RUSSIANS IN THE DARK.

UNABLE TO LOCATE FOE.

Scouts Fail to Keep in Touch with Kuroki's Army.

Moukden, Oct. 3.—There have been a few small outpost fights, but otherwise the situation is unchanged. The Japanese are active westward of Moukden. The Russian cavalry forces are strong in that direction, their horses are in splendid condition and the roads are good. The Japanese are also active eastward and have been reinforced.

St. Petersburg, Oct. 3.—The War Commission adjourned to-night without issuing further news from the front. An Associated Press dispatch from Moukden, filed there at 10:30 o'clock to-night, states merely that all is quiet there. There is intense interest here in developments at Moukden, but the public, and, apparently, the authorities also, are utterly in the dark as to what is transpiring. The little news received from Port Arthur comes from abroad, but that little is satisfactory, inasmuch as it records a further repulse of the Japanese attacks.

A dispatch was received to-day from General Sakharoff announcing that the Japanese have strengthened their advance posts at Fengtiapu, sixteen miles southeast of Moukden. Elsewhere, he adds, there are no developments.

The reports circulated abroad in the last few days that the Emperor had received most pessimistic reports from Lieutenant General Stoessel are denied. It is learned authoritatively that his majesty did not get a single dispatch from Stoessel while he was away. On the contrary, the feeling about Port Arthur is distinctly more hopeful, owing to the failure of the besiegers to make headway.

Nemirovich Danchenko, the Russian war correspondent, was recently received by General Kuropatkin at Moukden. He telegraphs that the commander is looking hale and hearty and that his words breathe unruffled confidence. Kuropatkin is worshipped by the soldiers and enjoys the unbounded confidence of the officers, whom he cheers and invigorates by example into unceasing activity. To the younger officers he says constantly:

"Be patient. We are sure to win. The enemy must and shall be vanquished. Till then help one another. Be vigilant. Remember that war is the time to learn. So take your lessons to heart."

The War Office apparently does not anticipate fighting on a large scale in the immediate future. The principal cause of alarm at the War Office is occasioned by the lack of definite information regarding the exact whereabouts of Field Marshal Oyama's right. The Russian scouts have lost touch with General Kuroki's main army, which may give increasing importance to the flanking movement west under General Oku, which hitherto has been regarded as a feint for the real turning movement to strike at General Kuropatkin's line of communications from the east. It also may contain the potentialities of a big surprise.

Ten days ago Kuropatkin and the War Office were convinced that the Japanese were concentrating at Sianchan and that an immediate advance in force was imminent. Accordingly, the Russians fell back from the passes of the Da Mountain range without offering resistance. But after several days they suddenly discovered that the Japanese were not pressing forward, and thereupon the Russian scouts pushed out to ascertain the cause. They penetrated as far as Sianchan and Siaodyr, bringing back the startling intelligence that no more than a brigade of Japanese troops was there.

This forthwith was followed up by important cavalry movements and the reoccupation of the Da range passes. But Kuroki's main body was not located. There were no indications, however, that he had succeeded in reaching a position further eastward, whence he could make a pivot movement against the railroad, and it was consequently concluded that his main force must still be between the Yentai mines and Bensihu, five miles due east of Yentai station.

In a word, the present advices indicate that the Japanese preparations are being made more slowly than supposed. Possibly the delay is owing to their desire to take advantage of the fine weather to complete their arrangements for a long winter campaign before actively resuming the offensive. Kuropatkin's plans are carefully guarded. While he is disposing his forces to take advantage of any situation that may offer, the best opinion is that he will not accept a general engagement, but will withdraw to Tie Pass, where the bulk of his army is massed.

JAPANESE USE RAILWAY.

Wounded and Prisoners Carried Over Reconstructed Line.

General Oku's Headquarters in the Field, Oct. 2, via Fu-San, Oct. 3.—The first southbound train over the reconstructed railway started this morning, carrying 490 Japanese wounded, 100 sick and thirty-three wounded Russian prisoners, bound for Japan. The wounded are practically the last of the Japanese wounded at the battle of Liao-Yang. The hospitals are now devoted to those suffering from beriberi and other diseases. The positions of the Japanese armies remain unchanged. Skirmishes are of daily occurrence. Thousands of fresh Japanese soldiers are arriving.

FOR NEW COMMANDER IN CHIEF.

Choice Will Probably Fall on Grand Duke Nicholas.

St. Petersburg, Oct. 3.—Emperor Nicholas returned to St. Petersburg to-day from the south, and The Associated Press hears on very high authority that the appointment of a commander in chief will be announced within forty-eight hours. While General Kuropatkin's friends still insist that he will be appointed, members of the Emperor's entourage express no doubt that Grand Duke Nicholas Nicholaievitch will be chosen.

Leave of absence has been granted to Lieutenant General Kleigels, Governor General of Kieff, and there is strong reason to believe that this is preliminary to his supersession, as he belongs distinctly to the Von Plehve régime. He formerly was Prefect of Police of St. Petersburg.

The recent report that the battleship Orel was damaged turns out to be untrue. She touched a sandbar, but got off under her own steam. The Admiralty says that not even a plate was injured.

Prince Sviatopolk-Mirsky, the new Minister of the Interior, has already begun energetically the work of putting his published utterances into effect. Two assistant Ministers of the department who opposed the Zemstvos have been transferred to the inactivity of the Council of the Empire, and half a dozen of the late Minister Plehve's other lieutenants have already been displaced. M. Bunakoff and Dr. Mortinoff, two members of the Committee of Rural Industry of the Province of Voronetz, who were exiled to Siberia by Minister Plehve for having expressed liberal views, have been allowed to return to their homes. Prince Sviatopolk-Mirsky has also issued an order permitting the "Woschol" (Sunrise), a Jewish organ here, which Minister Plehve suppressed last spring, to resume publication.

A RUSSIAN FORLORN HOPE

Succeeds in Recapturing Port Arthur Height.

Che-Foo, Oct. 3, 2 p. m.—An official report from General Stoessel, dated September 23, reached Che-Foo to-day, confirming a previous report of the repulse of the Japanese attack on Port Arthur, which began September 19 and ended September 22. The fighting was of an extremely severe character. The Japanese having retired, General Stoessel issued the following proclamation:

Glory! Thanks to God! Glory to our heroic garrison! Glory to Illmann, Sychaff and Poggorsky—heroes all! Thanks to our valiant volunteers, who routed the enemy from the trenches, destroying them. God has permitted us to repulse the enemy. Praise to God!

The volunteers referred to by General Stoessel in his proclamation were the men called upon to take a high hill which had been captured by the Japanese. From semi-official sources it is learned that the attack began on the 19th along the whole line, and lasted four days, various positions changing hands many times.

The high hill mentioned was a very important position to the Russians. The Japanese attacked repeatedly, day and night, finally occupying the position on the night of September 22, after suffering very severe losses. The attempt to retake this hill being extremely hazardous, General Stoessel refused to issue the order, but called for volunteers. Everybody called upon responded, whereupon a requisite number of men was selected, Leiutenant Poggorsky and Captain Sychaff leading them. Soldiers and officers alike carried grenades (explosive shells weighing from two to six pounds, which are thrown by hand), and with these they attacked the Japanese temporary fortifications and drove the latter from all their positions. Several mines were exploded in the general battle, causing severe losses. The Russians calculate that the total Japanese losses for the four days' fighting reach 20,000 men.

A private letter received here from Port Arthur, dated September 23, gives further details of the fighting from September 19 to September 22. The attack began with a heavy bombardment directed against nearly all the Russian outposts and many of the main forts. The shelling of the redoubts protecting the water supply of Port Arthur was tremendous. Nightfall on September 19 found the water works' redoubts reduced to mere heaps of debris. The garrisons of the redoubts thereupon retreated safely to the main fortifications under cover of the darkness.

At 4 o'clock the same afternoon (September 19) the Japanese assault on High Hill began. The Japanese plan of attack never varied. First a bombardment and then an assault, and, when repulsed, a bombardment again, and then another assault. The desperate determination of the Japanese to capture this position amounted to fanaticism, their efforts never ceasing for four days. One battalion of Japanese, having retreated into a valley, was exposed to the Russian shrapnel fire and was almost annihilated. Eventually the Japanese succeeded in placing one field gun and two machine guns in position behind hastily made barriers. Their tenure of the position, owing to the fire from the inner forts, was very insecure, and when Lieutenant Poggorsky and the volunteers charged the tide turned against them. One battalion, composed of the remnants of two companies, was annihilated in the trenches, which it refused to desert. Another detachment was driven into the Russian intrenchments, where Captain Sychaff's force was waiting, and completed its rout. Two other attempts made by the Japanese to retake the positions failed.

Chinese who left Port Arthur on October 1 and who were previously engaged in burying the dead say the effect of the Russian shells and machine guns is terrific. The slopes of a high hill were littered with mangled bodies and severed heads and limbs. In one trench the Chinese buried three hundred Japanese and two hundred Russians.

While it is true that the regular water supply of Port Arthur has been stopped by the Japanese, the fortress has other supplies, which can be taken only when the city falls.

The garrison of Port Arthur now has sufficient food, but supplies of tinned meats are nearly exhausted, and the troops are now slaughtering thirty donkeys daily for fresh meat, which is worth $1 20 a pound. Eggs cost 20 cents each.

GREAT SLAUGHTER AT PORT ARTHUR.

Only a Dozen Remain Out of 4,000 Men in One Japanese Force.

London, Oct. 4.—"The Daily Telegraph's" Nagasaki correspondent, cabling under date of September 25, says:

Terrible artillery conflicts are adding to the horrors of the situation at Port Arthur. On September 22 and 23 the Russians made sorties against positions held by the Kanagawa regiment, and desperate fighting ensued. The Japanese force was practically annihilated, only one non-commissioned officer and eleven men remaining alive out of four thousand who went into the engagement.

The Japanese tunnel into Port Arthur was completed on September 24 and was immediately used. The result is unknown.

RUSSIAN STEAMER STRIKES MINE.

Sinks at Entrance of Port Arthur Harbor.

Tokio, Oct. 3.—The Navy Department reports the destruction of another Russian steamer used in clearing mines at the entrance of Port Arthur Harbor. The steamer struck a mine on September 20 and sank.

Navy officers express the opinion that the Russians are suffering from a shortage of small steamers useful in clearing mines. The reported loss of a Japanese gunboat south of Liao-Tung Peninsula by striking a mine has not been officially verified.

NIJNI NOVGOROD HOMEWARD BOUND.

Constantinople, Oct. 3.—The Russian volunteer fleet steamer Nijni Novgorod has passed the Bosporous, homeward bound.

The Nijni Novgorod was reported to have passed the Bosporous on September 26, carrying it was said, a thousand soldiers to relieve the Russian garrison at Crete. Those soldiers, it was added, the Nijni Novgorod would convey to Port Said, where they would await orders.

INCREASE OF JAPANESE ARMY.

Its Total War Strength Ultimately to Exceed One Million.

London, Oct. 4.—Explaining the details of the new Japanese military regulations, "The Times's" correspondent at Tokio says it will ultimately make the total war strength of the army exceed one million.

A "SHANGHAI LIE."

Shanghai, Oct. 4.—The report that the Russian armored cruiser Bayan had anchored off Gutzlaff Island is a hoax.

FOURTEEN LIVES LOST.

Norwegian Bark Goes Down with All on Board.

Fredrikstad, Norway, October 3.—The Norwegian bark Sir John Lawrence (from London), has struck on sunken rocks outside this harbor and has broken up. The crew were drowned. The Sir John Lawrence carried a crew of fourteen men. Apprehensions are felt that further disasters may be reported as a result of the gale which swept over these waters on Saturday evening.

The Sir John Lawrence was of 1,062 tons net register, and was built at Liverpool in 1859. She was owned by O. L. Roed, of Tonsberg, Norway.

KILLED 600 ARABS.

Somali Mullah Attacked the Ogadain Tribe.

Aden, Arabia, Oct. 3.—A Somali Mullah is reported to have attacked and robbed the Ogadain tribe, killing 600 tribesmen and capturing many camels and sheep.

THE FRENCH MAIL ROBBERY.

Where the Pouches Were Going That Are Missing.

Paris, Oct. 3.—Investigation of the robbery of the American mail on the train between this city and Havre has not yet produced any clew as to the perpetrators of the crime. It is now ascertained that eleven sacks of mail matter are missing, of which five were from Paris for Rouen, one from Paris for New-York, one from Paris for Montreal, three from Madrid for Mexico, and one from Madrid for Havana.

SEEKING LABORERS FOR CUBA.

Senate Passes Bill to Assist Immigration from Canary and Balearic Islands.

Havana, Oct. 3.—The Senate to-day adopted a bill appropriating $800,000 for the purpose of assisting the immigration of laborers from the Spanish Balearic and Canary Islands, by subsidizing steamship lines and otherwise. The details of the plan are left largely to President Palma's discretion. The Canary agricultural laborers are regarded as the best suited for the requirements of Cuba. They are greatly in demand, owing to the increasing areas devoted to the cultivation of sugar, tobacco and fruits. The minority opposes governmental encouragement of immigration.

The Senate to-day also resumed discussion of President Palma's order regarding the uniforms to be worn by diplomatic representatives of Cuba. No action was taken. One opponent of the order issued by President Palma contended that it was improper for Cuba's representatives to wear the uniforms prescribed at royal functions abroad. Incidentally it was asserted that American diplomatic representatives wear uniforms at official functions, regardless of the law prohibiting that practice.

TOWN LIKE ARMED CAMP.

Desperate Man Causes Terror in Connecticut.

Hartford, Conn., Oct. 3.—One of the biggest man hunts that has ever taken place in Connecticut is on in East Glastonbury. The State police force, headed by Chief Egan, and many of the residents, are heavily armed and searching for John C. Whipple, who, two weeks ago, shot and seriously wounded a neighbor, James Starmer, and last week shot State Policeman Louks, who was attempting to arrest him for the crime.

East Glastonbury is like a small armed camp. The farmers have armed themselves, not only because of their indignation at the two crimes committed by Whipple, but also because of the fear that he will do further damage on the slightest provocation. It is already suspected that he has burned two barns, and consequently all barns stocked with the season's crops are guarded night and day by armed farmhands.

Two parties spent all of last night searching the woods for Whipple. Chief Egan assumed active charge, and headed one party, and Deputy Sheffield was in charge of the other. Their search was fruitless. It is now believed that Whipple is hiding in a cave in Mott Hill, on a range of mountains several miles in length. If to-day's search brings forth no better success than that of last night bloodhounds will be employed to assist the police.

To a stranger in the town the picture presented is strange, if not alarming. Farmers driving along the country roads with loads of produce have in plain sight a rifle, and the same is true of the men in the fields, who do not care to risk, unarmed, an encounter with Whipple, who, while now believed insane, has always had the reputation of being a desperate character.

COURT OF APPEALS IN SESSION.

Hearing on the Right of an Unvaccinated Child to Attend School.

Albany, Oct. 3.—The Court of Appeals met today for the first session since the summer adjournment, and heard arguments in an action involving the right of school authorities to exclude from attendance pupils who are not vaccinated. The appellant, Edward C. Viemeister, refused to comply with the directions of the New-York City Board of Education to have his ten-year-old son vaccinated, and, when the child was prevented from attending Public School No. 12, in Brooklyn, where he had been enrolled, brought this action. His application for a peremptory writ of mandamus was denied, and from the action of the Appellate Division affirming this order he now appeals.

The law attacked by the appellant is Section 200, Chapter 661, of the laws of 1893. Its constitutionality was upheld in the special term by Justice Gaynor, who said: "The statute excluding children from common schools until they are vaccinated is a health law within the power of the legislature to pass," and in the Appellate Division, by Justice Hirschberg, who wrote that it constituted a legitimate exercise of police power. The appellant argues that forcible vaccination is an assault, that every child in the State has a constitutional right to an education, which the legislature may not withhold or embarrass. In closing, he declares that vaccination does not prevent smallpox.

N. Y. U. SOPHOMORES WIN RUSH.

The Class Is Also Victorious in Two Out of Three Wrestling Bouts with Freshmen.

Battery Hall, at New-York University, was the scene last night of one of the hardest interclass fights in years. Although the freshmen outnumbered the sophomores they were completely annihilated.

The freshman class took its stand on the stoop of Butler Hall and stubbornly met the charges of the "sophs." The fight lasted over half an hour, until finally every freshman had been swept off and a half a dozen "sophs" were left to give their class yell. The "sophs" were also victorious in the individual wrestling bouts, winning two out of three. In the heavyweight bout Krausmans, '07, had an easy time with Smithson, '08, throwing him in forty seconds. Bassave, '07, and Adams, '08, furnished a pretty bout for the middleweights, the former winning in 2 minutes 14 seconds. Garby won the only bout for the freshmen, throwing Ullman, '08, in forty-five seconds.

EXCURSION STEAMER BURNED.

Pittsburg, Oct. 3.—The excursion steamer Mayflower burned to the water's edge at 3:30 this morning. The crew escaped.

TO WRECK CONNECTICUT.

Bolt Driven in Ways and Hole Drilled in Hull.

Washington, Oct. 3.—After delaying some time, in the hope that by working in secret detectives might be able to discover the persons who attempted to damage the battleship Connecticut, at the New-York Navy Yard, the Navy Department to-day decided to publish the latest report in the case from William J. Baxter, the constructor in charge at New-York, feeling that publicity will help to insure the protection of the vessel in the future from a repetition of such attempts. The report follows:

As reported in the naval constructor's letter of April 1, 1904, there were discovered on March 31, in compartment B—87, two rivets in frame 58½, connecting the forward frame angle to the keel plate, whose heads had been chipped off, holes drilled completely through them, and the rivets forced down into the keel block beneath by heavy pressure, one being on the port side and driven about half an inch into the block, and one on the starboard side, and driven about one inches into the block. Attention is invited in the naval constructor's report above referred to, to the fact that excellent workmanship was displayed in drilling through these rivets and excellent judgment was shown in determining the place to destroy them by cutting out these rivets over the keel block, where there would have been no leakage from the outside of the ship while the compartment was under test pressure.

On September 14, while the diver was sweeping the underwater portion of the ways on the Connecticut, there was found a bolt about one and three-eighths inches in diameter, which was located about mid-width of the starboard underwater way and about half way between the intersection of the ways with low water and the end. This bolt was driven into the ways and projected up about six inches, making an obstruction which would have caused serious injury during the launch and might have entirely prevented it.

These ways had previously been inspected by the diver, at which time no such bolt was found. Following the discovery of this bolt, the naval constructor, as authorized by the commandant, stationed additional shipkeepers during the day, and at night stationed four armed shipkeepers around the ways, and made provision for having light under and around the Connecticut at all times, and officers of this department were constantly on duty in this connection day and night, and made periodical inspections between the hours of sunset and sunrise, and never less than three times each night.

On Wednesday, September 28, the quarterman ship fitter in charge of the Connecticut, the quarterman riveter and the leading man riveter in charge of testing gang made a thorough and complete inspection of each watertight compartment of the vessel, and after these compartments were inspected the manhole cover was closed down and fastened. The result of these inspections was reported and everything was at that time secure and in good condition. After the launch, on the 29th, it was found that compartment B—88 (the port after boiler room reserve feed tank) was making water. The pumps were started and the water was kept under control. It was finally decided to permit the compartment to be entirely full, close all air pipes and drain valves, and let the compartment remain full during the night of the 29th. This was accordingly done, and the compartment was inspected after it was full, and the inner bottom and sounding frames and longitudinals were seen to be absolutely tight, and no damage resulted to the ship.

On the morning of September 30 the pump was started, the compartment was pumped down and the quarterman riveter went into the compartment when the water was about five inches of the bottom, and discovered that a three-quarter inch hole had been drilled through the outside shell plate between frames 61 and 62, outboard of the third watertight longitudinal, and about three inches from the edge of the shell lap. The location chosen for drilling this hole was over the packing on the sliding ways, where it would have been impossible to detect its presence from the outside. The location of the hole for working purposes, being absolutely useless, indicates that it was done maliciously. An examination of the compartment and hole by Assistant Naval Constructor Robinson, of this department, indicates that the hole was drilled from the inside. This hole has been safely plugged and the manhole cover fastened down and can safely remain in this condition until such time as the vessel is put in dock.

The official records of this department show that compartment B 88 was tested on March 24, at a water pressure of 27 feet 4½ inches and was absolutely tight. This was done in the presence of an officer of this department. The outside plating in wake of the entire cradle was also carefully inspected before the cradle was built in place and was then in perfect condition.

In view of these malicious acts, which involved danger to the ship and possible loss of life of the men employed thereon, it is respectfully recommended that the ship be brightly illuminated both day and night, that special watchmen of mechanical ability be employed, and that all employes on the ship be informed of these malicious acts, in order that each one of them may feel that it is his duty to guard against their recurrence.

In forwarding this report to the department, Admiral Rodgers, commandant of the yard, says:

The recommendations of the naval constructor in the matter have been approved and are being carried out. Further precautions are being taken to guard the ship at night, and she is cleared of all workmen during the noon hour. A liberal number of special watchmen should be kept on watch with this ship constantly.

Admiral Capps, chief of the Bureau of Construction, in indorsing the report, says:

The accompanying statement details briefly the salient facts connected with the various attempts to damage the United States steamship Connecticut, and the precautions taken by the commandant and the naval constructor have already been approved by the department, upon verbal recommendation of this bureau.

The facts in this matter are undisputed. The perpetrators of these criminal acts are as yet unknown. The bureau has no doubt, however, that the patriotic sentiment of the workmen of the yard, now that all the facts are known, will cause them to give their best endeavor to the prevention of such acts in the future and the discovery, if possible, of those responsible for what has already been done.

The bureau regards an attempt to wreck a vessel of war, whether built or building, as a most serious crime, punishable in the severest manner possible if the culprit should be discovered.

In order that the gravity of such an offence and the punishment therefor may be fully known and appreciated among all classes, it is recommended that special legislation on the subject be enacted which will provide adequate punishment for those who might damage or attempt to damage maliciously public property, either completed or in course of preparation and intended for national defence.

Acting Secretary Darling indorsed the report as follows:

The precautions taken by the commandant and naval constructor are approved. The recommendation of the bureau that special legislation be enacted which will provide adequate punishment for any person who may damage or attempt to damage maliciously public property, either completed or in course of preparation and intended for national defence, is approved, and the subject will be handled through the usual channel.

THE GUARD INCREASED.

Navy Yard Officials and Secret Service Men Hunt Clews.

Guarded by marines with loaded rifles on board her and on shore, and with powerful electric searchlights playing over her, the newly launched battleship Connecticut, already the object of three serious attacks, lay at her station in the Brooklyn Navy Yard last night. The officers are using every conceivable precaution against the recurrence of the mysterious attempts to disable or destroy the new war vessel, and they think they have about rendered it impossible. Marines and Secret Service men are about her every instant of the time, while about the last official act of Rear Admiral Rodgers, who turned over the command of the yard yesterday to Rear Admiral Coghlan, was to make an appeal to the patriotism of the workmen.

It is hard to prevent attempts to wreck the vessel, say many of the officers of the yard, considering the number of men about a vessel under construction, and the opportunity that many of them have to be alone in the compartments of the hold, but that such an attempt could prove successful is practically impossible. That all of the three attempts have been discovered before any lasting injury to the vessel was worked is proof of this statement. While the regulations governing the construction of a vessel are strict and the supervision as strict, even greater precautions will be taken in future. A naval constructor will be on the new vessel until she leaves the yard, giving his personal supervision to every detail of the work.

A strict investigation involving limitless detective work is under way. Of this the authorities will not talk. They are working along definite lines with a definite aim, but will not discuss their theories. One opinion, rather widespread, credits disgruntled labor unionists of the rabid "Sam" Parks breed with the responsibility for the attempts to wreck the Connecticut. It is recalled that, after some trouble with a walking delegate who was thrown out of the yard, Frank D. Beale, a foreman, was assaulted just outside of the yard and seriously beaten.

Rear Admiral Rodgers issued the following bulletin yesterday:

Three malicious attempts have been made to injure the battleship Connecticut, even to the extent of involving the safety of the ship and those concerned on the occasion of the launching of September 29, 1904.

The commandant appreciates the good work performed up to date by the employes on the Connecticut, which bids fair to establish a new record for navy yard work, and feels assured that it is unnecessary to invite the co-operation of all concerned in preventing a recurrence of these cowardly and treasonable acts.

This notice is simply for the information of all patriotic American citizens who are employed by the government in this navy yard.

The official report of Naval Constructor Baxter was completed and sent to Washington on Saturday. This told in detail what was told to The Tribune yesterday—that a few months before the launching, in a test of the water-tight compartments, one was found which leaked. Investigation showed that some of the rivets had been bored through. New rivets were put in and the authorities were more careful than ever regarding the vessel. Yet a few days before the launching a large bolt was discovered driven into the ways below low water, fixed in such a position that it would have torn loose some of the bottom plates of the vessel, probably sinking her. After the launching it was found that one of the compartments had become partly full of water, and investigation showed that a hole had been drilled through one of the plates.

REAR ADMIRAL RODGERS RELIEVED.

Navy Yard Officers Give Him Loving Cup—Admiral Coghlan Assumes Command.

Rear Admiral Frederick Rodgers was officially relieved as commandant of the New-York naval station at 10 a. m. yesterday by Rear Admiral Joseph B. Coghlan. Prior to bidding the officers the formal goodby, the admiral sent a copy of a letter to each officer, in which he expressed his regret at parting and thanked them and all the employes of the yard for their co-operation in whatever work came to hand.

An hour before the transfer of the command the loving cup given by the officers as a testimonial of their regard for him was presented to Rear Admiral Rodgers through Captain J. A. B. Smith, who made a brief and appropriate speech. The rear admiral was surprised and so sensibly affected that he could respond in a few words only.

The incoming of the new commandant was hailed with satisfaction, because all of the officers are well acquainted with him, some of them from the time that he was a midshipman, and, while they know him to be a disciplinarian of the sort that all navy officers are expected to be, they know him also as a cordial and courteous officer. On his arrival at the navy yard he was met in the court of the commandant's headquarters and greeted by Admiral Rodgers and his staff. Then the official ceremony took place, followed by the lowering of Rear Admiral Rodgers's flag on the Hancock, with a gun salute as it went down, and the raising of Rear Admiral Coghlan's flag in its stead and a gun salute for that. The officers of the station were then formally introduced to the new commandant.

Morning, Noon or Night,
between, or with meals,

Londonderry
LITHIA WATER
goes well. Always the same—Pure, Sparkling, Health promoting, and Delicious.

At the Martinique you dine on the 15th floor, 125 feet from the ground, in quiet, in view of the Highlands of the Hudson and the beauties of New York Bay.

Table d'hote or a la carte—change when you want the change.

Nothing left but apartments of 2 and 3 rooms.

The Martinique, 54-58 West 33d street.

Autumn Resorts.

NEW-JERSEY.

LAKEWOOD,
AMONG THE PINES OF NEW-JERSEY.
A FASHIONABLE AND HEALTHFUL FALL, WINTER AND SPRING RESORT.
The hotels, known all over the country as the leading hotels in Lakewood, are:

The Laurel House,
OPEN OCTOBER 1ST TO JUNE 1ST.
A. J. MURPHY, Manager.
D. P. SIMPSON, Assistant Manager.

The Laurel-in-the-Pines.
OPEN NOVEMBER 15TH TO MAY 15TH.
FRANK F. SHUTE, Manager.
Reached by the New Jersey Central Railroad.

HOTEL DENNIS,
Atlantic City, N. J.
Situated directly on the beach front with an unobstructed view. Liberally appointed and liberally conducted.
OPEN THE ENTIRE YEAR.
WALTER J. BUZBY.

Atlantic City, N. J.
The all-year health and pleasure resort by the Sea.
Hotel Brighton and Casino
Open throughout the year.
F. W. HEMSLEY & SON.

MARLBOROUGH HOUSE,
Atlantic City.
Josiah White & Sons.

HOTEL TRAYMORE,
Atlantic City, N. J.
Remains open throughout the year; every known comfort and convenience; golf privileges; running water in bedrooms. TRAYMORE HOTEL CO., D. S. WHITE, Presid't.

HOTEL RUDOLF,
On the Beach Front, Atlantic City, N. J.
Open all year. American and European plans. Hot and cold sea water baths en suite with rooms. Orchestra.
C. R. MYERS.

ATLANTIC CITY, N. J.
The Popular Fall Retreat.
CHALFONTE
ATLANTIC CITY, N. J.
THE LEEDS COMPANY.

NEW-YORK.
POCANTICO LODGE.
OPEN THE YEAR ROUND.
Superbly located at Briarcliff Manor, N. Y., Putnam Division N. Y. Central Railroad.
Telephone 29 Briarcliff.
Send for free copy "Briarcliff Outlook," an illustrated magazine.

VIRGINIA.
Virginia Hot Springs
2,500 feet elevation. Open all the year.
Waters, baths, hotels and scenery nowhere equalled
Rheumatism, gout, obesity and nervous diseases cured. New hydrotherapeutic apparatus installed. Golf, swimming pool, fine livery and outdoor pastimes. THE NEW HOMESTEAD is modern in the strictest sense. Perfect train service.

The Chesapeake & Ohio Railway,
World's Fair Scenic Route,
allows stop-over at Covington, Va., on through tickets to Cincinnati, Louisville, Chicago, St. Louis and the West. Pullman service to Virginia Hot Springs. Excursion tickets at C. & O. offices. FRED STERRY, Manager, Hot Springs, Va.

Country Board.

AN INVALID may find a quiet home and comfort in a physician's family. Box 247, Dobbs Ferry, N. Y.

Proposals.

PROPOSALS FOR CORLISS ENGINES. West Point, N. Y., September 7, 1904. Sealed proposals, in triplicate, will be received until 12 o'clock noon, October 6, 1904, for the construction of Corliss Engines for electric generators in this office. U. S. reserves the right to accept or reject any or all proposals or any part thereof. Address Quartermaster, U. S. M. A.

Proposals.

NOTICE TO CONTRACTORS.—SEALED proposals, suitably endorsed on envelope, for Construction, Heating, Plumbing, Electric Light Wiring and Fixtures and Gas Piping, for a State armory, at Flushing, New York, may be sent by mail or delivered in person up to twelve o'clock noon, on Monday, the seventeenth day of October, 1904, to the State Board of Armory Commissioners, at the Capitol, Albany, N. Y., when the bids will be opened and read publicly.

Drawings and specifications may be consulted and blank forms of proposals obtained at the armory of the Seventeenth Separate Company, Flushing, New York, or by application to G. L. Heins, State Architect, in the Capitol at Albany, N. Y. Contracts will be awarded to the lowest responsible and reliable bidders unless the bids exceed the amount of funds available therefor. The commission reserves the right to reject any or all bids. CHARLES F. ROE, Major General; JAMES McLEER, Brigadier General, 2nd Brigade; NELSON H. HENRY, Adjutant General, Armory Commissioners.

PROPOSALS FOR ELECTRICAL GENERATORS and Switchboard. West Point, N. Y., September 7, 1904. Sealed proposals, in triplicate, will be received until 12 o'clock, noon, October 6th, 1904, for the construction and installation of Generators, Motor Generators and Switchboard as per drawings and specifications in this office. U. S. reserves the right to accept or reject any or all proposals or any part thereof. Forms and specifications furnished upon application. Address Quartermaster, U. S. M. A.

HARBOR STEAMER.—QUARTERMASTER General's Office, War Department, Washington, D. C., Sept. 27, 1904.—Sealed proposals, in triplicate, will be received here until 12 M. October 12, 1904, for constructing and equipping steamer for harbor service of Q. M. Dept. Information furnished on application. U. S. reserves right to accept or reject any or all bids. Envelopes containing proposals to be marked "Proposals for Harbor Steamer," addressed CHAUNCEY B. BAKER, Q. M.

Limited Copartnership Notices.

CERTIFICATE OF FORMATION OF THE LIMITED PARTNERSHIP OF FERNIE, WILSON & COMPANY.

We, the undersigned, all of full age, having formed a limited copartnership pursuant to the provisions of the statutes of the State of New-York, do hereby certify as follows:

1. The name of the firm under which such copartnership is to be conducted is FERNIE, WILSON & COMPANY and the County wherein the principal place of business is to be located is the County of New-York, in the State of New-York.

2. The general nature of the business intended to be transacted by such copartnership is a general cotton and coffee commission business.

3. The names of all the general and special partners interested therein, all of whom are of full age, and their respective places of residence, are as follows:

The general partners are: G. HOWARD WILSON, who resides at the City of New-York, in the County of Kings and State of New-York, and NORRIE SELLAR, who resides at London, England.

The special partners are ALFRED HOOD, residing at Newstead, Beaconsfield Road, Liverpool, England; WALTER KERR FERNIE, residing at Warrenside, Blundellsands, Liverpool, England; ALFRED GEORGE DIXON, residing at Sandycroft, Blundellsands, Liverpool, England; PHILIP HEINEKEN, residing at Bremen, Germany; JOHANNES VOGELSANG, residing at Bremen, Germany.

4. The amount of capital stock which each special partner has contributed to the common stock is FORTY THOUSAND DOLLARS, making in all TWO HUNDRED THOUSAND DOLLARS contributed by the special partners.

5. The times at which the partnership is to begin and end are as follows: Said partnership is to begin on the fourth day of September, 1904, and is to end on the fourth day of September, 1905.

Dated August 5th, 1904.

G. HOWARD WILSON [Seal].

Signed, sealed and delivered in the presence of ARTHUR C. BOSTWICK, as to G. Howard Wilson.

NORRIE SELLAR [Seal].
ALFRED HOOD [Seal].
WALTER KERR FERNIE [Seal].
ALFRED GEORGE DIXON [Seal].

as to Norrie Sellar, Alfred Hood, Walter Kerr Fernie and Alfred George Dixon:
H. WATSON, United States Consulate, Liverpool.
FR. HOYERMANN, PHILIP HEINEKEN [Seal].
C. DIEDERICH, JOHANNES VOGELSANG [Seal].

The original certificate, duly acknowledged, was filed and recorded in the New-York County Clerk's office September 3rd, 1904.

WHEREAS, THE LIMITED PARTNERSHIP heretofore formed under the laws of the State of New-York and existing under the firm name of Fernie, Wilson & Company, consisting of Joseph Mann Dixon and the subscribers, except Alfred George Dixon, has heretofore carried on its business within said State and has been dissolved by the retirement of said Joseph Mann Dixon, and by reason of such retirement has discontinued, or is about to discontinue, its business within said State; and

Whereas, the business of said partnership is to be continued by the subscribers and the subscribers consist of all of the members, general, and all but one of the members, special, of said limited partnership.

Now, therefore, we, G. Howard Wilson, whose place of residence is the City of New-York, County of Kings and State of New-York, and Norrie Sellar, whose place of residence is London, England, General Partners; and Alfred Hood, whose place of residence is Newstead, Beaconsfield Road, Liverpool, England; Walter K. Fernie, whose place of residence is Warrenside, Blundellsands, Liverpool, England; Alfred George Dixon, whose place of residence is Sandycroft, Blundellsands, Liverpool, England; Philip Heineken, whose place of residence is Bremen, Germany, and Johannes Vogelsang, whose place of residence is Bremen, Germany, Special Partners, do hereby certify, pursuant to the statute in such case made and provided, that we are the persons intending as such General and Special Partners, respectively, to deal on and after the 4th day of September, 1904, under the said firm name of Fernie, Wilson & Company, as a limited partnership, pursuant to the laws of the State of New-York.

Dated August 5th, 1904.

G. HOWARD WILSON [Seal].

Signed, sealed and delivered in the presence of ARTHUR C. BOSTWICK, as to G. Howard Wilson:

NORRIE SELLAR [Seal].
ALFRED HOOD [Seal].
WALTER KERR FERNIE [Seal].
ALFRED GEORGE DIXON [Seal].

as to Norrie Sellar, Alfred Hood, Walter Kerr Fernie and Alfred George Dixon:
H. WATSON, United States Consulate, Liverpool.
FR. HOYERMANN, PHILIP HEINEKEN [Seal].
C. DIEDERICH, JOHANNES VOGELSANG [Seal].

The foregoing certificate, duly acknowledged, was filed and recorded in the New-York County Clerk's office, September 3rd, 1904.

Public Notice.

DEPARTMENT OF FINANCE, BUREAU FOR THE COLLECTION OF TAXES, NO. 57 CHAMBERS STREET, BOROUGH OF MANHATTAN, NEW YORK, OCT. 3, 1904.

NOTICE TO TAXPAYERS.

NOTICE IS HEREBY GIVEN THAT THE Assessment Rolls of Real Estate and Personal Property in the City of New York for the year 1904 and the warrants for the collection of taxes have been delivered to the undersigned, and that all the taxes on said assessment Rolls are due and payable on MONDAY, OCT. 3, 1904, at the office of the Receiver of Taxes 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 of Bay and Sand Streets, Stapleton, Staten Island, N. Y.

In case of payment during October the person so paying shall be entitled to the benefits mentioned in section 915 of the Greater New York Charter (Chapter 378, Laws of 1897), viz.: A deduction of interest at the rate of 6 per cent per annum between the day of such payment and the 1st day of December next.

ALL BILLS PAID DURING OCTOBER MUST BE REBATED BEFORE CHECKS ARE DRAWN FOR PAYMENT.

When checks are mailed to the Receiver of Taxes they must be accompanied by addressed envelopes with postage prepaid in order to ensure return of receipted bills by mail.

Checks dated Oct. 3 should be mailed to the Receiver as soon as possible after bills have been received by the taxpayer.

DAVID E. AUSTEN, Receiver of Taxes.

Month Improves Upon Month

August comparisons showed a gain of 53% in TRIBUNE sales.

But the sales in the month of September, 1904, were 59% more than in September, 1902.