-ST.

Unfurnished Apartments to Let.

A.—THE EVELYN, COLUMBUS-AVE., corner 78th-st. An absolutely fireproof apartment building and family hotel; very elegant and roomy apartments of two to six rooms, with or without kitchen; first-class restaurant; elevators, steam heat, electric lights, &c.; descriptive circulars sent. C. K. BILL, Manager, 62 Liberty-st.

A.—A.— THE LISPENARD, A.—A.— 53 AND 55 EAST 59TH ST. The most beautiful Apartment House on the East Side; suites of eight rooms and bath; rents very reasonable. E. KILPATRICK, 50 West 67th-st.

Excursions.

Cook's Tours. All Travelling Expenses Included. Eleven parties will leave for EUROPE during the season, visiting principal capitals and art centres. First departure by White Star steamer Teutonic, May 2, a tour of 100 days, following dates: May 26, June 2, June 13, June 14, June 23, June 27, June 30.

Grand Tour to California. On May 12 a special party will leave New-York and Boston to visit Washington, Colorado, the Rockies, Yosemite Valley, San Francisco, Portland, Yellowstone Park, &c. The whole tour occupying 62 days.

Florida and Cuba. A party will leave New-York by a special train, March 27, visiting Jacksonville, St. Augustine, Halifax, Indian, St. Johns, and Ocklawaha Rivers, Havana, etc. Agents for Plckford & Black Steamship Line, only connection between Cuba and West Indies.

Special Cruises to the West Indies including Trinidad, Caribbee, March 10; Madiana, March 28.

☞ When sending for programme (free) say which desired. Independent tickets by all Atlantic and Railroad Lines everywhere. Estimates furnished for any tour.

THOMAS COOK & SON, 261 and 1,225 Broadway, New-York; 332 Washington-st., Boston; 828 Chestnut-st., Phila.

SPECIAL TOUR TO THE WEST INDIES AND SPANISH MAIN, SPECIALLY ARRANGED BY THE ATLAS LINE, TO LEAVE FROM NEW-YORK, WED., MARCH 14, TO HAYTI, REPUBLIC OF COLOMBIA AND COSTA RICA, RETURNING VIA JAMAICA, OCCUPYING 33 DAYS. S. S. "ADIRONDACK" SPECIALLY FITTED FOR TROPICAL SERVICE, WITH EXCEPTIONAL PASSENGER ACCOMMODATIONS, INCLUDING ELECTRIC LIGHTS, BATHS, ETC. FOR PARTICULARS AND PAMPHLET, ADDRESS PIM, FORWOOD & CO., 24 STATE-ST., N. Y.

Railroads.

"AMERICA'S GREATEST RAILROAD." NEW YORK CENTRAL & HUDSON RIVER R. R.

From Grand Central Station, 42d Street:
8:30 A. M.—Except Sunday. Empire State Express. Fastest train in the world.
9:30 A. M.—Daily. Fast Mail. For Buffalo, Niagara Falls, Chicago.
10:30 A. M.—Except Sunday. Day Express.
1:00 P. M.—Daily. Southwestern Limited for Cincinnati, Chicago, St. Louis.
3:30 P. M.—Ex. Sunday. For Albany and Troy.
4:30 P. M.—Daily. New-York and Chicago Limited. Due Cleveland 7:40 A. M., Detroit 9:25 A. M., Chicago 5:30 P. M.
6:00 P. M.—Daily. For Cleveland, Detroit, Chicago, and St. Louis.
6:25 P. M.—Daily. For Burlington, Plattsburg, and Montreal.
7:30 P. M.—Daily. For Buffalo and Niagara Falls. Daily except Sunday for Saranac Lake and Malone.
9:00 P. M.—Daily. Only Sleeping Car Passengers for Rochester carried on this train.
9:15 P. M.—Daily for Chicago and Ogdensburg, and except Saturday, for Cape Vincent.
9:04 A. M. and 3:40 P. M.—Daily, except Sunday, to Pittsfield, via Harlem Division.
Wagner Palace cars on all through trains. Trains illuminated by Pintsch Light.
Ticket and Wagner offices at Grand Central Station, 113, 261, 413, 785, 942 Broadway, 235 Columbus Ave., 53 West 125th St., and 138th St. station, New-York; 333 Washington St., 726 Fulton St., and 74 Broadway, E. D., Brooklyn.
Baggage checked from hotel or residence by the Westcott Express Co.
JOHN M. TOUCEY, General Manager. GEORGE H. DANIELS, Gen. Pass. Agent.

LEHIGH VALLEY RAILROAD. Stations foot of Cortlandt and Desbrosses Streets.
7:30 A. M. daily for MAUCH CHUNK and intermediate stations; connections except Sunday for POTTSVILLE and READING.
8:20 A. M. daily (Sunday 8:15 A. M.), for GENEVA, ROCHESTER, BUFFALO, and the West, and principal local points; dining-car and chair-car to Wilkesbarre; Pullman car to Buffalo.
9:00 A. M. daily, except Sunday, for MAUCH CHUNK and intermediate points. Connections for Reading and Harrisburg.
12:30 P. M. daily, except Sunday, for ELMIRA and all intermediate stations; connections for Pottsville and Reading; chair-car to Mauch Chunk.
4:10 P. M. daily, except Sunday, for L. and B. JUNCTION and principal intermediate stations; Pullman buffet parlor-car to Wilkesbarre; connections for Pottsville.
4:20 P. M. daily, except Sunday, for SOUTH PLAINFIELD and intermediate stations.
5:20 P. M. daily (Sunday, at 5:15 P. M.) for EASTON and intermediate stations.
6:10 P. M. daily (Sunday 6:00 P. M.), for BUFFALO, NIAGARA FALLS, and all points West. Pullman sleeper, vestibuled train N. Y. to Chicago. Sleeper to Buffalo; connections for Reading and Harrisburg.
6:30 P. M. daily, except Sunday, for MAUCH CHUNK and intermediate stations.
9:00 P. M. daily for ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and all points West. Pullman sleepers to Chicago and Buffalo.
Additional Sunday trains: 11:00 A. M. for MAUCH CHUNK and POTTSVILLE and all intermediate stations.
Tickets and Pullman accommodations at 235, 261, 944, and 1,323 Broadway, 143 Bowery, 31 East 14th-st., 156 East 125th-st., New-York; 860 Fulton-st., 4 Court-st., and 98 Broadway, Brooklyn, N. Y.
The New-York Transfer Company will call for and check baggage from hotel or residence through to destination.

Railroads.

Pennsylvania RAILROAD.

STATIONS foot of Desbrosses and Cortlandt Streets. In Effect February 10th, 1894.
9:00 A. M. FAST LINE.—Parlor Car to Pittsburg.
10:00 A. M. PENNSYLVANIA LIMITED.—Pullman Drawing and State Room, Sleeping, Dining, Smoking, and Observation Cars. Arrives Chicago 11 A. M., Cleveland 5:25 A. M., Cincinnati 7:15 A. M., and Indianapolis 9 A. M., Toledo 9:15 A. M. week-days.
2:00 P. M. CHICAGO AND ST. LOUIS EXPRESS.—Pullman Sleeping and Dining Cars to St. Louis, Louisville, and Chicago. Arrive Cincinnati 10:50 A. M., St. Louis 7:30 P. M., Chicago 5 P. M.
6:00 P. M. WESTERN EXPRESS.—Pullman Sleeping and Dining Cars to Chicago and Cleveland. Arrives Cleveland 11:15 A. M., Chicago 9 P. M. next day.
7:45 P. M. SOUTHWESTERN EXPRESS.—Pullman Sleeping and Dining Cars to Cincinnati and St. Louis. Arrives Cincinnati 6 P. M., Indianapolis 10:15 P. M., St. Louis 7 A. M. second morning.
8:00 P. M. PACIFIC EXPRESS.—Pullman Buffet Sleeping Car to Pittsburg. Connects for Chicago and Toledo daily and Cleveland except Saturday.
BALTIMORE, WASHINGTON AND THE SOUTH, 8, 9:30, 10:10 (Limited, Dining Car), 11 A. M., 12:10 (Florida Special, all Sleeping and Dining Cars), 2:10, 3:20 (Congressional Limited, all Parlor and Dining Cars), 4:30, 5 (Dining Car), 8:30 P. M., 12:15 night. Sunday, 8:30, 9:30 A. M., 3:20 (Congressional Limited, all Parlor and Dining Cars), 4:30, 5 (Dining Car), 8:30 P. M., 12:15 night.
4:30 P. M.—Richmond and Danville Express, daily. Sleepers to Augusta, Tampa, and New-Orleans; 12:15 night, daily. Sleepers to Atlanta and Jacksonville.
6:00 P. M.—Daily for Chesapeake & Ohio Railway. Through Sleeping and Dining Cars.
For OLD POINT COMFORT and NORFOLK via Cape Charles Route, 8 A. M. week-days, and, with Through Sleeper, 8 P. M. daily.
FLORIDA SPECIAL for Jacksonville and St. Augustine, 12:10 P. M. week-days. ATLANTIC COAST LINE EXPRESS for Thomasville, Jacksonville, St. Augustine and Tampa, 9:30 A. M. and 8:30 P. M. daily. Key West and Havana, 8:30 P. M. Tuesdays, Thursdays and Saturdays.
For Ormond, Rockledge, and Indian River via St. Augustine, 9:30 A. M. and 8:30 P. M. daily. For West Palm Beach (Lake Worth), 8:30 P. M. daily.
For ATLANTIC CITY, 1:50 P. M. week-days, with Through Buffet Parlor Car.
For CAPE MAY, 1 P. M. week-days.
For Long Branch, Asbury Park, Ocean Grove, and Point Pleasant, 9:10 A. M., 12:00 noon, 3:40, 5:10 and 11:45 P. M. week-days. Sundays, 9:45 A. M., 5:15 P. M. (Do not stop at Asbury Park and Ocean Grove on Sundays.)
FOR PHILADELPHIA. Express, 6:20, 7:20, 8, 8:20, 9, 9:30 (10, Penn's Limited), 10:10, 11 A. M., 12:10 (Florida Special), 12:50, 1, 2:10, 3, 4, 4:30, 5, 6, 7, 7:50, 8, 8:30 P. M., 12:15 night. Sundays, Express, 6:15, 8:30, 9, 9:30 (10 Limited), 10:00 A. M., 2, 4, 4:30, 5, 6, 7:45, 8, 8:30 P. M., 12:15 night.
Ticket Offices: Nos. 433, 944, 1196, 113, and 261 Broadway, 1 Astor House, 134 East 125th Street, and foot of Desbrosses and Cortlandt Streets; 4 Court Street, 860 Fulton Street, 98 Broadway, and Brooklyn Annex Station, foot of Fulton Street, Brooklyn; Station, Jersey City. The New-York Transfer Company will call for and check baggage from hotels and residences through to destination.
S. M. PREVOST, General Manager. J. R. WOOD, General Pass'r Agent.

FLORIDA SHORT LINE. Pennsylvania R.R., Richmond & Danville R.R., Florida Central & Peninsular R. R. Washington, Columbia, Savannah, Jacksonville. TRAINS LEAVE NEW-YORK EVERY DAY.
4:30 P. M., VESTIBULED LIMITED. Composed exclusively of Pullman Drawing-Room, Buffet, Sleepers, and Dining-Car, due Jacksonville 9:00 P. M., Tampa 7:30 and Dining-Car, due Jacksonville 9 P. M., Tampa 7:30 A. M.
12:15 MIDNIGHT, FAST MAIL. Pullman Drawing-Room, Buffet, Sleepers, due Jacksonville 9:20 A. M. Connections at Jacksonville for St. Augustine and the East Coast and for all points in Peninsular and Western Florida; at Tampa with Steamships for Key West, Havana, and Jamaica.
TIME TABLE, MAPS, TICKETS, AND PULLMAN ACCOMMODATIONS secured at Pennsylvania R. R. ticket offices, New-York, Brooklyn, Jersey City, or of A. S. Thweatt, E. P. A., R. & D. R. R., 229 B'way, N. Y.; J. L. Adams, G. E. A., F. C. & P. R. R., 353 B'way, N. Y.

CENTRAL RAILROAD OF NEW-JERSEY. (Anthracite coal used exclusively.) Four tracks. Automatic Block Signals. Trains leave station foot of Liberty St. Time Table in Effect Feb. 18, 1894.
For Easton, Bethlehem, Allentown, Mauch Chunk, &c., 4:30, 7:15, 9:10 (11:45 to Easton), A. M., 1:10, 1:30 (4:00 to Easton), 4:30, 5:45, 7:30 to Allentown, P. M. Sundays, 4:30, 7:15 A. M., 1:00, 5:30 P. M.
For Wilkesbarre, Pittston and Scranton, 9:10 A. M., 1:10, 1:30, 4:30 P. M. Sundays, 4:30 A. M.
For Reading at 4:30, 8:00, 9:10, 10:00, 11:30 A. M., 1:10, 1:30, 3:00, 4:00, 5:45, 7:30 P. M., 12:15 night. Sundays, 4:30 A. M., 1:00, 1:30, 5:30, 7:30 P. M., 12:15 night.
For Harrisburg at 4:30, 8:00, 9:10 A. M., 1:10, 1:30, 4:00, 5:45 P. M., 12:15 night. Sundays, 1:00, 5:30 P. M., 12:15 night.
For Sunbury, Lewisburg, and Williamsport at 4:30, 8:00, 9:10 A. M., 1:10, 1:30, 7:30 P. M., 12:15 night except Saturday night. Sundays, 7:15 A. M., 7:30 P. M., 12:15 night.
For Red Bank, Long Branch and points south to Point Pleasant, 4:30, 8:15, 11:30 A. M., 1:30, 1:45 (3:40 to Red Bank), 4:00, 4:20 (5:25 to Red Bank), 6:15 P. M. Sundays, except Ocean Grove and Asbury Park, 9:00 A. M., 4:00 P. M.
FOR LAKEWOOD, 4:30, 8:15 A. M., 1:45, 3:40, 4:20 P. M.
For Farmingdale, Toms River, Barnegat Park and Barnegat, 4:30, 8:15 A. M., 1:45, 4:20 P. M.
For Atlantic City, Vineland, and Bridgeton, 4:30 A. M., 1:45 P. M.
For Monmouth Beach, Seabright, and Highland Beach, 4:30, 8:15, 11:30 A. M., 1:30, 1:45, 4:00, 4:20 P. M. Sundays, 9:00 A. M., 4:00 P. M.

ROYAL BLUE LINE TO PHILADELPHIA, BALTIMORE, AND WASHINGTON.
For Philadelphia, week days, 4:30, 8:00, 9:00, 10:00, 11:30 (Dining Car) A. M., 1:30, 3:00, 4:00 (Buffet Parlor Car), 5:00 (Dining Car), 6:00, 7:30, 8:45 P. M., 12:15 night. Sunday, 4:30, 9:00, 11:30 (Dining Car) A. M., 1:30, 5:00 (Dining Car), 7:30 P. M., 12:15 night.
For Baltimore and Washington, week days, 9:00, 11:30 (Dining Car) A. M., 1:30, 3:00, 5:00 (Dining Car), 6:00 P. M., 12:15 night. Sundays, 9:00, 11:30 (Dining Car) A. M., 1:30, 5:00 (Dining Car), 7:30 P. M., 12:15 night.
Ticket, and parlor car seats can be procured at 172, 261, 415, 944, 1,140, 1,323 Broadway, 737 6th Ave., 31 East 14th St., 134 East 125th St., 264 West 125th St., 251 Columbus Ave., New-York; 4 Court St., 860 Fulton St., Brooklyn; 98 Broadway, Williamsburg. The New-York Transfer Company will call for and check baggage from hotel or residence to destination.

DEL., LACKAWANNA AND WESTERN RR. Stations in New-York foot of Barclay and Christopher Streets.
VESTIBULED TRAINS. PULLMAN COACHES. Direct route to NEWARK, BLOOMFIELD, MONTCLAIR, THE ORANGES, Summit, Bernardsville, Basking Ridge, Madison, Morristown, Passaic, Paterson, Boonton, Dover, Stanhope, BUDD'S LAKE, LAKE HOPATCONG, Hackettstown, SCHOOLEY'S MOUNTAIN, Washington, PHILLIPSBURG, EASTON, WATER GAP, STROUDSBURG, Pocono Mountains, SCRANTON, PITTSTON, WILKESBARRE, NANTICOKE, DANVILLE, NORTHUMBERLAND, Montrose, BINGHAMTON, OXFORD, NORWICH, Waterville, UTICA, RICHFIELD SPRINGS, Cortland, SYRACUSE, OSWEGO, ITHACA, OWEGO, ELMIRA, CORNING, BATH, DANSVILLE, BUFFALO, and all points WEST, NORTHWEST AND SOUTHWEST.
9:00 A. M.—BUFFALO, UTICA, and OSWEGO EXPRESS. Pullman Palace Cars. Connects at Buffalo with train for Chicago, arriving 9:20 a. m. next morning.
7:20 A. M.—BINGHAMTON MAIL. Stops at principal stations.
1:00 P. M.—SCRANTON, BINGHAMTON and ELMIRA EXPRESS. Pullman parlor cars.
4:10 P. M.—SCRANTON, WILKESBARRE and PLYMOUTH EXPRESS. Pullman parlor cars.
7:30 P. M. (Daily)—BUFFALO LIMITED EXPRESS. Pullman Sleepers. Arrives at 7:35 a. m.
9:00 P. M. (Daily)—BUFFALO, UTICA and OSWEGO EXPRESS. Pullman Sleepers.
TICKETS AND PULLMAN ACCOMMODATIONS at 73 Murray-st. and 429 Broadway. Tickets at ferry stations, 785 and 942 Broadway, 53 West 125th-st., 235 Columbus-ave., New-York; 333 Washington-st., 726 Fulton-st., and 74 Broadway, Brooklyn. Time tables, giving full information, at all stations.
WESTCOTT EXPRESS COMPANY will call for and check baggage from hotel or residence to destination.

WEST SHORE RAILROAD. (N. Y. C. & H. R. R. R. Co., LESSEE.) Trains leave West 42d-st. Station, New-York, as follows, and 15 minutes earlier from foot Franklin-st.:
9:15 A. M.—Daily for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Detroit, Chicago; except Saturday for Toronto.
5:15 P. M.—Daily for Albany, Montreal, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland and Chicago.
8:15 P. M.—Daily for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland and Chicago.
For tickets, time-tables, parlor and sleeping-car accommodations, apply city offices, Brooklyn and New-York, and at stations. Time-tables at principal hotels. For other information address C. E. LAMBERT, General Passenger Agent, 5 Vanderbilt-ave., New-York.

N. Y., ONTARIO & WESTERN R. R. Trains leave foot of West 42d-st. as follows, 15 minutes earlier from Franklin-st.:
7:50 A. M. (daily except Sunday) for Wallkill Valley R. R. stations, Middletown, Ellenville, Fallsburg, Liberty, Carbondale, Scranton, Walton, Delhi, Sidney, Norwich, Utica, Rome, Oneida, Fulton, Oswego.
3:15 P. M. (except Sunday), Sullivan Co. Express for Wallkill Valley Railroad stations, Campbell Hall, Middletown, Ellenville, Mountain Dale, Centreville, Fallsburg, Hurleyville, Liberty Falls, Liberty, Parksville, and Livingston Manor.
7:45 P. M. (daily) Middletown, Summitville, Fallsburg, Liberty, Livingston Manor, Rockland, Walton, Sidney, Norwich, Oneida, Fulton, Oswego, Niagara Falls, Detroit, Chicago.
Tickets and Pullman accommodations at 371 Broadway. J. C. ANDERSON, G. P. A., 56 Beaver St., New-York.

ERIE LINES. Through trains for Chicago and the West leave New-York, foot of Chambers-st., daily, as follows, and five minutes earlier from West 23d st.:
9:15 A. M.—Vestibuled Express for Waverly, Binghamton, Elmira, Buffalo, Bradford and Salamanca. Parlor car to Buffalo.
3:00 P. M.—Vestibule Limited. Solid train for Chicago, via Chautauqua Lake. Sleepers to Chicago, Cleveland and Cincinnati. Dining Car.
6:30 P. M.—Solid train to Chicago via Niagara Falls. Sleepers to Buffalo and Chicago.
8:30 P. M.—Via Chautauqua Lake and Niagara Falls. Solid train to Chicago. Sleepers to Buffalo, Chicago and Cincinnati.
LOCAL TIME TABLE, TICKETS AND PULLMAN accommodations at 261, 291, 401 and 957 Broadway, 156 East 125th-st., Chambers and West 23d-st. ferries, New-York; 333 Fulton-st., Brooklyn; 280 Hudson-st., Hoboken, and Jersey City Station. Erie Transfer Company calls for and checks baggage from hotels and residences to destination.

BALTIMORE AND OHIO RAILROAD. Fast Express Trains to BALTIMORE, WASHINGTON, CHICAGO, CINCINNATI, ST. LOUIS AND ALL POINTS WEST. PULLMAN CAR SERVICE ON ALL TRAINS. Leave New-York, foot of Liberty-st., daily. CHICAGO, 1:30 P. M. and 12:15 night. PITTSBURG, 1:30 P. M., 12:15 night. CINCINNATI, ST. LOUIS, daily, 9 A. M., weekdays, 6:00 P. M. Sundays, 7:30 P. M. WASHINGTON, BALTIMORE, 9:00 (11:30 A. M., Dining Car), 1:30 (3:00 Ex. Sun.), (5:00 Dining Car), 6:00 P. M. (Sunday, 7:30), 12:15 night. All trains daily, except 3:00 P. M. Ex. Sun. NORFOLK, 11:30 A. M., daily 1:30 P. M. Ex. Sun. NEW-ORLEANS, 5:00 P. M. daily, through sleeping car via Washington and Shenandoah Valley route. Offices: 172, 261, 415, 1,140 Broadway, 31 East 14th-st., 400 Grand-st., N. Y.; 344 Fulton-st., Brooklyn; station, foot of Liberty-st., C. R. R. of N. J. New-York Transfer Company will call for and check baggage from hotel or residence to destination.