M'ADOO SEEKS MAYOR.

WANTS MORE PATROLMEN.

Would Widen Fifth-ave. to Prevent Congestion—Narrower Sidewalks.

Police Commissioner McAdoo held an important conference with the Mayor yesterday with reference to police conditions in the Tenderloin and elsewhere. He also revealed himself as a sociological student.

"The congestion of traffic in Fifth-ave. is deplorable," said the Commissioner, "and it seems to be getting a little worse all the time, instead of better. It is especially noticeable these days, when the thoroughfare is filled with Christmas shoppers and the police are holding up vehicular traffic to make it safer for pedestrians. A sociological reason, strangely enough, is responsible for a large part of the congestion. I have closely watched Fifth-ave. traffic for more than a year, and I say it without fear of a successful challenge that the average truck driver seeking diversion is largely responsible for the congestion there.

"There seems to be a longing in the soul of the average truck driver for companionship among the wealthy. He plunges into Fifth-ave., and we have no right to put him out. Start a truck driver from almost any part of the town, and, if he has a north or south haul, he, four times out of five, will steer for Fifth-ave., although he must know from previous experience that he will lose a lot of time by going there. I have talked with truck drivers and with their employers, and my suspicions have been confirmed. I find that the average truck driver, the man who earns his bread by the sweat of his brow, delights in wheeling his load of merchandise into the most fashionable promenade of the city and exercising his legal, but hardly moral, right of blocking handsome carriages and automobiles.

"What is the remedy?" the Commissioner was asked.

"The aldermen once or twice have made an effort to get through an ordinance keeping trucks off of Fifth-ave. The attempt never has succeeded. Perhaps it failed out of fear of the truck driver votes. The only remedy I can suggest is the widening of Fifth-ave. We'll have to come to that. Its cost will be tremendous, and there will be opposition, but it strikes me that we shall come around to it in a few years. The sidewalks will have to be narrowed and moved back toward the building line. From fifteen to twenty feet of space could be obtained in this manner, and then there would be space in the middle of the street for lines of swift moving vehicles, while the curb sides would be used by truck drivers in quest of diversion. With a wider street the police would not have difficulty in separating the traffic."

"How about conditions in the Police Department?" Mr. McAdoo was asked.

"The only thing I judge by," said the Commissioner, "is the number of complaints received now as compared with a year ago. When I took office about two hundred written complaints reached us every day. To-day we do not receive more than five or six a day. I believe that the people are convinced that we are trying to run things faithfully and honestly."

"What is needed to improve the service?"

"An immediate increase in the force," said the Commissioner. "We have an application before the Board of Aldermen for an increase of four hundred patrolmen. That will cost, perhaps, $400,000 a year. If we get the increase we can make a better record. We particularly need more men in The Bronx. That section is growing very fast, and it would grow still faster if the prospective residents felt that there would be ample security for property and person. Another thing greatly needed is a new central office. The revised bids are expected to be within the $750,000 appropriation, and we should have a new central office in Centre-st. within eighteen months. I think the builders, once they get started, will make very rapid headway, because they can work from all sides of the building."

M'ADOO ACCEPTS TERMS.

Rapid Transit Commission Expected to Permit Sixth-ave. Tunnel.

Permission to build the tunnel up Sixth-ave. and the crosstown tunnel through Ninth-st. will probably be given to the New-York and Jersey Railroad Company by the Rapid Transit Commission at its meeting this afternoon. The contract committee of the commission has had a conference with President McAdoo of the railroad company and he has agreed to the terms proposed. The franchise for the subway from the Morton-st. terminal to Thirty-fourth-st. will not be a perpetual gift. It will run for twenty-five years, at the end of which time, if the city wants Sixth-ave. for a municipal subway, it can buy the tunnel already there at a valuation to be fixed by appraisal.

The crosstown tunnel franchise will be in perpetuity. As soon as permission is granted by the Rapid Transit Commission the applications for the routes will be taken to the Board of Aldermen, where it is expected that permission for the tunnels will be obtained in the regular course of the aldermen's business. After that work will be begun at once. Mr. McAdoo thinks it will take about a year to build the Sixth-ave. tunnel.

Mr. McAdoo said work would be begun on the tunnel as soon as he had all the necessary permissions.

Action on the resignation of William Barclay Parsons, chief engineer to the commission, is likely, also, and George S. Rice, deputy chief engineer, will probably be made his successor, as was stated exclusively in The Tribune yesterday.

Mr. Parsons's report on the subway signs, held over from the last meeting, is looked for. This report is to be accompanied with diagrams showing just where the signs may be placed in each station. If the "amicable agreement" for which Mr. Belmont hoped has come to pass, on receipt of the report the commission will probably pass a resolution ordering that signs not complying with the terms of the report must be taken down, and the operating company will do so. If this agreement has not been effected, the action of the commission must open the way for referring the sign controversy to the courts.

TO MAKE STEAMBOATS SAFER.

Mr. Goulden's Bill Provides for Compulsory Inspections and Better Discipline.

Washington, Dec. 14.—Representative Goulden, of New-York, who was a member of the coroner's jury which investigated the Slocum disaster, to-day introduced a bill providing for amendment of the Steamboat Inspection laws. The bill provides for compulsory inspection semi-annually, also compulsory examinations semi-annually of hulls, boilers, engines and fire fighting appliances, and increases the penalty for failure to comply with the provisions of the law or the requirements of the inspectors, to a maximum fine of $500 or five years' imprisonment, or both. Provision is also made for a licensed pilot, and that the crew be "well disciplined" and that steampipes for flooding in case of fire be furnished in lamprooms, storerooms and magazines below the main deck. Another provision requires watchmen in cabins and on the several decks to report to the officer in command of the watch every thirty minutes from sunset to sunrise.

DOUBLE SHOOTING ON THE ILLINOIS.

Negro Seaman Badly Wounds Two Others on Battleship—A Wild Chase.

A double fatality on board the United States battleship Illinois in the navy yard was narrowly averted yesterday when George Washington, a colored seaman, shot and wounded two others of the Illinois crew. Henry More, an apprentice, received a bullet in the arm and Shap, a seaman, another in the back. Shap is seriously wounded.

More and the colored man occupied adjoining hammocks, and Washington was said to be inoffensive until More's tantalizing got the better of his temper and he drew a revolver. Shap interfered and was shot in the back. Pursued by a crowd of sailors, Washington fled to Cob Dock and tried to enter the ferry. On the way it is said he fired several shots at his pursuers. A corporal stopped him at the ferry, whereupon Washington jumped in the icy water and tried to swim ashore. The sailors promptly followed and a struggle ensued between the swimmers. The colored man yielded to force of numbers and was made a prisoner.

"PHIL" WEINSEIMER NOT BAILED.

"Diamond Phil" Weinseimer, the walking delegate convicted of extortion and under sentence to Sing Sing, was not bailed yesterday, although counsel had obtained a stay and bail had been fixed at $10,000. Maurice B. Mendham, a broker at No. 20 Broad-st., went to the District Attorney's office and swore that he owned a house worth $100,000. He did not return in time to qualify as a bondsman. Mendham is president of the People's Security Company.

REAL ESTATE.

A $1,200,000 Mortgage Recorded—De Sota Stables Sold.

The New-York Theatre Company has mortgaged the New-York Theatre property, at Forty-fourth-st. and Broadway, to the Bond and Mortgage Guarantee Company for $1,200,000.

An interesting deal reported yesterday was the sale by Max Bayersdorfer to Christian and Helene Dages of the property known as the De Sota Stables, formerly owned by Floyd Brothers. The premises comprise the buildings No. 170 to 174 East One-hundred-and-twenty-third-st., running through to One-hundred-and-twenty-second-st. The buyers intend to improve the property.

INVESTOR BUYS APARTMENT HOUSES.

Shaw & Co. have resold for A. Lemen Nos. 277 and 279 West One-hundred-and-twenty-seventh-st., two four story apartment houses, 35x80x100 feet, to an investor.

PROTEST AGAINST CEMETERY PLANS.

At a meeting of about fifty owners of property in or near Rugby, Flatbush, which was held on Monday night at the Rugby office, at Church and Utica aves., an organization was formed to be known as the Taxpayers' Association of Rugby and Vicinity. The following officers were elected: President, G. J. Luhn; vice-president, Edward J. Mirrielees; secretary, George M. Fawcett, and treasurer, Charles Luber. Committees on constitution and bylaws and on membership were appointed. Another committee, to draw up a protest to the Board of Aldermen against the extension of the Holy Cross Cemetery, was also named. The association will hold its next meeting on Monday night, December 19.

REPORTED LEASES.

The McVickar, Gaillard Realty Company has leased for Randolph Guggenheimer, to the United States Express Company, for a long term of years the store in the new building Nos. 24 and 26 East Twenty-first-st. Also has leased for Philip L. Crovat to Barkley R. Marwin, the sixth floor in the new ten story building No. 7 West Thirty-eighth-st.

TO IMPROVE DOWNTOWN PLOT.

A new corporation has bought the following old buildings between William and Nassau sts. From the New-York Steam Power Company, Nos. 57 and 59 Ann-st., with an interior westerly "L"; from Anna Moore, No. 61 Ann-st.; from the Rutland & Whitney Company, No. 25 Beekman-st.; from F. E. Miles, No. 27, adjoining, and from E. Z. V. Lane No. 31, adjoining. The frontage in Ann-st. is 53.5 feet, and in Beekman-st., 68.6 feet, the easterly line being 216 feet and the westerly line 225.5 feet. The "L" is 62x75 feet. The total area is about 18,500 square feet, on which a twelve story office and loft structure will be built.

SALE OF LARGE FLUSHING TRACT.

The Queens Investing Company, Frank Tilford, president, has purchased through D. & J. E. Masters, brokers, the 140 acres of land comprising the Keene and Foulk, Hildreth and Hurschman property, at Broadway station, Flushing, Borough of Queens. The company proposes to develop this property at once.

LEASES FIFTH-AVE. PARCEL.

M. & L. Hess have leased for the Gorham Manufacturing Company No. 384 Fifth-ave., adjoining the new Gorham Building. It is said that an eight story building will be erected on the site.

ENLARGES HIS UPTOWN PARCEL.

Warren & Skillin, in conjunction with L. J. Phillips & Co., have sold for Henry Lilly and other persons two lots on the north side of One-hundred-and-forty-fifth-st., 250 feet east of Seventh-ave., to Joseph Rosenthal, who will improve this plot, with the adjoining six lots on the west side, which he purchased a few weeks ago.

GETS A TITLE AS A GIFT.

Harold C. Riggs and another person have transferred title to a parcel 20x80 feet at the northwest corner of Thirty-seventh-st. and Lexington-ave. to Henry B. Riggs as a gift.

THE BRONX BUILDING PLANS.

One-hundred-and-eighty-ninth-st., southwest corner of Hoffman-st., five story brick tenement house, 30x80.11½ feet; William Wainwright, owner; Moore & Landseidel, architects; $20,000.

Fox-st., south side, 78 feet east of Prospect-ave., eleven five story brick tenement houses, 40x90 feet each; Charles Kreymberg, owner and architect; $385,000.

TRANSACTIONS IN REALTY.

Hall J. How & Co. have sold for Gutwillig Brothers a plot on the north side of One-hundred-and-seventy-second-st., 100 feet west of Audubon-ave. The same firm has also sold for E. Nicholsburg to the State Realty and Mortgage Company a plot 75x99.11 feet on the north side of One-hundred-and-seventy-second-st., 175 feet east of St. Nicholas-ave.

The New-Amsterdam Realty Company has purchased, through William Douglas Fitzpatrick as broker, the five story four family tenement house No. 411 West Fifty-third-st., 25x100 feet. The same company has also purchased the five story flathouse, with store, 25x95 feet, No. 710 Third-ave.

Arnold & Byrne have sold for S. Block to a Mrs. Lyons, No. 2,572 Seventh-ave., a five story triple flathouse with stores. The same firm were also the brokers in the sale of the northeast corner of Franklin-ave. and the northwest corner of Clinton-ave. and One-hundred-and-seventieth-st., for F. Hecht to Cohen & Glauber.

Mark Goldstein has sold to Stern & Resenberg No. 531 West One-hundred-and-twenty-fifth-st., a five story flathouse, on lot 25x99.11 feet.

Simon Fine has sold for Meyer Solomon, No. 348 East One-hundred-and-sixth-st., a four story flathouse, on lot 25x100.11 feet.

Catherine J. Foley has sold to Weinberger & Kupperberg, No. 231 East One-hundred-and-sixth-st., a five story flathouse, on lot 25x100.11feet.

B. Burstiner and S. Henry have sold No. 1,551 Second-ave., a five story tenement house, on lot 25x100 feet.

R. I. Brown's Sons have sold for Henry G. Boddie the southeast corner of Arthur-ave. and One-hundred-and-eighty-second-st., a curved front lot at this intersection; also in conjunction with Jacob Sommer have sold for Jacob Haag to John Bogart the plot, 72x100 feet, on the south side of One-hundred-and-seventy-first-st., 55 feet east of Washington-ave., and sold for the estate of Gabriel Case the lot on the west side of Third-ave., 500 feet north of One-hundred-and-sixty-ninth-st.

Slawson & Hobbs have sold for D. F. Mahoney the plot, 100x100 feet, on the south side of Emerson-st., 100 feet west of Post-ave.

A. Guthman & Co. have sold to I. Greenbaum through I. Reinheimer No. 263 West One-hundred-and-thirty-fifth-st., a five story double flathouse, on lot 25x99.11 feet.

Walter D. Starr has sold to the Rosehill Realty Company for different owners No. 310 to 316 East Fifty-sixth-st., four brick dwelling houses, on plot 80x100. The buyers have resold the plot to a builder for improvement.

Mandelbaum & Lewine have sold No. 464 Washington-st., old building, on lot 25x100 feet. The same firm has also sold No. 710 Third-ave., a five story flathouse, with stores, on lot 25x55, to the New-Amsterdam Realty Company.

Richard V. Harnett & Co., have sold for the Moller estate to Mary McNulty the five story flathouse No. 62 West One-hundred-and-sixth-st., on lot 20.6x100.11 feet.

Kehoe & White have sold for James A. Deering the plot, 150x99.11, on the north side of One-hundred-and-thirty-fourth-st., 125 feet east of Riverside Drive.

D. Sylvan Crakow has sold to Cohen & Fagenson the five story triple flathouse No. 130 West One-hundred-and-thirty-fourth-st., on lot 29x99.11 feet.

Charles E. Duross has leased from Percy Adams No. 223 Eighth-ave., a four story building, for ten years, at $2,500 a year.

Kirschner & Morgenstern have sold for Haber, Dworkowitz & Haber to Leon Dauber, No. 710 East One-hundred-and-thirty-fourth-st., a three story building, on lot 18.6x100 feet.

John J. Kight has sold for the Grinnell estate to Clarence D. Baldwin the four corners of Burnside-ave. and One-hundred-and-seventy-ninth-st., each comprising a plot 100x100 feet.

Abraham Roggen has sold for B. J. Farrell the plot 50x85 feet on the west side of Prospect-ave., 250 feet north of One-hundred-and-eighty-third-st.

The Goodman Realty Company has sold for Jacobson & Co. to Franklin Salomon & Co., the block bounded by Beach and Wales aves., One-hundred-and-fifty-first and One-hundred-and-fifty-second sts., 201x200 feet.

F. W. Goss has sold for Thornton Brothers twenty-seven lots running through from Two-hundred-and-thirty-seventh to Two-hundred-and-thirty-eighth st., between Katonah and Keppler aves.

W. C. White & Co. have sold for James S. Dalton a lot 25 100 feet, on the west side of Hoe-ave., about 150 feet north of One-hundred-and-seventy-second-st.

L. Reichus has sold to George Linicus No. 225 Brown Place, a four story flathouse, on lot 20x86 feet.

John Stathers has sold to Mary Schiff, a lot on the south side of One-hundred-and-forty-third-st., 215 feet east of Brook-ave.

The Bronx Realty Investment Company has sold for B. R. Perkin a plot 75x95 feet, on the west side of Hoffman-st., 277 feet north of One-hundred-and-eighty-third-st.; also, for Rose & Halprin, a plot 50x115 feet, with a dwelling house, on Bathgate-ave., between One-hundred-and-seventy-second and One-hundred-and-seventy-third sts.

J. W. Gollubier has sold for A. Eltman to M. L. Cohen, the plot 175x195 feet, on the east side of Hughes-ave., 63 feet north of One-hundred-and-eightieth-st.

Buck & Crawford have sold a plot of sixteen lots fronting in Boulevard Lafayette and Northern Terrace, near One-hundred-and-eighty-first-st.

Irving Judis has bought a plot 100x100.11 feet at the southwest corner of One-hundred-and-seventeenth-st. and Lenox-ave. A six story elevator apartment house will be built on the site.

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PENNSYLVANIA
RAILROAD.
THE ONLY FOUR-TRACK LINE LEADING OUT OF NEW YORK.
STATIONS foot of WEST TWENTY-THIRD STREET AND DESBROSSES AND CORTLANDT STREETS.
☞ The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station.
FOR THE WEST.
*7.55 A. M. CHICAGO SPECIAL.
*9.55 A. M. ST. LOUIS LIMITED.
*10.25 A. M. THE PENNSYLVANIA LIMITED.—23 hours to Chicago.
*1.55 P. M. CHICAGO AND ST. LOUIS EXPRESS.
*4.55 P. M. CHICAGO LIMITED.
*5.55 P. M. ST. LOUIS EXPRESS.
*5.55 P. M. WESTERN EXPRESS.
7.55 P. M. PACIFIC EXPRESS.
*8.25 P. M. CLEVELAND AND CINCINNATI EXP.
*9.55 P. M. PITTSBURG SPECIAL.
WASHINGTON AND THE SOUTH.
7.55, 8.25, *9.25, *9.55, *10.55 a. m., 12.25, *12.55, 2.10 (*3.25 Congressional Limited"), *3.25, *4.25, *4.55, 9.25 p. m., 12.10 night. Sunday, 8.25, *9.25, *10.55 a. m., 12.25, *12.55 (*3.25 "Congressional Limited"), *3.25, *4.25, *4.55, 9.25 p. m., 12.10 night.
SOUTHERN RAILWAY.—12.55, 3.25, 4.25 p. m., 12.10 a. m. daily.
ATLANTIC COAST LINE.—9.25 a. m. and 9.25 p. m. daily.
SEABOARD AIR LINE.—12.25 p. m. and 12.10 a. m. daily.
NORFOLK & WESTERN RAILWAY.—3.25 p. m. daily.
CHESAPEAKE & OHIO RAILWAY.—7.55 a. m. week-days, 4.5o p. m. daily.
FOR OLD POINT COMFORT and NORFOLK.—7.55 a. m. week-days, 8.25 p. m. daily.
ATLANTIC CITY.—9.55 a. m. and 2.55 p. m. week-days. Sundays, *7.55 a. m.
CAPE MAY.—12.55 p. m. week-days.
LONG BRANCH, ASBURY PARK (North Asbury Park Sundays), and Point Pleasant, 8.55 a. m., 12.25, 3.25, 4.55 p. m., and 12.10 night week-days. Sundays, 12.10, 9.25 a. m. and 4.55 p. m.
FOR PHILADELPHIA.
6.05, 7.25, *7.55, 8.23, 8.55, *9.25, *†9.55, *9.55, *†10.23, *10.55, 11.55 a. m., 12.25, *12.55, *1.55, 2.10, 2.55, *3.25, 3.55, 4.25, *4.25, *4.55 (*†4.55 for North Philadelphia only), *5.55, 6.55, 7.55, 8.25, 9.25 (9.55 for North Philadelphia only) p. m., 12.10 night week-days. Sundays, 6.05, *7.55, 8.25, *9.25, *†9.55, 9.55, *†10.23, *10.55 a. m., 12.25, *12.55, *1.55, *3.25, 3.55, *4.25 (*†4.55 for North Philadelphia only), *4.55, *5.55, 6.55, 7.55, 8.25, 9.25 (9.55 for North Philadelphia only) p. m., 12.10 night.
*Dining Car. †Extra-fare train.
Ticket offices, Nos. 461, 1354, 113 and 261 Broadway; 182 Fifth Avenue (below 23d St.); 263 Fifth Avenue (corner 29th St.); 1 Astor House, and stations named above; Brooklyn, 4 Court Street, 890 Fulton Street, 390 Broadway, and Pennsylvania Annex Station. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.
Telephone "543 Chelsea" for Pennsylvania Railroad Cab Service.
W. W. ATTERBURY, General Manager. J. R. WOOD, Pass'r Traffic Manager.
GEO. W. BOYD, General Passenger Agent.

Steamboats.

BOSTON AND POINTS IN NEW ENGLAND.
FALL RIVER LINE, via Newport and Fall River. Leave Pier 18, N. R., foot of Warren St., week-days only at 5:00 P. M. Steamers PURITAN and PILGRIM. Orchestra on each.
NORWICH LINE, via New London. Leave Pier 40, N. R., foot of Clarkson St., week-days only at 6:00 P. M. Steamers NEW HAMPSHIRE and CHESTER W. CHAPIN.
NEW HAVEN LINE, for New Haven, Hartford, Springfield and the North. Leave Pier 20, E. R., foot of Peck Slip, week-days only at 4:00 P. M. Steamer RICHARD PECK.

Proposals.

PROPOSALS WILL BE RECEIVED AT the Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until 10 O'CLOCK A. M., December 27, 1904, and publicly opened immediately thereafter, to furnish at the Navy Yard, New York, N. Y., etc., a quantity of desk and bracket fans, panel boards, cable, generating set, coils for thermostat springs, miscellaneous electrical supplies, silk twist, cotton thread, linen thread, dress canvas, checks, unbleached drill, cap leathers, corundum wheels, Norton emery wheels, wire rope, Gleason planer, coffee tins, steel turret springs, paint cans, Shepard hoist, Best oil burners, drills, iron wire, locks, sliding door sheaves, shaft hangers, etc., miscellaneous hardware and hand tools, brass rod, sheet copper, pig iron, bar iron or steel, machinery steel, nickel steel, pickled sheet steel, sheet zinc, rubber hose, steam hose, suction hose, gum gasket, Garlock packing, rubber valves, plumbago, Shapley's marine glue, caustic potash, etc., rosin, brass and copper tubing, steel boiler tubes, engine indicators, etc., bibb cocks, wash basins, etc., pop safety valves, sewer pipe and fittings, cocoa, green coffee, salt pork, syrup, ash, scaling baskets, charcoal, bath tubs, printed blanks, etc., printed shipping tags, index cards, books, filing cabinet, oak desks, etc., metal lockers, safes, torpedo air accumulator, flat cars, push carts, and anvils and dies. Blank proposals will be furnished upon application to the Navy Pay Office, New York. H. T. B. HARRIS, Paymaster General U. S. N., 12-5-04

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received at the office of the Supervisor of the City Record, Park Row Building, No. 13 to 21 Park Row, in The City of New York, until 11 o'clock A. M., on
TUESDAY, DECEMBER 27, 1904,
FOR SUPPLYING PRINTED, LITHOGRAPHED OR BLANK BOOKS, DOCKETS, LIBERS, BINDING COVERS, BINDING, ETC., FOR THE USE OF THE COURTS AND THE DEPARTMENTS AND BUREAUS OF THE GOVERNMENT OF THE CITY OF NEW YORK DURING THE YEAR 1905.
For full particulars see City Record.
GEORGE B. McCLELLAN, Mayor;
JOHN J. DELANY, Corporation Counsel;
EDWARD M. GROUT, Comptroller,
Board of City Record.
The City of New York, December 13, 1904.

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 William Ryan, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at the place of transacting business, at the office of Butler, Notman, Joline & Mynderse, his attorneys, No. 54 Wall Street, in the City of New York, on or before the 30th day of December next. Dated, New York, the 20th day of June, 1904.
JAMES MALONE, Executor.
BUTLER, NOTMAN, JOLINE & MYNDERSE, Attorneys for Executor, 54 Wall Street, New York City.

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 Thomas C. Buck, 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 Pirsson & Beall, No. 31 Liberty Street, in The City of New York, Borough of Manhattan, on or before the eighth day of July next.
Dated New York, the sixth day of July, 1904.
ELIZABETH G. BUCK, Administratrix.
PIRSSON & BEALL, Attorneys for Administratrix, 31 Liberty St., Borough of Manhattan, City of New York.

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 Adolph Keller, 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 Butler, Notman, Joline & Mynderse, their attorneys, No. 54 Wall Street, in the City of New York, Borough of Manhattan, on or before the 5th day of January next.
Dated New York, the 30th day of June, 1904.
CLOTILDE R. KELLER, HUGO P. KELLER, CHARLES MEYER, Executors.
BUTLER, NOTMAN, JOLINE & MYNDERSE, Attorneys for Executors, 54 Wall Street, Manhattan Borough, New York City.

IN PURSUANCE OF AN ORDER OF HON. Frank T. F