NEW-YORK.

MODERN SKETCHES AND ANTIQUARIAN NOTES.

NEW-YORK SKETCHES. By Jesse Lynch Williams. With illustrations. Octavo, pp. xii, 133. Charles Scribner's Sons.

ANNALS OF OLD MANHATTAN, 1609-1664. By Julia M. Colton. With numerous illustrations. Octavo, pp. x, 238. Brentano's.

Mr. Williams takes his reader, apparently assumed to be a citizen who knows little about his city except that he loves it, the circuit of the river fronts, up Broadway on a "walk home" to Madison Square and thence on up Fifth-ave.; through some of the cross streets and out into the country stretches, incongruously included within the limits of New-York. Undoubtedly it is true of New-Yorkers, as of the inhabitants of most cities, that they know comparatively little about their birthplace. Familiarity in such a case breeds a neglect of curiosity. But in a book of this sort the obvious danger is the restatement of familiar facts, without setting them in a new light, while assembling the odds and ends which are apt to escape the attention of the resident; the putting into Newcastle with a shipload of coal and only a small consignment of curious woods. The New-Yorker knows the view of the city to be had from the Brooklyn Bridge or a Jersey ferry, while the chance of his reading the page prevents the author from addressing himself unrestrictedly to the man who never has been there. Between these two limitations Mr. Williams steers rather successfully, while only once or twice is a page to be turned without coming upon a drawing or photograph which will give pleasure to the native or inform the outsider.

The observation is cleverly photographic. Bits of historical fact find their places in the recital of present appearances, but there is little thought of causes. One part of the city, we learn now and then, has an entirely "different feeling in the air" from another; in one case there is even a "feel" in the air. There are other curious informal expressions; certain river steamers are "riverish," St. Paul's Churchyard is "church-yardish," a group of buildings below the bridge is "Amsterdamish," Madison Square is "New-Yorkish"; the disappearance is lamented of old buildings that are "landmarky." It is not particularly felicitous to speak of Grace Church rectory as "interesting-looking." And with all the success of sketchy portrayal the essential effect is sometimes missed, as when the fire engine flashes across Broadway and the habitual and impressive arrest of traffic is lost to the picture. There is an inclination, too, to add sympathy and interest by the device of personifying old houses and churches and recounting their emotions. The error which so many make who aim to picture a whole metropolis, that of assigning a disproportionate importance to those who, in Clara Morris's phrase, wear their rouge with a difference, has not befallen Mr. Williams. What he has to say of the reasons for the uncompromising regularity of our street plan and its compensations is well put. Referring to the work of the commissioners of 1807, he writes:

Our country was at the extreme of its reaction from monarchial ideals, and democratic simplicity was running into the ground. In our straining to be rid of all our artificiality, we were ousting art and beauty, too. It was so in most parts of our awkward young nation; but especially did the materialistic tendency of this dreary, disagreeable period manifest itself here in commercial New-York, where Knickerbocker families were lopping the "Vans" off their names.

These "Vans" were still in the ascendant in the times described in the "Annals of Old Manhattan." The aim here has been to present a brief, readable account of the history of the Dutch colony from the days when the Half Moon sailed into the river to the appearance of the British fleet under Nichols. The narrative concerns itself with no discussion of historical doubts, but offers a continuous story from the time of Director Cornelius Jacobsen Mey to Governor Peter Stuyvesant, resting on the most serviceable sources. Among the illustrations are copies of old engravings and maps.

THE "AMURRICAN" UNMASKED

NO LONGER A BRITISH SUPERSTITION, BUT A LIVING FACT.

NOTES ON A MYTHICAL LANGUAGE BY ONE WHO BELIEVES IT IS NO MYTH.

To the Editor of The Tribune.

Sir: When those who have had no special training undertake to discuss some matter which requires training they are sure to blunder. They stumble at every step, but the strange thing is that such persons are generally quite sure that they are tripping along with the elegance that makes thought beautiful. Referring to your article in Sunday's issue, I may say Mr. Aldrich obviously does not know that Maudlin (as Magdalen College is called) is simply the Middle English representative of the Norman-French word, of which the spelling has been Latinized. Very cultured persons fight shy of saying "vitals" (Old French vitailles), but "vic-tu-als," of course, is to them most proper.

As to "Amurricans," every philologist knows that this pronunciation, and even "Murricans," prevails in many parts of our big country, especially in the Middle West. It is not a "British superstition." I hear even New-Yorkers say "Amurricans" almost (or is it "most"?) every day. Likewise "ferry" is "furry," etc., etc. As to "guess," I can hardly imagine how the universal misuse of this useful word can be denied. (Professor Lounsbury justifies American usage by citing Chaucer.) The Northerner says "I guess," meaning "I suppose" or "I think"; the Southerner says "I don't guess," and thinks it strange that people in the North should speak so ill!

My observations of American English have been made from New-York to San Francisco and during a residence of ten years at two of our great cosmopolitan universities. They have led me to the conclusion that not one American in a hundred speaks his English as well as English is spoken by educated Englishmen, Scots or even by the mixed race of Northern Ireland. Why not lay aside national vanity and be fair? Let whoever believes that, on the whole, our voices are sweet and pure, as in most of Europe, go some night to one act of a play rendered by a purely American company, then go to Herr Conried's German theatre or to a performance by English players. If this is not enough, let him take a trip abroad and hearken to the notorious twang as it jars unbeautifully in European streets. Europeans believe, and rightly, that American English is generally spoken with a strong nasal twang. Many thinking Americans also, including O. W. Holmes, honestly own up to the twang, sometimes with humor, sometimes with a little heat.

This is not the place to cite the ten thousand absurdities registered in the two well known dictionaries of Americanisms. I may be allowed, however, to set down three or four of the worst:

First—Not one American in five hundred, including school teachers and college professors, understands the fundamental differences between "can" and "may" or "shall" and "will." Yet these words occur in every other sentence, almost, and they are highly important.

Second—The simple word "yes" is heard in the United States once where "ye," "ye-up," "yup," "yeah," "eh-ah" and other variations are heard a dozen times. The forms cited (in popular orthography) are not in the least limited to the less cultivated classes.

Third—How regularly "around" is used and abused when "about" is the right word! Thus: "I guess we will be able to go around Noo-York with you this afternoon."

Fourth—"Lend" is used in America hardly otherwise than in a figurative sense. What one hears is "loan." All the lent objets d'art in the Metropolitan Museum are "loaned." In Mr. Davis's story called "In the Fog" he makes an Englishman say "loaned."

But there is no advantage in piling up instances here. Amateur philologists should read what trained linguists have to say, or they should use their ears.

No doubt Andrew Lang, Conan Doyle, Mr. Kipling, Mrs. Humphry Ward, the Editor of "The Oxford Dictionary" and other distinguished Britons may be wrong sometimes in what they write of American English, but that they are right in the main will be evident to every thoughtful American who has sharp ears, some feeling for beautiful speech and a gift of observation. These faculties are rare. Yours respectfully, R. T. H.

Yonkers, Nov. 30, 1902.

GETTING RID OF HYACINTHS.

WORK UNDERTAKEN BY THE GOVERNMENT IN FLORIDA WATERS.

Jacksonville, Fla., Dec. 4 (Special).—To those who know of the hyacinth only as a pretty water plant it may seem strange that the government is devoting thousands of dollars toward destroying it, and that only after this State and scores of individuals and companies have devoted large sums to the same purpose. But it is true. The hyacinth that blooms in so lovely a manner and is a pretty household plant has become in Florida waters a terrible pest, a menace to the navigation of the rivers and creeks and has cost steamboat companies and lumbermen a large amount of money in the vain endeavor to clear out the St. John's and its tributaries.

The hyacinth was introduced here many years ago by a planter living near Palatka, on the St. John's, fifty-seven miles above here. It speedily flourished and was the owner's admiration and delight. Later the plants began spreading, and soon covered the bayous in the St. John's, near his place, and later they spread to South Florida. Year by year the invasion increased, and soon the rivers and creeks became almost impassable for boats by reason of the immense beds of hyacinths clogging up the waters. Many were the schemes tried in the effort to rid the waters of this pest. Chemical solutions were sprinkled on them, but the hyacinths only grew the faster. Boats were tried that had sharp propellers to cut them down, and the plants were dragged out on the banks. This proved too costly.

After months of work and worry the general government was appealed to. An appropriation was secured, and the government engineers tackled the problem. Many were the ideas and suggestions given. Scores were tried and given up as impracticable. In Louisiana the same trouble was experienced, and in time the engineers here, taking lessons from those at work there, solved the problem, and in a few days the large steam tug La Reve started out in its first flight against the hyacinth pest, fully equipped for its work.

The tug was purchased for this work especially, and is strong and stanch, with extra heavy boilers and engines, so that power can be used to force the boat through the beds of the plant.

For the last year or more the St. John's has been covered with floating beds of the plant, varying from those of a few acres in area to those a mile or two long, and extending sometimes from shore to shore. As the plants became crowded together, they packed, closely, almost solidly, and in many places, on the upper St. John's, where the river is narrow, they are so solidly packed that people can cross the river on them. The roots extend down from four to ten feet, and the plants are so solidly and compactly packed that an ordinary steamer cannot force its way through them.

The tug is expected to clear this all away, and much interest has been awakened throughout the State by this work, as the losses entailed by this pest are felt on every hand. Along with the tug, as a tender, will be a large barge, on which are two big tanks, with a capacity of 5,000 gallons each, with a large boiler attached, the latter being necessary in preparing the chemical compound that is used. The capacity of the three tanks on the tug is 3,500 gallons each. A huge spraying pump is set in the engine room of the tug. This pump forces the chemical solution through pipes to the bow of the boat, where large sprayers will distribute it broadcast over the beds of hyacinths. One sprayer is fastened at the bow, and the other two extend outward from the sides on long booms, thus enabling the workmen to give a wide distribution to the spray. The spray, in fact, will be thrown to a distance of ninety feet in an arc around the bow. By steaming along steadily into the bed of plants it is expected that the boat will be enabled to cover something like 100,000 square yards daily. It will be seen from this on what a large scale the war against the hyacinth is to be waged. It is expected that the boat will be at work all winter and next spring, and that then noticeable results of the success of the work will be observed. The work will be continued here for several years, possibly, before the hyacinth is entirely eradicated.

The plant is constructed under the patent of the Harvesta Chemical Compound Company, of New-Orleans, and the patentee, Charles Harvesta, has been here overseeing the details. It is the same plan practically that proved successful in the bayous of Louisiana, and boats are at work in Mexico and Australia, where a kind of cactus growth in the waters has grown to be a menace to navigation. Captain F. W. Bruce, the government engineer in charge of this district, will have charge of the work.

Mr. Harvesta, in describing the process, says that so far this compound has been found remarkably efficacious in killing the plant. The chemical solution thrown on the plant goes down to the roots and kills every one. Every seed is killed also. In two hours or so after being sprayed the plants shrivel up, and in a short time afterward disintegrate so completely that no fear is felt of the plants drifting toward other localities.

The tug will begin work in Black Creek, a large stream a few miles above Jacksonville, in a few days, and great interest is felt, as there is so much at stake.

OHIO'S ONE HUNDRED YEARS.

From Leslie's Weekly.

The approaching centennial of the State of Ohio will, of course, command national attention. The committee which has charge of the centennial celebration reckons March 1, 1803, as the State's birthday, that being the time when the State's legislature first met in Chillicothe, Ohio's original capital. As March 1, 1903, comes on a Sunday, the celebration has been deferred to a later date, and will take place in Chillicothe on Wednesday and Thursday, May 20 and 21, 1903. The census authorities, however, reckon the date of Ohio's existence as a State from November 29, 1802, the day on which the State's constitution framers at Chillicothe finished their work. That day in 1902 will be the one at which most of the papers of the United States will doubtless place the completion of Ohio's hundred years.

For many reasons Ohio is one of the most interesting of all the States. As the first of the divisions of the old Northwest Territory to be endowed with the privileges of Statehood and to give concrete expression to the provisions of the ordinance of 1787, under which that Territory was organized, Ohio's entrance into the list of States forms an important date mark in the country's history. Its early settlers comprised some of the choicest blood of New-England, the Middle States and the South, Virginia furnishing the bulk of the Southern ingredient of its population at the outset. As the only State at that particular place between the Canadian boundary and the Ohio River, the latter marking the northern line of the slave section, it formed the connecting link between the free States of the Atlantic seaboard of the old days and the free section of the Mississippi Valley and the Far West. The "underground railroad" of the slavery days had more lines of travel between these sections, "lines" and "stations" in Ohio than it had in any other State. No commonwealth of the era which ended with the adoption of the Thirteenth Amendment took a larger part in the slavery controversy.

THE OPEN AIR CURE.

From The Hartford Courant.

Fifteen Indiana consumptives have reported themselves or been reported to "The Indianapolis News" as intending to try the open air cure this winter—to live and sleep out of doors. One of them, Robert E. Davis, of Derby, "moved his bed out on his front porch (overlooking the Ohio River) the 6th of January and slept out during the coldest nights last winter." A few are having one room frame cabins, open on one side, built for them. Many who have been sleeping out through the summer and fall are moving indoors, but intend to leave their bedroom windows open. "Never in the history of Indiana," says our contemporary, "were so many windows left open at night as at present." With the living and sleeping out of doors goes (in the "cure") a prescribed programme of cold baths, diet and exercise. Davis, of Derby—already mentioned—has written to Dr. J. N. Hurty, of the State Board of Health, that his cough had vanished, that his pulse is all right, that his nerves are in fine condition, that he considers himself now a well man and that he thinks he'll never sleep indoors again.

BY VIRTUE OF AGREEMENT.

From The Indianapolis News.

"Hurrah!" yelled the Sovereign People, as they surged around the speakers' stand.

"Do you cheer because you agree with the speaker's views?" I asked of a rather smallish Sovereign, who could not push his way into the thick.

"Not at all," he replied with dignity, "but because he agrees with us."

Sovereigns, I then recalled, were always jealous of their prerogatives.

BOASTING OF HIS WORK.

From The Baltimore Herald.

Judge—Yes, Richasmudde declares that he is a "self-made man."

Fudge—That's true enough, if he only had stopped there.

"Indeed!"

"Now he's gone to work and made a fool out of himself bragging about it."

LETTERS TO THE EDITOR

BISHOP STARKEY'S COADJUTOR.

To the Editor of The Tribune.

Sir: I have just been reading in The Tribune of this morning what Dr. Stoddard, of St. John's Church, Jersey City, has to say about the conference held at Castle Point, Hoboken, on Tuesday last, in the matter of a coadjutor to Bishop Starkey.

Dr. Stoddard has devoted himself, body, mind and soul, to the upbuilding of his parish. He has succeeded to a remarkable degree.

But he has done it at the expense of all touch with and all knowledge of that which is going on in the diocese. The matter of a coadjutor had been settled before the conference was called.

The initiative in such matters is with the bishop. Bishop Starkey had signified to the standing committee his readiness to ask for a coadjutor. The standing committee had advised him to ask for one. The clergy and the laity of the diocese who were in living touch with the affairs of the diocese had settled it in their minds that there should be a coadjutor. Only one thing remained to be done. That was to make suitable provision for the support of the coadjutor. The conference was called for that, and for that alone. When the advisability of having a coadjutor was questioned and when it was suggested by the speaker that it should be thrown open to discussion the chairman very properly ruled such discussion out of order. Dr. Stoddard was himself the speaker. It was his lack of knowledge of what had been going on in the diocese which misled him. We were not there to discuss that question. We were there to raise money, and for no other purpose. The subsequent motion which was put and carried was not the one the doctor was making. It was quite different, although even it was not quite in order. The chairman saw it, and asked me if he should put it. I replied, yes; it will do no harm, and will bring us at once to the special matter we have in hand. The motion was: Resolved, That in the sense of this meeting there should be a coadjutor. This was carried unanimously. There was not a dissenting voice. The eighty-five representative men who were there voted for it. Subscriptions were then asked for for the support of the coadjutor. In fifteen minutes' time enough was pledged to make his support assured. That meeting was not a "gilded trap." When such men as Cortlandt Parker, of Newark, and Alfred Mills, of Morristown, and William M. Franklin, of Orange, and Edward A. Walton, of Ridgewood, and William D. Forbes, of Hoboken, and eighty other good men and true, wise men of affairs, clear eyed and clear headed, gave generously and readily for the support of the coadjutor it makes one smile to think of the meeting as a "gilded trap."

My friend Dr. Stoddard, in his article, says, "This is a specimen of the way business has been often done in this diocese." Yes, this is the way business is done in this diocese. We determine to elect a coadjutor; but before we elect him we make provision for his support. That is the kind of business which the conference was called to do, and which it did.

This diocese needs a coadjutor. The bishop of the diocese has far passed the fourscore mark. We need more than the perfunctory help of a kind hearted bishop who will come to us now and then.

Our bishop has served his God and the church for fifty-five years, if not more. He is still in remarkable possession of his faculties. But he is entitled to a relief of care which no visiting bishop could give him.

The support of a coadjutor is virtually provided for. It will be entirely provided for. In due time we will elect him. Very sincerely yours,

WILLIAM R. JENVEY,
Secretary of the Conference.

St. Paul's Rectory, No. 814 Hudson-st., Hoboken, N. J., December 1, 1902.

PRAISES PRESIDENT'S LETTER.

HIS SENTIMENTS LIKE THOSE OF PENNSYLVANIA SOCIETY IN 1789.

To the Editor of The Tribune.

Sir: In 1789 was issued an address to the public bearing the signature of Benjamin Franklin, then in his eighty-fourth year, from the Pennsylvania society for promoting the abolition of slavery and the relief of free negroes unlawfully held in bondage. The following passage occurs:

To instruct, to advise, to qualify those who have been restored to freedom for the exercise and enjoyment of civil liberty; to promote in them habits of industry; to furnish them with employment suited to their age, sex, talents and other circumstances, and to procure their children an education calculated for their future situation in life—these are the great outlines of the annexed plan, which we have adopted, and which we conceive will essentially promote the public good and the happiness of these our hitherto too much neglected fellow creatures.

The passage cited is so nearly akin to the lofty and statesmanlike utterances of our good President Roosevelt in his recent letter to some gentlemen at Charleston, S. C., that I could not forbear sending it to The Tribune. It shows that even in those early days the good hearts of the American people were in sympathy with the negro, and that there was even at that time a sentiment in favor of opening the door of hope and opportunity to these worthy and deserving people. A friend of President Roosevelt writing me from New-York City, under date December 1, says:

Your estimate of the President's Charleston letter is a just one, and agrees with my own. It was the strongest and loftiest deliverance we have yet had from the pen of a chief magistrate since the immortal Lincoln's time. Other Presidents, when adverting to the negro question, have invariably discussed it from the standpoint of pluralities and delegates; not so President Roosevelt. He has elevated the discussion and taken his stand in favor of the black man because he feels as I do, that the door of hope should not be closed to any true American citizen. It is now up to the negro to do his part, to measure up to the highest standard of good citizenship. This letter brings the flush of hope to every sable brow in this broad land of ours. Happy the nation which can point to such a son in the highest office in its gift.

It is now about forty-two years since the War of Rebellion, which culminated in the liberation of the black people from slavery. The Hebrew race entered upon a period of prosperity after its forty years of bondage, and it is to be hoped that the blacks of America are now in the highway to that glorious future which they are destined under God to enjoy as a reward for their patient toil and suffering in contributing to the greatness and glory of the republic. President Roosevelt is a living exponent of the doctrine of civic righteousness.

JOHN E. BRUCE.

No. 258 New Main-st., Yonkers, N. Y., Dec. 2, 1902.

NEGRO CONDUCTOR FOR THIRTY YEARS.

To the Editor of The Tribune.

Sir: In reply to a letter to The Tribune, which asks the question, "What railroad would employ him (the negro) as conductor, engineer or brakeman?" the case of Henry Van Ness might be cited.

He is a colored man, born in Massachusetts, and for about forty years a well esteemed resident of Rockville, Conn., and connected with the Rockville Railroad. Most of the time since it was built in 1863, for thirty years or more, he has been the passenger conductor of the road, which connects the city of Rockville at Vernon with the main line of the New-York, New-Haven and Hartford Railroad, from Hartford to Boston.

He is also conductor on trains running from Rockville to Melrose, to connect with the Springfield branch of the New-York, New-Haven and Hartford Railroad.

Some twenty or more years ago Mr. Van Ness received from the business men and citizens of Rockville a gold badge, expressive of their appreciation of his merit, on which was inscribed the motto: "Ever faithful, ever true."

During all the changes that have taken place in these thirty years or more, whether the road was operated by the Rockville Railroad Company or under lease by the trustees of the old H., P. and F. R. R., or the New-England Railroad Company, or the New-York and New-England Railroad Company, or, as at present, by the New-York, New-Haven and Hartford Railroad Company, Mr. Van Ness has been retained as the passenger conductor of the Rockville Railroad. Very truly yours,

H. L. JAMES,
President Rockville Railroad Company.

No. 57 West Seventy-fifth-st., Manhattan, Dec. 1, 1902.

DISADVANTAGES OF ONTARIO ROUTE.

To the Editor of The Tribune.

Sir: Discussion having arisen of late regarding the route to be adopted for the proposed improved canal between Lake Erie and the Hudson River, I take the liberty of drawing the attention of your readers to the fact that the comparative merits of the so-called Ontario route, i. e., the canal route, via Lockport, Olcott, Lake Ontario, Oswego, and the so-called Oneida-Seneca route, i. e., via the present Erie Canal from Buffalo to Clyde, thence via Seneca River, Oneida River, Oneida Lake and canalized Mohawk River, received very careful consideration and examination at the hands of a committee appointed by the Canal Association of Greater New-York, of which committee I was chairman.

This committtee, after inquiring exhaustively into the question involved, during a period of several months, in September last reported to the Canal Association of Greater New-York that the Ontario route in their opinion would not be available and practical for the most efficient, the uninterrupted and most economical conduct of the transportation business by water from the Great Lakes to the Hudson River. The committee based their conclusions upon the fact that the type of vessel to be capable of navigating the lakes and the canal must be of a totally different character from the type of vessel designed exclusively for canal and river navigation, and that the cost of the construction of such vessels would be enhanced, in the case of wooden vessels, at least 50 per cent, thus materially increasing the interest charge on such vessels.

Furthermore, the committee found that the construction of vessels capable of navigating Lake Ontario and the canal would be heavier in character and would necessarily involve a loss in carrying capacity of at least 20 per cent, if not more; also, that the expense of maintenance and operation of these lake and canal vessels would be greater, and the mode of propulsion by a steamer capable of towing a fleet of barges would make the cost of transportation considerably higher.

During the early spring and late fall the weather on Lake Ontario, in the opinion of the committee, would render it doubtful if tows of canal barges deeply laden could leave the ports of Olcott and Oswego, respectively, both being on Lake Ontario, at those seasons of the year, with any regularity. Higher insurance rates during the early and late season on the lakes would, in the opinion of the committee, be another factor of greater expense.

Finally, it would appear that the adoption of the Ontario route would exclude that part of the State between Lockport and Syracuse from the benefits which may be expected to result to the internal commerce of the State from an enlarged and improved waterway.

The committee that I have referred to in their report unhesitatingly affirm their conviction that the Oneida-Seneca route constitutes the most practical, the most efficient and the most economical route for a 1,000-ton barge canal between the Great Lakes and the Hudson River. Yours very respectfully,

GUSTAV H. SCHWAB.

No. 5 Broadway, Manhattan, December 4, 1902.

RECENT ELECTION ANALYZED.

TABLES SHOWING GAINS AND LOSSES OF EACH PARTY IN EACH DISTRICT.

To the Editor of The Tribune.

Sir: To intelligently study and analyze the results of the recent election in New-York County three tables are necessary. First, the total vote in 1900 and 1902; second, the Democratic vote in 1900 and 1902; third, the Republican vote in 1900 and 1902, these tables showing the gains and losses in each Assembly district. For the purpose of comparison the percentage of loss or gain should be used.

VOTE FOR GOVERNOR—NEW-YORK COUNTY.

Assembly Districts.	1900.	1902.	Losses.	Per cent.
1	4,923	4,086	837	17.00
2	7,264	6,415	849	11.68
3	8,051	6,871	1,180	14.65
4	6,352	5,584	768	12.69
5	8,818	7,362	1,456	16.51
6	8,267	7,488	779	9.42
7	8,883	7,361	1,522	17.13
8	4,610	4,085	525	11.38
9	9,115	8,068	1,047	11.48
10	7,600	6,200	1,400	18.42
11	7,518	5,832	1,686	22.42
12	5,776	4,586	1,190	20.60
13	6,544	5,569	975	14.89
14	7,680	6,563	1,117	14.54
15	7,750	6,947	803	10.36
16	6,628	6,003	625	9.42
17	7,373	6,439	934	12.64
18	8,491	7,975	516	6.07
19	12,676	10,622	2,054	16.20
20	8,932	7,784	1,148	12.85
21	17,869	16,986	883	4.94
22	8,409	7,502	907	10.78
24	7,587	6,559	1,028	13.54
25	8,603	6,388	2,215	25.74
26	6,995	5,941	1,054	15.06
27	7,862	5,792	2,070	26.32
28	7,532	6,910	622	8.25
29	10,473	9,116	1,357	12.95
30	9,797	8,595	1,202	12.26
31	16,864	16,338	526	3.71
32	10,502	9,738	764	7.27
33	8,487	7,727	760	8.95
34	17,616	16,601	1,015	5.76
Annex	4,212	3,981	231	5.48
			Gains.	
23	15,093	15,628	535	3.54
35	22,753	23,127	371	1.63
Totals	333,908	298,769	35,139	10.52

DEMOCRATIC VOTE FOR GOVERNOR.

Assembly Districts.	1900.	1902.	Gain.	Per cent.
6	5,559	5,895	336	6.04
8	2,468	2,664	196	7.98
9	5,338	5,659	321	6.01
16	3,909	4,282	373	9.54
18	6,081	6,291	210	3.45
19	4,940	4,979	39	0.78
21	7,186	8,317	1,131	15.73
23	7,386	8,592	1,206	16.32
28	4,948	5,109	161	3.25
29	3,393	4,103	710	20.92
31	6,810	8,335	1,525	22.39
32	6,348	6,913	565	8.90
33	5,168	5,371	203	3.92
34	10,395	11,279	884	8.54
35	12,387	14,987	2,600	20.98
Totals	92,316	102,776	10,460	11.33
			Loss.	
1	3,472	3,133	339	9.76
2	5,147	5,080	67	1.30
3	5,146	5,046	100	1.94
4	3,914	3,879	35	0.89
5	3,962	3,798	164	4.14
7	5,653	5,091	562	9.94
10	4,224	4,086	138	3.26
11	4,504	4,063	441	9.79
12	3,622	3,394	228	6.29
13	4,242	4,077	165	3.89
14	4,844	4,721	123	2.53
15	4,869	4,834	35	0.71
17	4,742	4,563	179	3.77
20	5,818	5,340	478	8.21
22	5,700	5,576	124	2.17
24	4,892	4,859	33	0.67
25	3,079	2,963	116	3.76
26	4,202	4,148	54	1.28
27	2,795	2,551	244	8.73
30	6,226	6,124	102	1.63
Annex	2,617	2,556	61	2.33
Totals	93,670	89,882	3,788	4.04
			Gain.	
Total vote	185,986	192,658	6,672	

REPUBLICAN VOTE FOR GOVERNOR.

Assembly District.	1900.	1902.	Loss.	Per cent.
1	1,451	953	498	34.32
2	2,117	1,335	782	36.93
3	2,905	1,825	1,080	37.17
4	2,438	1,705	733	30.06
5	4,856	3,564	1,292	26.60
6	2,708	1,593	1,115	41.17
7	3,230	2,270	960	29.72
8	2,142	1,421	721	33.66
9	3,777	2,409	1,368	36.21
10	3,376	2,114	1,262	37.38
11	3,014	1,769	1,245	41.30
12	2,154	1,192	962	43.73
13	2,302	1,492	810	35.18
14	2,836	1,842	994	35.40
15	2,881	2,113	768	26.65
16	2,719	1,721	998	36.70
17	2,631	1,876	755	28.92
18	2,410	1,684	726	30.12
19	7,736	5,643	2,093	27.05
20	3,114	2,444	670	21.51
21	10,683	8,669	2,014	18.85
22	2,709	1,926	783	28.90
23	7,707	7,036	671	8.70
24	2,695	1,700	995	36.92
25	5,524	3,425	2,099	37.99
26	2,793	1,793	1,000	35.80
27	5,067	3,241	1,826	36.03
28	2,584	1,801	783	30.30
29	7,080	5,013	2,067	29.19
30	3,571	2,471	1,100	30.80
31	10,054	8,003	2,051	20.40
32	4,154	2,825	1,329	31.99
33	3,319	2,356	963	29.01
34	7,221	5,322	1,899	26.15
35	10,369	8,140	2,229	21.49
Annex	1,595	1,425	170	10.65
Totals	147,922	106,111	41,811	28.21

The figures giving the total vote shows a loss in every district but two, with great variations. The loss in the XXVIIth District was 26.3 per cent; in the XXVth the gain was 3.5 per cent, the other districts ranging between these extremes.

The figures giving the Democratic vote shows a loss in twenty districts, ranging from 9.9 to 0.7 per cent, the average being 4 per cent. In the other fifteen districts the gains ranged from 22.3 to 0.7 per cent.

The figures giving the Republican vote shows a loss in every district; in the XXIIId it was 8.7 per cent; in the other thirty-four districts the range was from 43.7 to 18.8 per cent. This loss in the thirty-four districts was fairly uniform and abnormally great, showing decided dissatisfaction among the rank and file of the Republican voters.

A study of the map will show that in certain areas the results were fairly uniform. Drawing a line across the city from the East to the North River along Fifty-third-st., and including all of the XVIIth District, we have twenty-two districts; adding the XXIId and XXIVth districts, extending north from Fifty-third-st., between the East River and Lexington-ave. to Seventy-sixth-st., there are twenty-four districts in which the figures show about equal general averages. In these twenty-four districts the total vote in 1900 was 180,031; in 1902, 153,400; the loss was 26,631, or 14.79 per cent. The Democratic vote in 1900 was 108,182; in 1902, 105,993; the loss was 2,189, or 2.02 per cent. The Republican vote in 1900 was 71,849; in 1902, 47,407; the loss was 24,442, or 34.01 per cent.

Judging from the vote cast in the State outside of New-York and Kings counties, and given normal conditions in these two counties, the vote should not have fallen off more than 5 per cent. Applying this percentage, the total vote in these twenty-four districts in 1902 would have been 171,030.

In 1900 the Democratic vote was 60.09 and the Republican vote 39.91 per cent of the whole vote cast. Applying the same percentages in 1902, the Democratic vote would have been 102,772 and the Republican 68,258. The actual Democratic vote was 108,182, an excess of 5,410. Assuming that this "5,410" represents the return to the Democratic ranks of those who did not vote with the party in 1900, and deducting it from the estimated vote of 68,258, which the Republican party was entitled to expect, we have 62,848. The actual Republican vote was 47,407, a loss of 15,441. These voters could not have voted the Democratic ticket; had they done so there would have been a very decided gain in the Democratic vote of 1902 over 1900, instead of an actual loss of 2,189. At least 15,000 Republican voters in these twenty-four districts stayed away from the polls.

In the remaining eleven districts, the XIXth, XXIst, XXIIId, XXVIIIth, XXIXth, XXXth, XXXIst, XXXIId, XXXIIId, XXXIVth and XXXVth, the decrease in the total vote was 8,277, or 5.53 per cent, as against 14.79 per cent in the other twenty-four districts. The Democratic gain was 8,922; the Republican loss 17,199. The loss in total vote ranged from 16.2 to 3.7 per cent. The Democratic vote shows a gain in every district except the XXXth, ranging from 22.3 to 0.7 per cent. There was a Republican loss in all of the eleven districts—8.7 per cent in the XXIIId and ranging from 31.9 to 18.8 per cent in the other ten districts. The variations are so irregular and large that each district should be studied by itself. The loss in total vote was 5.5 per cent, and to be expected in an "off year." The loss in the Republican vote was 23 per cent and the gain in the Democratic vote was 12 per cent. It is evident that not only independent voters, but independent Republican voters, voted the Democratic ticket. Why? Was it the trust question? Was it tariff reform? Each man must answer these questions for himself.

These are the vital questions that should be studied by Republican leaders and that confront all who believe in sound Republican principles and desire the success of the party: How are the dissatisfied Republican voters of the downtown districts to be conciliated? How are the independent Republican voters in the uptown districts to be brought back into active co-operation with the party? How is the confidence of the independent voter to be gained? W. A.

New-York, Dec. 2, 1902.

Winter Resorts.

NEW-JERSEY.

Atlantic City, New Jersey
The Brighton of America.
Hotel Brighton & Casino
are open throughout the year.
F. W. Hemsley & Son

MARLBOROUGH HOUSE.
STONE, IRON AND SLATE CONSTRUCTION.
Atlantic City's newest and most modern hotel. Sea water in all baths. Telephones in bed rooms and many other original features. Fall and Winter trade a specialty.
JOSIAH WHITE & SONS.

HOTEL TRAYMORE,
ATLANTIC CITY, N. J.
Remains open throughout the year. Every known comfort and convenience for fall and winter guests.
Traymore Hotel Co.,
D. S. WHITE, JR., President.

LAKEWOOD, NEW JERSEY.

LAUREL HOUSE and
LAUREL-IN-THE-PINES
Open until June.

NEW-YORK.

OPEN ALL WINTER.
MILLBROOK INN
MILLBROOK, DUTCHESS CO., N. Y.

VIRGINIA.

The Jefferson
RICHMOND, VA.
European plan only. Splendid accommodations. Long distance 'phone. Baggage checked in Hotel.

THE Mecklenburg
CHASE CITY, VA.
ON THE SOUTHERN RAILWAY.
A new modern Hotel and Sanatorium. Shooting preserves. Golf. Chloride, Calcium and Lithia mineral waters used with wonderful results.

BOTH UNDER SAME MANAGEMENT.

Black Bear, handsome, silky and durable, extra long boas, $50 to $75. Muffs, $25 to $35; extra large, $40 to $50. C. C. Shayne, Manufacturer, 41st & 42d Sts., near 6th Ave.

Lost.

$100 REWARD (which is more than full value) for small oval black Locket with diamond in centre, lost November 29. Reward will be paid by us—FULLER'S DETECTIVE BUREAU, 866 Broadway, between 17th and 18th sts. Office open evenings.

Hudson Bay Sable Muffs, $40, $60, $75, $100, $150; extra large, $200, $250; neck pieces, victorines, mantles, capes at corresponding prices.
NOTE.—I do not sell blended or darkened Hudson Bay Sable, only the genuine natural color.
C. C. Shayne, Manufacturer, West 42d St., near 6th Ave.

Notice of Summons.

SUPREME COURT OF THE STATE OF NEW YORK, County of New York.—Action for absolute divorce.—Agnes Dongan, Plaintiff, against William A. Dongan, Defendant.—Summons.—To the above named defendant: You are hereby summoned to answer the complaint in this action and to serve a copy of your answer on the Plaintiff's Attorney within twenty days after the service of this summons, exclusive of the day of service; and in case of your failure to appear, or answer, judgment will be taken against you by default for the relief demanded in the complaint.

Dated New York, April 3d, 1902.

GEORGE W. M'ADAM, Plaintiff's Attorney. Office and Postoffice address, No. 271 Broadway, Borough of Manhattan, New York City.

To the Defendant:

The foregoing summons is served upon you without the State of New York by publication, pursuant to an order of Hon. Ernest Hall, a Justice of the Supreme Court of the State of New-York, dated November 14th, 1902, and filed with the complaint in the office of the Clerk of the County of New York in the County Court House in the city, county and State of New York on the 14th day of November, 1902.

Dated New York, Nov. 14th, 1902.

GEORGE W. M'ADAM, Plaintiff's Attorney. Office and Postoffice address, No. 271 Broadway, Borough of Manhattan, New York City.

A CARD.

I have manufactured too many furs for the mild weather during the past few weeks; I want to reduce stock, and to effect sales will sell at the lowest possible prices for reliable goods. Remember I only deal in reliable furs which give satisfaction. C. C. Shayne, Manufacturer, 41st & 42d Sts., near B'way.

Surrogates' Notices.

IN PURSUANCE OF AN ORDER OF HON. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against Gustave Blumenthal, late of the County of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, at the office of Stern & Rushmore, No 40 Wall Street, in the Borough of Manhattan, city of New York, on or before the eighth day of June next.

Dated New York, the 28th day of November, 1902.

ALBERT BLUMENTHAL, Executor.

STERN & RUSHMORE, Attorneys for Executor, 40 Wall Street, Borough of Manhattan, New York City.

IN PURSUANCE OF AN ORDER MADE by Hon. James Fitzgerald on the 20th day of November, 1902, notice is hereby given to all creditors and persons having claims against Fernando Wood, lately doing business in the City and County of New York under the name of William Wood, that they are required to present their claims, with the vouchers therefor duly verified, to the subscriber, the assignee of said Fernando Wood, for the benefit of creditors, at his office, No. 27 William Street, Borough of Manhattan, City of New York, on or before the 2nd day of March, 1903.

Dated, New York, November 28th, 1902.

SIDNEY WARD, Assignee.

ALEXANDER & GREEN, Attorneys for Assignee, 120 Broadway, New York City.

IN PURSUANCE OF AN ORDER OF HON. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against Daniel B. Coe, late of the County of New York, Borough of Manhattan, deceased, to present the same with vouchers thereof to the subscribers at their place of transacting business, No. 280 Broadway, Room 53, in the City of New York, on or before the 30th day of March next.

Dated New York, the 25th day of September, 1902.

BELLE GEISSE, NELLIE FUGUET, Executrices.

Reed & Reed, Attorneys for Executrices, 280 Broadway, New York City.

IN PURSUANCE OF AN ORDER OF HON. FRANK T. FITZGERALD, a Surrogate of the County of New York, notice is hereby given to all persons having claims against Randolph W. Townsend, late of the County of New York, deceased, to present the same with vouchers thereof to the subscriber, at her place of transacting business, at the office of Townsend, Dyett & Levy, No. 247 Broadway, Manhattan Borough, in The City of New York, on or before the 15th day of March next.

Dated New York, the fourth day of September, 1902.

JANE A. TOWNSEND, Executrix.

TOWNSEND, DYETT & LEVY, Attorneys for Executrix, 247 Broadway, N. Y. City, Manhattan Borough.

IN PURSUANCE OF AN ORDER OF HON. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against Lewis A. Abbott, late of the County of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, at the office of Geo. F. Brownell, No. 21 Cortlandt Street, in the City of New York, on or before the 29th day of May next.

Dated New York, the 26th day of November, 1902.

LEWIS L. ABBOTT, Administrator.

GEO. F. BROWNELL, Attorney for Administrator, 21 Cortlandt Street, New York City.

VON PAPE, ERNST.—IN PURSUANCE OF an order of Hon. Abner C. Thomas, a Surrogate of the County of New York, Notice is hereby given to all persons having claims against Ernst Von Pape, late of the County of New York, deceased, to present the same with vouchers thereof to the subscribers at their place of transacting business, at the office of William Grevel, No. 788 Broadway, Room 22, Borough of Manhattan, New York City, on or before the 20th day of January, 1903.

Dated New York, July 3rd, 1902.

WILLIAM GREVEL,
NATHANIEL DOYLE,
ROBERT L. PRANGE,
Executors.

CHRISTIAN G. MORITZ, Attorney for Executors, 231 Broadway, Borough of Manhattan, New York City.

Siberian Squirrel Coats, trimmed with various furs, in stock or to order without extra charge. C. C. Shayne, Manufacturer, 41st & 42d Sts., near 6th Ave.

Ocean Steamers.

Where to go
IN JANUARY, FEBRUARY & MARCH
To the WEST INDIES
Including all Principal Islands as well as Nassau and Bermuda.
Cruises by Palatial Twin Screw Steamers, lasting 22 to 28 days.
Cost from $125 upward.

To the ORIENT 18 days in Syria, Palestine & Egypt.
Cruise by S. S. Aug. Victoria. Duration 77 Days. Cost $350 up.

Also Grand Cruises to the Black Sea, the Crimea, and the Caucasus—to Norway, Sweden, Russia, Denmark, etc.

High Class. No Overcrowding.
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35-37 Broadway, N. Y.

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TWIN SCREW EXPRESS SERVICE.
S. S. DEUTSCHLAND
FROM N. Y. DEC. 15, JAN. 22 AND FEB. 19.
TWIN-SCREW PASSENGER SERVICE.
Waldersee.....Dec. 6, 2 PM | Moltke........Dec. 11, P AM
Pennsylvania.Dec. 6, 9:30 AM | Patricia..Dec. 20, 9:30 A.M.
MEDITERRANEAN SERVICE.
NEW YORK—NAPLES—GENOA.
Phœnicia.......Dec. 6, 2 PM | Phœnicia.......Jan. 29, 2 PM
Palatia.........Jan. 12, 2 PM | Palatia..........Mar. 2, 2 PM
S. S. PRINZESSIN VICTORIA LUISE
FROM N. Y., MARCH 12, 1903.
FOR MADEIRA, GIBRALTAR, GENOA.
HAMBURG-AMERICAN LINE,
Offices, 35 and 37 Broadway. Piers, Hoboken, N. J.

NORTH GERMAN LLOYD.
FAST EXPRESS SERVICE.
PLYMOUTH—CHERBOURG—BREMEN.
From Pier 52, North River, Gansevoort St.
Kronprinz...Dec. 13, 2 P.M. | Kaiser......Feb. 24, 10 A.M.
Kaiser.......Jan. 6, 10 A.M. | Kronprinz..Mar. 10, 2 P. M.
Kronprinz..Feb. 10, 2 P.M. | Kaiser......Mar. 24, 10 A. M.
MEDITERRANEAN SERVICE.
GIBRALTAR—NAPLES—GENOA.
From Pier 24, Amity St., Brooklyn.
Lahn.........Dec. 6, 10 A.M. | *Trave.......Feb. 14, 10 A.M.
*Trave.......Jan. 7, 11 A.M. | †Neckar......Feb. 21, Noon
Lahn..........Jan. 31, 10 A.M. | *Lahn ....Mar. 14, 9 A.M.
*Calls at Algiers. †Gibraltar, Naples only.
OELRICHS & CO., NO. 5 BROADWAY, N. Y.
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HAWAIIAN AND PHILIPPINE ISLANDS.
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TOYO KISEN KAISHA.
Between San Francisco, Honolulu, Yokohama, Kobe, Nagasaki, Shanghai, Hong Kong.
Steamers leave San Francisco at 1 P. M.
DORIC..........Dec. 11 | COPTIC..........Jan. 3
NIPPON MARU.....Dec. 19 | AMERICA MARU....Jan. 10
SIBERIA..........Dec. 27 | KOREA............Jan. 20
For freight, passenger and general information apply to 349 Broadway, or 1 Battery Place, Washington Building, and 287 Broadway.

CANADIAN PACIFIC RAILWAY.
Intended Steamship Sailings from Vancouver.
JAPAN, CHINA, PHILIPPINE ISLANDS
EMP. OF INDIA...Dec. 29 | R. M. S. ATHENIAN.Feb. 9
R. M. S. TARTAR..Jan. 12 | EMP. OF CHINA.....Feb. 23
EMP. OF JAPAN...Jan. 26 | EMP. OF INDIA.....Mar. 23
HAWAIIAN ISLANDS AND AUSTRALIA
AORANGI..........Dec. 12 | MOANA..............Jan. 9
For rates apply 353 Broadway and 1 Broadway.

COOK'S NILE STEAMERS
Cairo to Luxor and First Cataract.
Rameses III.........Jan. 6 | Rameses...........Jan. 13
Amasis...............Jan. 8 | Rameses the Gr't....Jan. 20
and weekly thereafter, connecting with service for Second Cataract, Khartoum, &c. In addition, an Express steamer sails every Tuesday and Saturday. Dahabeahs and special steamers for families and private parties.
THOS. COOK & SON,
261 & 1,185 Broadway, New York.

OLD DOMINION LINE
DAILY SERVICE.
For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.
Freight and Passenger steamers sail from Pier 26, N. R., foot Beach St., every week day at 3 P. M.
H. B. WALKER, Traffic Manager.

For Porto Rico.
Steamships of the RED "D" LINE will sail for San Juan direct as follows:
S. S. CARACAS..........Saturday, December 13, noon
S. S. PHILADELPHIA......Saturday, December 27, noon
For freight or passage apply to
BOULTON, BLISS & DALLETT,
General Managers, 135 Front St.

ORIENT CRUISE $400 AND UP.
by specially chartered North German Lloyd express S. S. Kaiserin, 9,500 tons, Feb. 7, 65 days; shore trips, hotels, guides, drives included visiting Madeira, Granada, the Alhambra, Algiers, Malta, Athens, Constantinople, Smyrna, 19 days in Palestine and Egypt, Naples, Rome, Nice, &c. Absolutely no overcrowding; only the main dining room to be used. West Indies Cruise Jan. 14, $125 up; Norway-Russia Cruise, July 2, $275 up.
FRANK C. CLARK, 111 Broadway, New York.

AMERICAN LINE.
NEW-YORK—SOUTHAMPTON—LONDON.
Philadelphia.Dec. 10, 10 a. m | St. Louis....Dec. 24, 10 a. m.
St. Paul....Dec. 17, 10 a. m. | Philadelphia.Dec. 31, 10 a. m.

RED STAR LINE.
NEW-YORK—ANTWERP—PARIS.
Zeeland....Dec. 6, 10 a. m. | Vaderland..Dec. 20, 10 a. m.
Finland....Dec. 13, 10 a. m. | Kroonland.Dec. 27, 10 a. m.
INTERNATIONAL NAVIGATION COMPANY,
Piers 14 and 15, N. R. Office, 73 Broadway, N. Y.

A.— CUNARD LINE.
TO LIVERPOOL VIA QUEENSTOWN.
Campania...Dec. 6, 9 A. M. | Etruria......Dec. 27, 1 P. M.
Umbria.......Dec. 13, 1 P. M. | Saxonia.....Jan. 3, 8 A. M.
Lucania.Dec. 20, 9:30 A. M. | Umbria.....Jan. 10, 1 P. M.
VERNON H. BROWN & CO., Gen. Agents,
29 BROADWAY, NEW YORK.

A.— WHITE STAR LINE.
NEW-YORK—QUEENSTOWN—LIVERPOOL.
Teutonic.......Dec. 10, noon | Celtic....Dec. 31, 6:30 a. m.
Oceanic.....Dec. 17, 7 a. m. | Teutonic........Jan. 7, noon
Cymric..........Dec. 24, noon | Germanic........Jan. 14, noon
Pier 48, North River. Office, 9 Broadway, New York.

RED "D" LINE.
For La Guayra, Puerto Cabello, Curacoa and Maracaibo, via Curacoa—Calling also at San Juan, P. R.
S. S. CARACAS.........Saturday, December 13, noon
S. S. PHILADELPHIA......Saturday, December 27, noon
These vessels have superior accommodations for passengers.
BOULTON, BLISS & DALLETT,
General Managers, 135 Front St.

MALLORY STEAMSHIP LINES.
From New York Wednesdays, Fridays and Saturdays
FOR TEXAS, GEORGIA AND FLORIDA.
STRAIGHT and ROUND TRIP Tickets issued to all points in Texas, Colorado, Arizona, California, Mexico, &c.; Georgia, Florida, &c. Delightful Excursions.
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NAVIGAZIONE GENERALE ITALIANA.
NAPLES—GENOA—ALEXANDRIA.
ALL NEW STEAMERS. WEEKLY SERVICE.
HIRZEL, FELTMANN & CO., 11 Broadway, N. Y.

"LA VELOCE"—FAST ITALIAN LINE.
Sailing every Tuesday to Naples, Genoa.
BOLOGNESI, HARTFIELD & CO., 29 Wall St.

Public Notices.

NOTICE TO TAXPAYERS.
DEPARTMENT OF FINANCE,
BUREAU FOR THE COLLECTION OF TAXES,
NO. 57 CHAMBERS STREET,
STEWART BUILDING,
NEW YORK, DECEMBER 1, 1902.

NOTICE IS HEREBY GIVEN TO ALL PERSONS who have omitted to pay their taxes for the year 1902, to pay the same to the Receiver of Taxes at his office in the Borough in which the property is located, as follows:

BOROUGH OF MANHATTAN, No. 57 Chambers Street, Manhattan, N. Y.

BOROUGH OF THE BRONX, corner Third and Tremont avenues, The Bronx, N. Y.

BOROUGH OF BROOKLYN, Rooms 2, 4, 6 and 8 Municipal Building, Brooklyn, N. Y.

BOROUGH OF QUEENS, corner Jackson Avenue and Fifth Street, Long Island City, N. Y.

BOROUGH OF RICHMOND, corner Bay and Sand Streets, Stapleton, Staten Island, N. Y.; before the first day of January, 1903, as provided by Section 919 of the Greater New York Charter (Chapter 378, Laws of 1897).

Upon any such tax not paid before the first day of December, 1902, one per centum will be charged, received and collected in addition to the amount thereof. Upon such tax remaining unpaid on the first day of January, 1902, interest will be charged, received and collected upon the amount thereof at the rate of seven per centum per annum, as provided in Section 916 of the Greater New York Charter, to be calculated from the sixth day of October, 1902, on which day the tax became due and payable and became a lien as provided in Sec. 914 of the said Charter.

DAVID E. AUSTEN,
Receiver of Taxes.

WANTED FOR U. S. ARMY—ABLE BODIED unmarried men, between ages of 21 and 35; citizens of United States, of good character and temperate habits, who can speak, read and write English. For information, apply to Recruiting Officer, 25 Third Ave., 305 Sixth Ave., N. Y., or 362 Fulton St., Brooklyn.