JAMES FLEMING STEWART.

THREE TIMES ELECTED TO CONGRESS AND LIKELY TO BE CHOSEN AGAIN.

In the law office of the late Socrates Tuttle, at Paterson, N. J., there were at about the same time three young law students of nearly the same age who rose to distinction in public life while they were yet young men. These young men were Garret A. Hobart, the late Vice-President; John W. Griggs, the present Attorney-General of the United States, and James Fleming Stewart, the member of Congress from the Vth District, who is now completing his third term, and who will almost certainly be renominated and re-elected for his eighth year of continuous service in the House of Representatives. Inasmuch as the honor of four terms in Congress has only been awarded by the citizens of the Vth District—and only three continuously heretofore—to one individual (the late William Walter Phelps), a brief sketch of the life and services of Mr. Stewart is of especial interest at this time.

James Fleming Stewart was born at Paterson, N. J., on June 15, 1851. Silver spoons were neither as plentiful nor popular in those days as they were later, and in the distribution of them the Stewart boy was not enumerated. But as he had been well remembered in the gifts of a strong physique and

JAMES FLEMING STEWART.

a healthy mind, he began the battle of life with about the same handicap that has proved to be beneficial to so many lads who had the courage and the ambition to succeed. He attended the common schools of his native city, and it is to the credit of the school system as well as to his own perseverance that his old schoolmates remember that he took naturally to his lessons and stood well in his classes. To get through college was a problem which he solved by occupying his summer vacations in the various departments of labor, and this work produced the means wherewith he defrayed the expenses of his later education. When he was nineteen years old he was in the 1870 law class of the University of the City of New-York. In this class were several students who have since attained to distinction in their profession. It was at this time that young Stewart also distinguished himself by taking the $250 prize for the best examination. Returning to Paterson he began the practice of the law with every promise of success. He was soon called upon, however, to take an active part in public life, and was three times appointed Recorder of that city. He was legislated out of office in 1882 by a Democratic Legislature, but was restored to it in 1884 when the Republicans again came into control of that body. He resigned the office of Recorder in November, 1885, after his election to Congress.

WORKING FOR RIVER NAVIGATION.

Mr. Stewart was the first member of Congress from the Vth District to agitate the navigation of the Passaic River to Paterson. He urgently pressed in the LVth Congress a measure asking for an appropriation for a preliminary survey and examination of the river by the engineers of the War Department at Washington. They made two examinations and made a report, and also a supplementary report, strongly favoring the measure of which Mr. Stewart was the advocate. These reports are now pending in the Committee on Rivers and Harbors, and Mr. Stewart expects in the event of his re-election next winter to secure absolutely the appropriation to carry out the project of making the river navigable from Passaic to the city of Paterson.

The attainment of this object will be not only a municipal benefit, but a National benefit as well, as new industries will be located upon the banks of the river, freight charges will be greatly reduced, and easy and short communication to the sea made available. The present industries would also grow. As a single instance of the advantages which would follow the navigation of the Passaic to Paterson reference is made to Cook's rolling mill. This industry is now consuming about 50,000 tons of coal a year, all of which is freighted by rail instead of by water. The business of this mill—which is one of the leading concerns of its kind in this country—is growing rapidly, and the works are running night and day. The advantages of water communication to this industry need not be dwelt upon to make them understood.

One of the ever abiding interests of a Congress constituency is that of pensions for veterans of the Civil War. It is one of the natural and happy faculties of Mr. Stewart that, while he is ever mindful of the rights and wishes of the veterans, he has the tact which brings success in aiding them with the Government. Indeed, his popularity with the old boys and the young boys because of his everyday approachableness and camaraderie is proverbial, and it was these characteristics which made the late Vice-President Hobart one of his warmest friends. A dramatic incident in relation to pensions is well worthy of a prominent place in any sketch of Mr. Stewart's public career.

HIS INTEREST IN THE VETERANS.

On the last day of the last session of the LIVth Congress, when he asked for unanimous consent for the passage of the bill granting a pension of $72 a month to Captain Worth, of Ramsey's, in Bergen County, a number of the Democratic members of the House were immediately on their legs to oppose the request of Mr. Stewart. At that time General "Joe" Wheeler was a member from Alabama, and it so happened that he and Captain Worth had been classmates at West Point, and had fought on opposite sides in the Civil War. The latter fact was familiar to Mr. Stewart, and he knew pretty well where the little Alabama fighter stood on his bill.

When the Democrats arose to oppose Mr. Stewart's request for unanimous consent General Wheeler arose with them and secured the attention of Speaker Reed in advance of his colleagues. Mr. Reed knew the General, and he may have known what he was there for. Such incidents have happened in parliamentary bodies before to-day, and have received the favorable indorsement of the good as well as the able. General Wheeler's clear, ringing tones penetrated every part of the house as he said that he had been at West Point with Captain Worth, and that although they had fought each other with all the intensity and bitterness of political strife in the Civil War, he knew Captain Worth to be worthy and deserving of all that was asked for him from his country by the member from New-Jersey, and he hoped that every Democrat who believed in justice and right, and out of respect for a gallant man and a good soldier, would vote for unanimous consent. The Democrats heeded the request, and the bill was passed and became a law. This is only one of the acts of Mr. Stewart which the veterans hold in high esteem.

PROTECTION OF THE PALISADES.

In the LVth Congress Mr. Stewart introduced the bill for the protection of the Palisades, on the Hudson River. He was indefatigable in pushing the matter before the committee in charge of it, and succeeded in getting a favorable report from both the War and Navy departments, and also a personal report of the same kind from General Nathaniel Miles. Notwithstanding these facts, he could not get the bill out of the committee and through the House. General Hull, the chairman of the Military Committee, was opposed to the measure, and it was put to sleep. Mr. Stewart then asked unanimous consent in the House for the appointment of a Naval Advisory Board to inquire into the advisability of making the waters below the Palisades a naval and anchoring station of the United States. Mr. Dockery, then a member from Missouri, objected, and there the matter was necessarily detained. The bill is still pending, and to Mr. Stewart belongs the credit of putting the matter in shape for the United States and New-Jersey to bring about the desired results.

Congressman Stewart is a member of the Interstate and Foreign Commerce Committee, which is one of the most important committees in the House. He is chairman of the Committee on Expenditures of the Navy Department. At the last session, pending the discussion of the Nicaragua Canal question, Mr. Stewart made a speech in favor of building the canal at once. This speech was favorably received and commented upon all over the country. In preceding sessions of Congress Mr. Stewart has spoken upon all of the important questions before the House, and as chairman of two sub-committees of the Interstate and Foreign Commerce Committee he has reported many important bills, prepared the reports and urged several important measures which are now laws to a passage.

EULOGY OF THE LATE VICE-PRESIDENT.

Perhaps the speech which attracted the most attention to Mr. Stewart as a public speaker was his eulogy in the House of the late Vice-President Hobart, whose intimate friend he was and whom he had known during all his public career. In this speech, which was widely commended as an admirable memorial tribute, Mr. Stewart said:

"Mr. Speaker: I will occupy the attention of the House but a few moments. Vice-President Hobart is dead. The Nation was profoundly startled at this announcement. When we last saw him he was apparently in robust and vigorous health, but the black robed messenger of death beckoned from the hilltops, and he followed with the dying to an eternal rest. I knew him well. I attended his marriage to one of the most lovable young women in our community. Now she is his sorrow laden widow, cloistered in gloom and loneliness.

"His administration was unique, and the unusual friendship existing between the dead Vice-President and our distinguished President was of the tenderest kind, and gave him personally and officially a dignity and importance heretofore lacking, and raised the office of Vice-President from one of perfunctory faculty to an exalted power.

"In early life he gave emphatic promise of future wealth and greatness.

Our deeds do follow us from afar:
And what we have been makes us what we are.

"He possessed greater business capacity and executive ability than any man I ever knew. He loved wealth and power, and dispensed both liberally. As the great poet says:

The time of life is short:
To spend it basely were too long.

"His neighbors and friends best know how his shortened time of life was spent. Midas like, everything he touched turned to gold, and his genial, robust and cheerful manliness loaded him down with preferment and power. But it is not to the dead our words should be alone or particularly addressed, but to the widowed wife and son, who must carry this burden of sorrow throughout a lifetime. To this noble woman and stricken boy let our hearts go out with tenderness, sympathy and love, and appeal to the Almighty, who is especially the widows' God, to strengthen her in her loneliness for all struggles to come; and when she approaches the eternal throne may she bid a fond adieu to this world to embrace her beloved husband in the life everlasting. In this life there is a continual parting—by death, marriage, absence—and all are profoundly sad; but death is saddest, for it is for life. How pathetic does our own great poet sing of this sad truth:

All are scattered now and fled.
Some are married, some are dead;
And when I ask, with throbs of pain,
"Ah! when shall they all meet again
As in the days long since gone by?"
The ancient timepiece made reply:
"Forever, never;
Never, forever."
Never here, forever there,
Where all parting, pain and care,
And death and time shall disappear.
Forever there, but never here,
The horologe of eternity
Sayeth this incessantly:
"Forever, never;
Never, forever."

"Soon as age greets us we have more friends in eternity than here, and when we are required to depart death's journey is made easier by this thought. God grant we may all view life as a very transient state, and always regard the star of eternity as soon to surround us in its effulgent rays."

Having by his activity and intelligence earned for himself the sincere commendation of his watchful constituents it is not surprising that the latest reports from them are to the effect, as one of the most influential of them in a recent conversation put it, that "his renomination is a foregone conclusion and his re-election a sure thing."

THE WEEK IN PETROLEUM.

There is no change to note in the markets for crude and refined petroleum for the last week. Prices, although unchanged from a week ago, are somewhat steadier by reason of the reported falling off in new production. There has been no material falling off in field work, but operators are not meeting with the success which characterized the operations earlier in the season. This is particularly true in the lower Southwest territory. Several weeks ago the discovery of a gusher was an everyday occurrence, but at the present time they are few and far between. Reports from Harrison County, W. Va., say that fewer large wells are coming to light, while the number of wells making 100 barrels or over a day has been materially reduced. Perhaps the most notable feature of the week in the development line was the discovery of an extension of the South Penn Oil Company's gusher on the J. B. Whitman farm, near Wallace, Harrison County, W. Va., by the Carter Oil Company. The new well is about six miles southwest of the Whitman gusher, and made a trifle over 200 barrels in the first twenty-four hours.

The statement of pipe line movements for June shows a decline in total receipts of 74,306 barrels, as compared with May, and an increase as compared with June, 1899, of 259,376 barrels. Total deliveries increased 87,239 barrels over May, and increased 341,566 barrels, as compared with the corresponding month last year. Excess receipts for June last decreased 61,545 barrels. Net stocks during June increased 115,047 barrels.

Refined petroleum closed at 7.85 cents a gallon in barrels and 5.20 cents in bulk at New-York. Philadelphia prices being on a basis 5 points lower. Foreign quotations were: London, 6 9-16d per imperial gallon; Antwerp, 18½ francs per 100 kilos, and Bremen, 6.65 marks per 50 kilos.

GAS PRICES COMPARED.

THE SITUATION IN LONDON AND HERE—ENGLISH LEGISLATION ON THE SUBJECT.

The three gas companies which divide the whole territory of the city of London have recently raised their prices 12, 17 and 20 per cent, respectively, making the present (maximum) price 3 shillings and 5 pence a thousand, or, say, 85 cents, with an announced further increase to follow. These advances over the prices of last year are attributed to the increased cost of gas coal. In view of the similarity of the gas situation in this city, it is of interest to consider the way in which the price of gas is regulated under the English statute.

The first general provision upon this subject was contained in the Gasworks Clauses Act, 1847 (10-11 Vic. Ch. 15). This act related only to companies to be subsequently incorporated, and fixed the allowable annual dividend at 10 per cent, where no different rate might be prescribed in the charter of the company, but provided for cumulative dividends where the rate of dividend in any year had been less than the maximum or prescribed rate, as also for the accumulation of a reserve fund (equal to 10 per cent of the capital) to meet any deficiency in profits and any extraordinary claims. This act applied not only to London, but to all companies in Great Britain and Ireland.

The next general provision was contained in the Metropolis Gas Act, 1860 (23-24 Vic. Ch. 125), which was confined to London. At that time thirteen companies supplied gas within the metropolitan area, and the first object of the act was to define the districts within which the several companies might operate, and to confine a single company to a single district. This was done, as the act recited, "in order to economize capital and avoid the too frequent opening of the streets." The act then provided a standard test of illuminating power and purity, and fixed the standard dividend at 10 per cent, as before, and the standard price at the rate taken by the several companies on January 1, 1860, beyond which rate, if it exceeded 4 shillings and 6 pence, the price might not be increased, unless the increase was warranted by such an "increase in the cost of gas or any other circumstance affecting the company as will warrant such advance," to be determined by arbitrators designated by the Board of Trade.

Of the thirteen companies mentioned in this act all but three have now disappeared in the process of consolidation. There remain only the South Metropolitan Gas Company, created in 1869 by the consolidation of three companies operating on the south side of the river; the Commercial Gas Company, created in 1875 by the consolidation of two companies operating on the north side of the river, and the Gas Light and Coke Company, created in 1876 by the consolidation of the remaining eight companies. The amended act of consolidation of the first company, 39-40 Vic. Ch. 229, and the consolidation acts of the two other companies, 38-39 Vic. Ch. 200, and 39-40 Vic. Ch. 225, constitute the present statutory law governing the companies in respect to dividends, insurance fund against "strikes," etc., reserve fund and illuminating power and purity of gas.

In regard to all these matters the three acts are essentially identical, so that a statement of the details of one of them will serve for the others also.

The chief innovation found in these acts is the provision for dividends on a sliding scale, arranged inversely to the price of gas, a provision which, pursuant to standing orders of Parliament, first adopted in 1867, must be inserted in all new charters for gas companies. The provision in the Gas Light and Coke Company's act is as follows:

Section 38. The standard price to be charged by the Gas Light and Coke Company for gas supplied by them shall be 3 shillings and 9 pence per 1,000 cubic feet, provided that the company may increase or diminish such standard price subject to a decrease or increase in the standard rates of dividend as defined by this act (10 per cent), to be calculated as follows:

For every penny or part of a penny charged in excess or in diminution of such standard price in any year, the standard rates of dividend shall for such year be reduced or increased by 5 shillings in the hundred pounds per annum (one-quarter of 1 per cent).

This provision gives the company an obvious interest in reducing the price of gas by the practice of all possible economies and the use of the most improved methods of manufacture, and the interest of the company is thus made identical with that of the consumers. The effort of the company will always be to reduce prices, and an increase will be made only because existing prices are below the cost of production or too close to it to admit of the authorized dividends.

With gas at 2 shillings and 9 pence, the company is enabled to declare a dividend of 11¾ per cent, and the recent increase to 3 shillings and 5 pence reduces the dividend 1½ per cent.

The act also provides for the accumulation out of profits in excess of dividends of an "insurance fund" against accidents, strikes, etc., equal to one-twentieth of the capital stock, and for a reserve fund unlimited in amount.

Respecting the quality of the gas, the provision is that the referees appointed by the Board of Trade "shall from time to time ascertain with what degree of purity the company can reasonably be required to make and supply gas continuously without occasioning a nuisance to the neighborhood in which the works are situated, and shall thereupon prescribe and certify the maximum amount of impurity" to be allowed, but the gas shall be wholly free from sulphuretted hydrogen, and the light from a five-foot burner shall have an intensity equal to sixteen candles.

A comparison with the situation in New-York will be instructive.

During the last year the Consolidated Company has paid dividends at the rate of 4 per cent, and there is strong ground for inferring, in the absence of the figures, that this whole dividend has come from the reserve fund, and that an additional sum had to be taken from it in order to meet the expenses of manufacture and distribution. It is known that the New-Amsterdam Company found itself without means to meet its interest payment falling due this month, and that the control of that company was acquired by the Consolidated Company because it could no longer exist and carry on the destructive rate war.

The statute limiting the price of gas in this city is Chapter 385 of the Laws of 1897. It fixes $1.05 as the highest price for 1900, and $1 for 1901 and each year thereafter the prices for gas furnished the city will be respectively 92½ cents and 50 cents for the same periods. The illuminating power from a five-foot burner is fixed at twenty-two candles, instead of sixteen candles, the London standard.

It will be observed at once that the provisions of the New-York statute are made solely for the benefit of the public, without consulting in any way the interests of the company itself; that no exclusive right to any particular district is assured to any company, as had been done in London as early as 1847; that the price is fixed without regard to the dividends which profits may afford, though labor is far more expensive here, and probably coal, even if the other elements of cost are no higher, and that, notwithstanding this, the companies here are required to furnish gas of an illuminating power almost 40 per cent higher than that required in London. The result of this is that, considering the difference in illuminating power, the customers of the Gas Light and Coke Company in London now pay about $1.19 for light which the New-York statute requires the companies in this city to furnish for $1.05.

It would seem that further legislation in this State should be enacted only with provisions which may have regard to the public interest, and yet insure a fair profit to the gas companies, somewhat in the line of the clauses of the acts under which the London companies operate.

MISSIONARIES SPEAK IN CINCINNATI.

CLOSING FEATURES OF CONVENTION OF BAPTIST YOUNG PEOPLE'S UNION OF AMERICA.

Cincinnati, July 15.—The features of the last day of the tenth international convention of the Baptist Young People's Union of America were the annual sermon by Spurgeon's successor, Dr. E. G. Gange, of London, and the missionary services. Even the overflow meetings did not satisfy the demands to hear the many distinguished visiting missionaries, and extra meetings were arranged for them between the afternoon and evening sessions. In the afternoon Music Hall was packed to hear Dr. Gange, and special efforts were made to have only the Chautauqua salute, but the audience broke out in loud applause at the close of the discourse.

There was a large audience in Music Hall at 8:30 a. m. to hear Dr. H. M. Wharton, of Philadelphia, on "Soul Winning." Then the delegates dispersed for the missionary services at 10 a. m. in the Baptist churches of the city. Among "the voices from many fields" were those of F. H. Levering, India; George H. Brock, India; W. H. Young, Burmah; S. A. Perrine, Assam; Annie M. Clagget, Japan; Flora E. Ayers, Burmah; Mrs. Lydia M. Campbell, India; P. P. Haggard, Assam, and J. W. Carlh and wife, of China. The demand for Dr. William Ashmore, of China, was such that he was quickly transferred from one meeting to another.

In the afternoon at Music Hall, after addresses by the Rev. W. A. Stanton, of Pittsburg, and Dr. D. B. Purington, president of Dennison University, at Granville, Ohio, the event of the week occurred. It was the annual sermon, on "Apostleship," by the Rev. E. G. Gange, F. R. A. S., of London.

In the evening there was a praise service, in which the chorus of five hundred trained voices led the five thousand voices in the audience. Dr. W. E. Hatcher, of Richmond, and Dr. L. L. Henson, of Fort Wayne, spoke briefly.

The closing consecration service was conducted by Dr. E. E. Chivers, of Chicago, the general secretary, after which the president, John H. Chapman, bade all godspeed.

ELEVATED CAR BURNED IN CHICAGO.

PASSENGERS FLEE TO OTHER CARS AND FINALLY LEAVE THE TRAIN.

Chicago, July 15.—One hundred and fifty passengers on a South Side elevated train were thrown into a panic last night, after the train left Eighteenth-st., by discovering that the middle of the train was on fire. The guards attempted to quiet the fears of the passengers by telling them that a fuse had been blown out and that there was no danger. As the train neared Twenty-second-st. the smoke became denser and the passengers became more frightened. Some wanted to leave the train, but the guards insisted that they could control the fire, if it was not entirely extinguished.

Just as the train left the Twenty-second-st. station the flames burst out again and the passengers rushed frantically out of the car to the front and rear cars of the train. Some called upon the trainmen to stop and permit them to get off on the elevated structure. The demands were answered by the increased speed of the train.

The motorman in charge turned on all power and began a race against the fire. In the mean time the flames had eaten their way through the floor and out of the end of the car. As the train neared the Twenty-sixth-st. station the trainmen called out that all must be prepared to leave the train. As the train stopped it was emptied quickly. The train then pulled out for the south again, with flames darting out from the middle car and sparks and smoke flying in every direction. The fire was extinguished when the train reached Twenty-seventh-st.

LEWIS G. TEWKSBURY STILL MISSING.

REPORT THAT HE WAS IN THIS CITY LAST WEEK NOT WELL FOUNDED.

At the Herald Square Hotel, where the missing Lewis G. Tewksbury had apartments, it was said yesterday that he had not been seen or heard of about the hotel since two weeks ago last Friday, June 29. That day he bought a ticket for Chicago, and his plans, so far as the hotel people knew them, were to leave here that afternoon on the 5:30 o'clock train. There was a report that Tewksbury was seen in the street last week, but this, the hotel men think, is not well founded.

The clerk at the Sturtevant House, where Tewksbury was said to have had a brokerage agency, has not seen him since some time last month.

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NOTHING BETTER THAN REAL ESTATE.
We have several desirable downtown PROPERTIES FOR SALE.
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ONE OF THE FINEST ESTATES ON THE HUDSON. B. L. WINTERS, 56 Pine St.

Excursions.

IRON STEAMBOAT CO.
THE ONLY ALL-WATER ROUTE TO
CONEY ISLAND.
Leave FOOT 22D ST., North River, 9, 10, 11 A. M., 12 M., 12.45, 1.30, 2.15, 3, 4, 5, 6, 7, 8, 9 P. M.
Leave Pier (New) No. 1, North River, } Half hour later.
Leave NEW IRON PIER, CONEY ISLAND, 10.40, 11.40 A. M., 12.40, 1.40, 2.25, 3.10, 3.55, 4.40, 5.40, 6.40, 7.40, 8.40, 9.40, 10.40 P. M.
EXCURSION TICKETS, 25 CENTS.

Ocean Route to LONG BRANCH.
PALATIAL 4-DECK OCEAN STEAMER
"COLUMBIA."
Time Table for To-day:

Leave Foot 22d St., North River.	Leave Pier (New) No. 1, North River.	Leave Iron Pier, Long Branch.
9:30 A. M.	10:00 A. M.	12:30 P. M.
2:30 P. M.	4:00 P. M.	6:30 P. M.

ROUND TRIP TICKETS, 75 CENTS.
SINGLE TRIP TICKETS, 50 CENTS.

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THE STANDARD FOR 59 YEARS.
Seasonable Tours to ALL popular Summer Resorts, including Niagara Falls, the St. Lawrence, the Saguenay, Nova Scotia and Maritime Provinces, White Mountains, Adirondacks, Lakes George and Champlain, Rocky Mountains, Great Lakes, Yellowstone Park, etc.
TOURIST PARTIES OCCUPY 1 TO 4 WEEKS.
INDEPENDENT TICKETS GOOD FOR SEASON.
BERMUDA—Delightful 9-day Ocean Trips, July 19, August 2, $37.50, including All Expenses.
ANNUAL TOURS AROUND THE WORLD Sept. 6, 10, Oct. 17, Nov. 7, 1900.
FALL TOUR TO JAPAN, (including Honolulu), Sept. 6.
PROGRAMMES FREE.
No charge for Estimates. Correspondence invited.
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TIME TABLE—STEAMERS LEAVE
Cortlandt St. piers, 9.00, 10.00, 11.00 A. M., 12 M., 1.30, 2.30, 3.30, 5.15 P. M. So. 5th St., Brooklyn, 9.30, 10.30, 11.30 A. M., 12.30, 2.00, 2.50, 3.50 P. M. East 23d St., 9.30 10 0, 10.46, 11.45 A. M. 12.45, 2.15, 3.45, 5.35, 6.15, 6.45 P. M. LEAVE GLEN ISLAND 11.00 A. M. for Cortlandt St. only; 11, 3 A. M. for East 23d St. and So. 5th St., Brooklyn. 12.00 M. and 1.00 P. M. for Cortlandt St. only. 3, 5, 5.30, 6, 7, 8 P. M. for all landings. EXTRA BOATS SUNDAYS.
EXCURSION 40 CENTS.
Including Admission to all Attractions.

MANHATTAN BEACH.
LEAVE FOOT EAST 34TH ST., N. Y., week days, 5.40, 6.40, 7.40, 9.20, 11.00 a. m., 12.10, 1.10, 1.40, 2.10, 2.40, 3.10, 3.40, 4.40, 5.10, 5.40, 6.00, 6.40, 7.10, 7.40, 8.10, 8.40, 9.30 and 10.50 p. m.
Trains stop at East New York 25 minutes after 34th st. time.
FROM WHITEHALL ST., N. Y., via 39th St., South Brooklyn, Ferry, connecting with steam trains Long Island Railroad. Leave on week days, 7.00, 8.00, 9.00, 10.00, 11.00 a. m., 12.00 noon, and from 1.00 p. m. every forty minutes to 10.20 p. m.
EXCURSION FARE, 40 CENTS.

ROCKAWAY BEACH.
Trains leave 34th st., E. R., N. Y., week days, 6.00, 6.50, 8.30, 9.20, 10.50 A. M., 12.50, 1.50, 2.50, 4.20, 5.20, 6.30, 7.20, 8.20, 9.20 P. M. (10.00 P. M. Hammel only). On Saturdays additional trains will leave 1.20, 2.20, 3.20 and 9.50 P. M. Returning last train leaves the Beach at 10.40 P. M.

WEST POINT, NEWBURGH & POUGHKEEPSIE.
GRAND DAILY EXCURSION (Except Sunday) BY PALACE IRON DAY LINE STEAMERS "NEW YORK" and "ALBANY."
From Brooklyn, Fulton St., (by Annex).....8 A. M.
" New-York, Desbrosses St. Pier.....8:40 "
" New York, West 22d St. Pier.....9:00 "
Returning due in New York 5:30 P. M.
MORNING AND AFTERNOON CONCERTS.

DEEP SEA FISHING DAILY.—The large and commodious Str. Edmund Butler leaves 15th St., Hoboken, 7.30; Battery, 8:30 a. m. Fare, gents, 75c.; ladies, 50c.

DEEP SEA FISHING—Al Foster, iron sea steamer Angler, daily. Fare, 75c.; ladies, 50c.; 21st st., E. R., 7:15; Battery, 8:00 a. m.

ADVERTISEMENTS and subscriptions for The Tribune received at their Uptown Office, No. 1,242 Broadway, 2d door north of 31st-st., until 9 o'clock p. m.; advertisements received at the following branch offices at regular office rates until 8 o'clock p. m., viz.: 254 8th-ave., s. e. cor. 23d-st.; 152 6th-ave., cor. 12th-st.; Macy's, 6th-ave. and 14th-st.; 142 Columbus-ave., near West 66th-st.; 106 West 42d-st., near 6th-ave.; 92 East 14th-st.; 257 West 42d-st., between 7th and 8th aves.; 159 East 47th-st.; 1,388 3d-ave., between 76th and 77th sts.; 1,026 3d-ave., near 61st-st.; 1,708 1st-ave., near 89th-st.; 650 3d-ave., near 41st-st.; 554 3d-ave.; 210 Bleecker-st.; 325 Bleecker-st.

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Citations.

THE PEOPLE OF THE STATE OF NEW-York, by the grace of God free and independent, To Edward Fitzgerald, John T. Fitzgerald, Edward Fitzgerald, Ellen M. Moriarty, Eugene F. Durkin, Sadie A. Durkin and John T. Shaughnessy, heirs at law and next of kin of John E. Fitzgerald, deceased, who was the surviving husband of Mary A. Fitzgerald, deceased, late of the County of New York, and Charles F. Kittredge, named as executor in a paper which has been filed for probate as the last will and testament of said John E. Fitzgerald, deceased, send greeting:

Whereas, Richard Hodnett and Thomas Hodnett have filed their supplemental petition in the Surrogate's Court of our County of New York, to have a certain instrument in writing bearing date January 15th, 1898, relating to both real and personal property duly proved as the last Will and Testament of Mary A. Fitzgerald, deceased, late of the County of New York, therefore you and each of you are cited to appear before the Surrogate of our County of New York at his office in the City of New York on the 5th day of September 1900, at half-past ten o'clock in the forenoon of that day, then and there to attend the probate of the said last Will and Testament.

And such of you as are hereby cited, as are under the age of twenty-one years, are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or in the event of your neglect or failure to do so, a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof, We have caused the Seal of the Surrogate's Court of the said County of New York to be hereunto affixed to this supplemental citation.

Witness, Hon. Abner C. Thomas, Surrogate of our said County of New York, at said County, the 3d day of July in the year of our Lord one thousand nine hundred. (Seal) J. FAIRFAX M'LAUGHLIN, Clerk of the Surrogate's Court.

CARTER, HUGHES & DWIGHT, Attorneys for Proponents, 96 Broadway, New York.

Foreclosure Sales.

NEW YORK SUPREME COURT, COUNTY O