

MEALS SERVED TO FIT THE RAINES LAW.

Guest with a Hearty Appetite Fares Badly in Many New Hotels.

Boiled Eggs and Dry Sandwiches are the Features of the Bill of Fare.

"Silver Dollar" Cook Belongs to the Barber's Union and Refuses to Work.

DINNER TICKETS FOR FIVE CENTS.

Few of the Newly Established Hostels Prepared to Serve Anything Except What Formerly Composed a "Free Lunch."

That the doctors had a hand in the framing of the Raines law there can be no longer in doubt, for if the law is going to cause an impetus in any business, it is in the physician's practice.

In the interests of health they abolished the free lunch because the deadly microbes lurked in the pork and beans and grew fat on the corned beef. Their motive, however, is open to question, as the Italian hand is seen in the rubber sandwich and hard boiled egg proposition that now confronts the hotel patron after 1 o'clock on week mornings and all day Sunday.

In the old days, when saloons had slide doors, blue Monday was a factor to be taken into consideration. Now the doctors sit up nights writing for the patient with indignation to drop in and demand relief from the excruciating pains that rack the region of his waistcoat. After a Sunday's session with a couple of dozen hard boiled eggs and the accompanying drinks the average man is fit for a doctor's care. Already many of the medical fraternity have commenced to announce among their friends that indignation is their specialty. If the law is declared constitutional and an inspector of sandwiches is not appointed there will hardly be a sound stomach in the city after a few more Sundays like yesterday.

They Can All Boil Eggs. The average cook in the new hotel can boil eggs. He starts to boil them in the morning and boils them until midnight. The harder they are the better. In some places a hammer goes with every egg.

Every Raines law hotel has a bill of fare; some are printed and some are written. I had seen the bill in the Silver Dollar hotel and decided that I would eat dinner there yesterday. As I entered the hotel the porter-made up as a clerk with the proprietor's diamonds, throwing off light like an X ray lamp—insisted that I purchase a meal ticket for 5 cents. Visions of pate de foie gras and truffles loomed up as I went into the dining room.

"What do I get for the meal ticket?" I asked of the waiter who looked over to me. "Anything on the bill of fare that is 5 cents," responded the waiter.

Wiches were five cents and so were other things were other prices. I ordered a porterhouse steak with mushrooms and truffles.

"I am getting it," said the bartender—I mean waiter. Then he consulted the bill of fare and declared that mushrooms and truffles were scratched.

"They ain't started to-day, Bunk? Yes. But the only mushrooms we got are canned ones, and our mushroom chef is taking a day off."

Then he reported to "Silver Dollar" Smith, who was entertaining a party of friends, that I wanted a steak. Mr. Smith informed me that his "order" cook refused to work on Sunday, and that I might have roast beef or roast turkey, but the cook was having trouble with the union, and was afraid to cook seven days a week.

Cook Belonged to the Barber's Union. "You see," said Mr. Smith, "this hotel business is wearing on the mind, and the cook proposition is a terrible one. I've got a regular dinner cook; but he will not cook special orders on Sunday; says the union object."

Later I learned that it was the Barber's Union to which the cook belonged, and since his change of occupation, he had been unable to forget the law requiring barber shops to close at 1 o'clock on Sunday.

While we were discussing the steak proposition, one of Mr. Smith's regular boarders entered. He was a victim of the egg habit, and ordered two. The waiter grabbed a pair that had been doing duty as pool balls all week and had gotten into the habit of rolling into the side pockets on the slightest provocation. He placed them on a plate and started for the boarder. As he passed the pool table one of the eggs saw it and fell to the floor in its endeavor to reach a pocket. The egg struck the floor and rolled under it. The waiter, who had been tramped upon it and failed to break it. When it finally reached the boarder he sent it back to be boiled a few minutes more.

"Can he eat them that way?" I asked the proprietor.

"Yes, this is his seventh meal to-day. He used to work in a museum and swallowed nails."

Notwithstanding the fact that the order cook wasn't working overtime at "Silver Dollar's," good, substantial meals of turkey and beef were being served right along.

Had Nothing Except Sandwiches. In contrast to "Silver Dollar's" place was that of Michael Michalover, at No. 65 Mott street. The dining-room of Mr. Michalover's place is on the second floor, and the bedroom is located off from it. The place was dirty and foul smelling. I asked the proprietor if he was running a hotel, and he said he was, and placed a bill of fare in front of me. The first article named was sandwiches, and the last was the same, with eggs as an entree.

The supply was kept in a cupboard, and represented the entire stock in trade, as far as food was concerned.

I asked for a porterhouse steak, and the proprietor regarded me with suspicion, saying:

"That ain't on the bill of fare."

All attempts to secure anything but a sandwich were futile. The inevitable eggs were there, but the porterhouse was only a dream.

At the Hotel de Houston, Proprietor Gerety, the bellboy, the clerk and the bartender were busy serving food and refreshment in liquid form. The dining room was crowded and the range was lighted.

"What will you have, sir?" asked the bellboy.

"Got any truffles?" I asked.

"I don't know," he said; "the cook's got

a whole lot of new dishes. The boss sent him to a cooking school last week, and there's no telling what he can give you in a pinch."

On examination the cook discovered that he was out of truffles. When a porterhouse steak with mushrooms was ordered the bellboy sang out: "Porterhouse and mushrooms for one!"

As he gave the order somebody at work on the stock sandwiches looked up. The cook repeated the order, and the crowd wanted to see whether a steak had really been ordered, or if it were a bluff.

In a few minutes the bellboy came back and asked if I wanted the steak rare, well done or medium. When it was brought in the proprietor strolled past to see if I was eating it. The steak was all right, and as I left I heard the proprietor raising the chef's salary and promising to get him a dish washer.

At Callahan's the cook was overworked. He was not an order cook, but could boil eggs or make sandwiches. Mike was anxious that all his guests should be pleased, and regretted that the cook was so busy that a porterhouse was almost an impossibility, although a plain steak was offered as a substitute.

Eggs Favored in the Tenderloin. In the Tenderloin the hotels were doing a good business. The appetites of the crowd demanded eggs and sandwiches. At Todd's, at Thirty-second street and Seventh avenue, a crowd of negroes and whites mixed up until the dining room looked like a checker board. An order for a steak was practically declared out of order. Business was rushing, and while a steak would be cooked if insisted upon, the desire was not to serve one.

"Nelson's, two blocks further down, the same color as at Todd's was found. The waiter said I must order a meal if I wanted a drink. I ordered the regulation porterhouse and mushrooms.

"A what?" said the waiter, while several people looked at me as though the place was not a hotel.

"A porterhouse and mushrooms," I answered, trying to look pleasant and praying that if they had it I wouldn't be forced to eat it.

By an oversight a porterhouse with mushrooms had been forgotten by the steward when he ordered his supplies Saturday, and the law about butcher shops prevented the steward from going out and getting it. The hotel was plainly out of porterhouses, and the cook said that he was sorry, although if I desired the drink I might have it by ordering the deadly egg of the gutta percha sandwich.

The sandwich proposition yesterday was one with which the Board of Health will soon have to deal. They are made over as often as the average straw bonnet. When guests left the hotel after drinking a quantity of beer the waiter gathered up the sandwiches. Whenever the meat was intact the sandwich was carefully guarded and was returned to the kitchen to be remodelled, the architect putting a fresh top on it and sending it forth once more to do duty as another meal.

Taken as a whole, the day's trip about town showed that porterhouse steaks and mushrooms were not the long suit of any of the new hotels. The consensus of opinion among the guests of the various hotels was that Mr. Raines and his bill are good things. The town was wide open, and the thirsty within the gates from Hoboken and Jersey City were treated as if they were New Yorkers.

CORONER HIS PHYSICIAN. That's What Chong Wants to Make of Tutill Now That He Is Under Suspicion.

Wong He Chong, husband of the woman who was poisoned with cyanide of potassium, took his child to Coroner Tutill to be treated for a cold last Friday. Wong selected the Coroner for his family physician immediately after it was announced that Coroner Tutill considered there were mysterious circumstances connected with the death of the wife.

Dr. Tutill attended the boy once. The young fellow was suffering with mild tonsillitis. Wong He Chong brought his son to the Coroner again, and Dr. Tutill turned the boy over to an assistant. The third time Wong He Chong put in an appearance, Dr. Tutill stated that under the circumstances he did not feel like taking the case.

John W. Donnelly, who is in Wong He Chong's employ, now says that he himself sent the telegram to Trenton calling Wong He Chong's son home. He says the telegram was sent after the woman died, and explains that he stated the woman was taken merely because he thought it was customary to come down such telegrams.

Several friends of Wong He Chong, of the same nationality, said yesterday that it was ridiculous to suppose that Mrs. Wong He Chong committed suicide. They said Chinese women never commit suicide. Donnelly was asked yesterday whether cyanide had been used in the store for brightening brass and other articles, and he replied that he had not. The poison that Wong He Chong gave to the Coroner was in a jeweler's box. All the jewelers in the neighborhood have been seen by the detectives, and all of them said the kept cyanide of potassium only in solution, and did not keep any of the crystals away. It is the intention of Coroner Tutill to go fully into all these matters to-morrow, when the inquest is to be held.

LEGS Lost Without Glory. Michael Fox, with his right leg missing, and John Fogel, with his left leg missing, hobbled on crutches before Magistrate Simms in the Centre Street Court yesterday. They both had gray hair and gray whiskers. Policeman James said they stopped pedestrians on the street and related how their legs were lost in the war and begged money. When arrested they acknowledged the legs were lost in a sawmill. They were committed to the Workhouse.

Edison will be there. And Tesla will be there. One thousand engineers will be there. 1,000 men from the National Electric Light Association will be there.

How many other thousands who are interested in electricity do you suppose will be there?

And how many more will simply "come to see"—and go away with a new-found interest?

Electrical Show, May 4 to 20. In the Grand Central Palace, Near the Grand Central Depot.

Laughan's Seeds Barley @ 100 lbs. Free St.

JAY GOULD PLANNED A DOUBLE-DECKED "L."

Urged It on His Son and Sage a Year Before His Death.

Washington Connor, a Close Friend of the Goulds, Explains the Scheme.

DAMAGES THE ONLY OBSTACLE.

Rapid Transit Commissioner Steinway Thinks the Manhattan Only Seeks to Delay the Underground Railway.

The plan to double deck the elevated roads, now advanced by Russell Sage and his associates in the Manhattan Company, is a heritage from Jay Gould, and was carefully considered a year or so before his death. He urged it upon his son George and his friend, Mr. Sage, as a practical scheme and a wise financial move. This statement was made yesterday by Washington Connor, who stood as near to Mr. Gould as any other man in Wall Street, and who is still closely allied to the Gould interests. To this Mr. Connor added that the proposal to improve the elevated roads is made in sincerity, prompted by financial motives and the belief that the added service will meet the needs of the public, and thereby bring returns to justify the expenditure.

Just as Jay Gould would have done, those now in control of the elevated system have advanced their plans secretly to the point where they are ready to say exactly what they will do.

Estimates and Working Plans. They have figured out the cost as from \$20,000,000 to \$25,000,000. They have received the reports of engineers, and what is more important, they have the drafts of a practical plan, prepared by A. A. McLeod, the former Reading Railroad President. This plan has been approved by Russell Sage and George Gould, and although it may be altered in many details, the general scheme will in all likelihood be adopted.

The principal feature of it is that the upper structure is practically independent of the lower, thereby insuring safety. The point of most interest to the public is that the new structure can be speedily completed, without in any way interfering with traffic.

For the Sixth Avenue line provision is made for additional posts alongside those supporting the present structure, and for the Third Avenue line the plan provides for pillars built around the present ones.

The plan calls for but five stations between the Battery and Harlem, with an elevator in each station. In addition to the elevator the plans provide for a stairway between the upper station and the lower, so that passengers getting off at an express station may descend to the station on the lower track and be carried to their destination on a local train without extra charge.

The Problem of Damages. Next to obtaining the privileges desired.

DRESS GOODS SALE. High-class Novelty Dress Goods—Crepons, Barges, Canvas Grenadines, at marked reductions.

The New Lock Mesh Canvases; Mixed Coverts; Coaching Twills; Double Whipcords; Silk-and-Wool Mixtures; Melange Zibelines, and many other lines, extraordinarily low in price.

Silk Gauzes, Chiffons, Grenadines and Silk Linons, plain and fancy, light and dark colors.

IN THE BASEMENT. Navy Blue Storm Serges, at 45 cents and 50 cents per yard; also, Mixed Novelties, at 60 cents per yard.

Short lengths of high grade fabrics.

JAMES McCREERY & CO., Broadway and 11th St.

CARPETS. We call attention to our extensive line of BODY BRUSSELS.

Best Quality, Elegant Designs, New Weave Ingrains. In Brussels Effects, Reversible, one yard wide.

MATTINGS! MATTINGS! Our own importation; all new and novel effects. CHINA MATTINGS from \$3.50 per roll of 40 yds. JAPANESE (Seamless) from \$5 per roll of 40 yds. A Special Line Superior JOINTLESS Mattings. In Brussels Width, a New Feature.

A Line of Extra Fine LINOLEUMS (patent and figured), storage, to go slightly stained by water, while in use.

At 1-2 Value. SHEPPARD KNAPP & CO., SIXTH AVE., 13TH AND 14TH STS.

You Have Worn Other Hats: Now try Mr. Cann's, 210 Bowers, most style, least money. Near Spring st.

from the city the greatest obstacle in the way of the Manhattan officials is the probable demands for damages from abutting property owners. This applies not only to the extension from Harlem to York, but to the part of the line which would be double decked. The basis for such claims would be that the added structure would shut out light from buildings along the street more than does the present structure. Financiers believe that claims aggregating a million or more would be made as soon as the upper deck was erected, and they cannot see how Mr. Sage can expect any guarantee of release from damage suits such as he insists the Manhattan Road must have before it commences the undertaking.

That a double decker was safe and practical was ascertained, said Mr. Connor yesterday, by direction of Jay Gould.

Mr. Connor's Story. "He had the investigation made by the best of engineers," continued Mr. Connor, "and would have had the improvement made except for the bitter feeling which then existed against the L. The public was so worked up at the time that no additional privileges could be expected, but Mr. Gould realized that there would be a change of sentiment, and had he lived the people of New York would now, very likely, be going to and from business on express trains in midair. When the opportunity came about three years ago the financial condition of the country was such that Mr. Sage did not care to go into such an undertaking. He realized that the stockholders would be unable to respond if a call for additional capital were made and the burden would fall on the management. Now the money would be easily raised by the stockholders; the demand for better transit is so pronounced that the public would be glad to grant additional privileges; the plans are considered feasible, and nothing is in the way except the perplexing damage claims. These can be averted, I think, by letting the property owners know that there will be no inroad upon their rights when they resign their claims, which they should surely do in view of the fact that their property would be increased in value by the additional prominence given the thoroughfare."

Commissioner Steinway Doubts. William Steinway, of the Rapid Transit Commission, thinks the provision made by the Manhattan officials that they must have a guarantee of no damage suits is a little other that may pop out at any time to save them from fulfilling a promise.

"I am not an enemy of the 'L' roads," he said, "and neither is the Rapid Transit Commission. For my own part, I favor granting the Manhattan Elevated Company the privileges required for double-decking, provided some assurance is given that the work will be done speedily and in such a way as to benefit all the people of New York. The 'L' was given one chance and the Rapid Transit Commission was willing to give the Boulevard route and other privileges to the 'L' if a guarantee were given that the system would be extended in the annexed district. The best George Gould would do was to extend the West Side line to Fort George, and then bind his company to extend a mile further as each extension paid four per cent on the capital invested.

That was too uncertain, and the offer fell through.

A Feasible Plan. "From my investigation I am convinced that double-decking is feasible. The only line now strong enough to support an upper structure is the Second avenue, which was the last built, but the others could be strengthened. I do not think that people would like riding so high in the air, however, and I think also that a hardship would be inflicted on those living along the line of double-deckers, because the high structure would shut out nearly all light. Two tracks, side by side, would shut out no more light and would be more satisfactory for passengers.

If the Manhattan officials are really sincere in saying they are ready to improve their service, I am in favor of giving them all fair privileges, but my opinion is they are advancing their scheme now because the underground tunnel proposition is at the last stage in the courts. If it is approved by the Appellate Division of the Supreme Court, as I believe it will be within a few days, there is no further appeal, and I am under the impression that the Manhattan officials are influenced by this fact, in talking of improvements now. If they want to do it, they can easily make their proposition to the Rapid Transit Commission, and it will receive prompt consideration."

COAL TO BE JUMPED UP. The Trust Has Decided to Advance Prices in All Grades on the First Day of May.

As if to show their utter disregard for the action of the State Legislature in passing the Anti-Trust Procedure bill, the coal barons, it is stated, have decided to increase the price of coal May 1. As far as can be learned there have been no formal meetings for the purpose of deciding upon this advance. Nevertheless on next Thursday, the last day of the month, notices will be sent to all agents and dealers at this port notifying them of a new schedule of prices to take effect May 1, and which provides for an increase of 25 cents per ton on all sizes of coal.

Since the coal trade, at the detestation of J. Pierpont Morgan, combined to restrict the output, the Trust has advanced prices much as 90 cents per ton in some grades of coal. It is said that one reason for the advance at this time is to prevent the retail dealers from stocking up during the Summer months when the prices have heretofore been considerably lower than during the Winter months. Another reason given for the advance in prices is the late arrival of warm weather, which resulted in a greater consumption. The technical point has been all along maintained by the members of the Trust that they had no binding contract between them. On this subject they expect to be able to meet the investigation which will undoubtedly be made of their combination under the Anti-Trust Procedure bill just passed.

Will Ship Milk by Trolley. Middletown, N. Y., April 26.—Orange County farmers, exasperated by their failure to secure a pro rata freight rate on milk, are forming a movement toward the utilization of the trolley lines for carrying their milk to Newburg and thence by boat to New York. It is proposed to build feed lines covering the entire county, and in this way it is estimated that about 2,000 cans of milk a day can be delivered in New York City at a cost of about twenty cents a can.

O'NEILL'S, SIXTH AVE., 20TH TO 21ST ST.

A GREAT SALE OF Ladies' Jackets, Capes, Suits and Skirts.

LAST WEEK a prominent manufacturer of Women's Garments, who was overstocked, closed out his entire product to us at prices way below its Regular Value. We place the entire stock on sale this morning.

JACKETS. Ladies' Covert Cloth Jackets, refer and fly front shapes, regular price 6.50, Special 3.98.

Ladies' Cheviot Jackets, fly front shapes, stylish and serviceable, regular price 8.50, Special 5.98.

Ladies' Kersey Jackets, lined throughout with changeable Tafteta Silks, regular price 12.00, Special 7.98.

CAPES. Ladies' Tailor-Made Capes, strap and button trimming, half velvet collars, regular price 8.50, Special 4.98.

Ladies' Silk Brocade Capes, shoulder ruffle of Tafteta, soft neck ruching, silk lined, regular price 9.50, Special 5.98.

SUITS. Ladies' Suits of Tan Covert Cloth and fancy mixtures, Blazer Jackets, silk lined, regular price 12.00, Special 7.98.

Homespun Serge Suits, jacket half silk lined, regular price 13.00, Special 8.75.

Ladies' Suits of imported Etamine Serges, fly front short Jackets, lined with Tafteta Silks, in black, blues, browns and mixtures, regular price 25.00, Special 17.98.

SKIRTS. FIVE YARDS WIDE. Separate Skirts, in All-Wool Serges, regular price 6.50, 3.98.

Figured Siloan Skirts, black and colors, regular price 8.00 4.98.

In fancy all-wool mixtures, also in shepherd plaids, regular price 8.00, 4.98.

Glossy Brilliant Skirts, in black, blues and browns, regular price 11.00, 7.98.

A SUPERB COLLECTION OF TRIMMED MILLINERY, embracing all that is desirable for street, carriage and evening wear, is displayed in our showrooms (2d floor) at VERY MODERATE PRICES.

ALL THE CHOICE NOVELTIES IN UNTRIMMED HATS

For Ladies, Misses and Children at Popular Prices.

BACILLI HELPS PAVE STREETS OF NEWARK.

Disease Germs Found in the Material Which Is Being Used by the Contractor.

Sand Dug from the Bottom of the Passaic River Said to Have Caused Typhoid Fever.

DISCOVERY PURELY AN ACCIDENT.

President Herald, of the Board of Health, Made the Investigation, the Result of Which Has Caused Considerable Excitement.

Much astonishment is expressed in medical circles in Newark over the discovery that contractors who have been paving streets there have been using sand taken from the bed of the Passaic River, a stream that is alive with bacilli and other disease germs. The discovery was made by President Herald, of the Health Board, by a mere accident.

The Board had been at a loss to account for the large increase in the number of typhoid cases, but they had partly attributed it to the opening of streets for paving purposes. A large amount of this work has been done recently, and many streets have been ploughed up, to make room for new pavement.

Among the streets recently paved is Congress street, where the doctor lives. There was considerable delay in the work and the physician became impatient because his carriage could not be driven to the door of his residence. He inquired what caused the delay and was told that it was hard to get sand. Then he asked where the sand came from and was horrified when informed that it came from the bed of the Passaic River. He made up his mind that he had discovered

the cause of the big increase in typhoid fever. The doctor then went to a barge loaded with sand, which was moored at the city dock, and secured a sample of the sand and sent it to Dr. William Connolly. The latter made a bacteriological examination of the sand and found in it bacilli resembling typhoid germs.

A sample of the sand was also sent to City Chemist Baldwin, who made a chemical analysis of it and found an odor suggestive of sewage. He also found in it free and albumenoid ammonia. Samples of curries from the sand were then sent to the New York Board of Health, and the examination made by the expert at that Board showed the same results as that of the Newark experts.

This thoroughly convinced Dr. Herald that a grave mistake had been made and he reported the matter to the Board of Health. In this way it came to the ears of medical men generally, and it has caused great surprise.

It is expected that sand for street paving will in the future come from a source other than the Passaic River.

RANCOR IN THE REGIMENT. The Protest Filed by Sergeant Johnson May Result in His Discharge from the Sixty-ninth.

The contention in the Sixty-ninth Regiment over the election of Lieutenant Daniel J. Downey as captain of Company D has resulted in the convening of a medical board for the purpose of ascertaining the physical condition of Quartermaster-Sergeant Joseph P. Johnson, who forwarded to Colonel George M. Smith a formal protest against the election of the lieutenant. Johnson's friends assert that the Board is to be used as a means for getting the sergeant out of the regiment after a long and honorable record.

It is asserted, on the other hand, that Johnson's physical condition is not up to the standard, and that he is not qualified for a soldier to be ordered before a medical board. If the sergeant is found in good physical condition, it is proposed to stay in the regiment; but if the contrary is ascertained he will be handed an honorable discharge for physical disability.

In his protest against the election of Lieutenant Downey as captain, Sergeant Johnson charged, among other things, that threats and intimidation were used by "certain officers of the regiment;" that promises of work were made to enlisted men in his company for the purpose of inducing them to vote for Lieutenant Downey, and that the lieutenant "dropped" and enlisted his friends and refused to receive a recruit who would not vote for him.

108 Columns! And Some Remarks! THE JOURNAL printed yesterday one hundred and eight columns of advertising, divided as follows: General advertising..... 93 1/2 cols. Brooklyn advertising..... 14 1/2 cols. Total 108 cols. Classified Advertising. Of the general advertising twenty-nine solid columns were used by the small advertisers, embracing all the classifications which are of the greatest human interest. These small advertisements are unerring indices of a newspaper's circulation. THE JOURNAL, excelled in circulation by but one paper, stands No. 3 on the list with this kind of advertising, being led by two papers only, and both of these have been years in building it up. THE JOURNAL has taken third place after two months of effort. The gratifying feature about it is that the small advertisers are getting good results from THE JOURNAL columns, which means that the business will keep on growing, growing, as it has all along. Horses and Carriages. Another interesting feature of the advertising in yesterday's paper was the solid six columns of announcements under the classification of "Horses and Carriages." A department devoted to horsemen and their divers interests was only started by THE JOURNAL a week ago to-day, but in that short period enough has been accomplished to make those in charge of it entirely certain of making it a big success. THE JOURNAL is doing more for horsemen than any paper ever did before, and horsemen are doing more for THE JOURNAL than they ever did for any other paper, with one exception. The interests of both are identical, so the growth of the department will be watched by both with keen interest. General Display Advertising. When it comes to general display advertising, which consists of the regular announcements of foreign and local advertisers, THE JOURNAL holds a strong third position to-day, as against a weak tenth position a few months ago. This branch of THE JOURNAL'S business grows steadily in representation, which is more gratifying than to have a large amount of space used by a few advertisers. A careful analysis of the display advertisements in THE JOURNAL yesterday will show in what esteem this paper is held by advertisers who do not pay a high price per line without feeling that the paper is a paying medium. The fact is beyond question that THE JOURNAL is a paying medium. Bicycle Advertising. THE JOURNAL is carrying a great deal of Bicycle advertising—more than any other paper in New York excepting one. In recognition of the handsome support given to this paper by the bicycle advertisers we will issue on May 10 (a week from next Sunday) the most complete as well as the most attractive BICYCLE NUMBER ever issued by any daily newspaper. THE JOURNAL of that date will easily have an edition larger than the circulation of any other New York newspaper excepting one, and besides, it will give away with each copy of the paper a valuable Bicycle Souvenir, with colored lithographic cover, which every rider of the wheel will want. If advertisers desire to be represented in this number it will be necessary to have their copy in by Monday or Tuesday of next week.