WEEKLY CROP BULLETIN.

REPORTS ON THE GROWING CROPS GENERALLY FAVORABLE.

A Very Large Yield of Corn Promised—Spring Wheat Harvest in South Dakota and Minnesota—Floods in the Ohio Valley and Drought in Several States.

WASHINGTON, July 28.—The Weather Bureau crop bulletin for the week ended yesterday contains the following general remarks:

In the States of the central valleys and on the Atlantic and east Gulf coasts the week has been very favorable for all growing crops, but excessive rains have to some extent retarded farm work, thrashing particularly, and caused much injury to grain in shock. Heavy rains have also injured crops in the Ohio Valley, especially in West Virginia, where local freshets have been very destructive.

Drought continues in northern Michigan, Louisiana, Arkansas, and in a few of the southwestern counties of Missouri. In northern Louisiana pastures and all crops have suffered seriously from drought, and water for stock is scarce. Although corn has suffered to some extent from heavy rains in the States of the Ohio and central Mississippi valleys, and from drought in southwestern Missouri, Arkansas, Louisiana, and Texas, the general outlook for an exceptionally fine crop continues promising. In Kansas much of the crop is now made, and in Nebraska it is in unusually fine condition. Indiana reports "a great crop almost assured."

Over the eastern portion of the cotton region and in Texas cotton has made good growth, but in northern Louisiana it is suffering from drought, and complaints of rust and shedding are quite general. Picking has begun in Florida, is about to commence in Alabama, and continues in Texas and Arkansas. Spring wheat has experienced favorable weather conditions in Minnesota and South Dakota, and the early sown has somewhat improved in North Dakota, but in that State late sown did not head and is being ploughed up. Spring wheat harvest has begun in South Dakota and will begin in Minnesota about Aug. 1. The general condition of tobacco continues good, although damaged to some extent in Kentucky and Tennessee. Cutting is in progress in Maryland, much earlier than usual.

Some of the special telegraphic reports follow:

Missouri—Frequent showers beneficial to corn and late crops; corn suffering from drought in a few southwest counties, but elsewhere has made excellent progress.

Illinois—Excessive rainfall has injured wheat, oats, and rye in shock, causing sprouting, mould, and rotting; largest part of crop, however, stacked or thrashed previous to rain.

Indiana—Wheat, rye, and oats in shock are sprouting and rotting; much hay spoiled; great crops of corn and potatoes almost assured.

West Virginia—Floods did almost untold damage to crops in northern and western portions, utterly destroying them in many narrow valleys; oats and grass suffered greatly, but extent not yet fully known; wheat and potatoes reported rotting.

Ohio—Oats and wheat rotting and sprouting in shock and stack.

Michigan—Growing crops have made rapid progress.

Wisconsin—Oats are not so good as expected, on account of damage by rust and insects; corn doing well; army worm spreading, but for the whole State the percentage of damage is not great.

Minnesota—Favorable for small grain, but checked corn growth; late crops need rain in many localities; wheat, flax, and oat harvest begun.

Iowa—Excessive rain caused increased damage to oats and wheat in shock.

North Dakota—Some improvement in early wheat; late sown wheat not headed and being ploughed under.

South Dakota—Weather much improved unripened grain and later crops; corn greatly benefited and promises well; oat harvest advanced; wheat harvest becoming general and good crop reported.

Nebraska—Small grain harvest about completed; good rains have been general and very beneficial to corn, which is now in unusually fine condition; pastures continue good.

Kansas—Very favorable to standing crops, but unfavorable to grain in shock or stacks; much of the corn crop now made, with the rest very promising.

Oklahoma—Crops have done well; broom corn and hay harvest is progressing.

Montana—Range drying up; cattle in prime condition, daily shipments being made.

Wyoming—Frequent showers have been favorable to growing crops and ranges, but have retarded all classes of harvest work.

Idaho—Crops doing well, but rain needed for late varieties; haying nearly finished.

Colorado—Conditions of corn and potatoes greatly improved, but grain too far advanced for benefit, and in some sections being cut for feed.

New Mexico—Favorable condition for all crops and stock ranges.

Washington—Conditions unchanged in western section; oats not expected to fill well, and potatoes will not do well; harvest well along in eastern section.

Oregon—Fall wheat harvest commenced; fair yields and fair quality; spring-sown grain will be poor.

California—Grapes, hops, and all summer crops doing well.

Crops in Canada.

TORONTO, July 28.—Despatches from all parts of this province and the greater portion of Quebec show the condition of the crops to be, on the whole, very satisfactory, except perhaps the hay crop, which in some places is a total failure. The prospects for the apple crop in the Niagara district are very favorable, but the peach crop, it is believed, will fall somewhat short.

THE BLACKFOOT RESERVATION.

Surveyors Now at Work on the Part to Be Opened to Settlement.

HELENA, Mon., July 28.—The survey of the Blackfoot reservation in this State was begun on last Monday and will be completed in about fifty days, the surveyors finding their work less arduous than was expected. Mining men all through the far Northwest are awaiting the completion of this survey, when they can go on the strip in search of the precious minerals that are known to exist there. It is reported that nearly 500 men are now camped on the borders of the reservation waiting the earliest moment they can get across the line, and there will be a rush of miners and prospectors the moment it is known that entrance can be had.

This strip of land, 60 miles long and about 20 miles wide, is said by those who have prospected it to contain valuable minerals, copper and gold predominating. The existence of its copper ledges has been known for years, but it was only last fall that the Indians consented to cede it to the Government for $1,500,000, and under the terms of the law making it public land no entrance can be had till the President gives official notice that the surveys have been made and the land is ready for settlement.

About thirty years ago prospectors were in that country searching for gold, but the quartz ledges were overlooked in their greed for placers. Gold to any extent was never found in paying quantities, and the prospectors continued their search beyond the Saskatchewan, into British possessions, in a country alive with hostile Indians. Many of the pioneers were killed.

ASPHALT PAVING BIDS.

All Fifth Avenue Bids Rejected—Low Rates for Bicycle Strips.

The Commissioner of Public Works has thrown out all the bids for the paving of Fifth avenue with asphalt, because through a blunder in his office the advertisement and contract did not require a certificate from the bidders that they had laid pavements which had been in use for two and one-half years and were still in good condition.

Bids were opened yesterday for the asphalting of two four-foot bicycle strips on Hudson street, from Chambers to Thirteenth street, as follows: California Asphalting Company, $2.15 per square yard; Sicilian Asphalt Paving Company, $2.23; Barber Asphalt Company, $2.25. The bid of the California company is the lowest ever received by the city. Bids were also opened for the paving of 126th street, between second and Park avenues, and for bicycle strips on Madison avenue, from Thirty-third to Thirty-sixth street, and sixty-sixth to Seventy-second street, where steep grades necessitate a granite pavement.

Caught Stealing in Bellevue Hospital.

A homeless man named John Gemmell was held in $300 bail for trial by Magistrate Simms in the Yorkville Police Court yesterday for stealing from the doctors and patients of Bellevue Hospital. Gemmell was a patient in the alcoholic ward at the hospital a month ago. When he recovered he was assigned to do errands for the doctors attached to the institution. During his stay at the hospital the doctors missed various small articles, but no one suspected Gemmell. He left the hospital a week ago, and on Monday obtained a permit from Superintendent Blake for a night's lodging in the building. At 3 o'clock yesterday morning Nurse Dana Wood caught Gemmell rifling the clothing of a patient named Silvestein in Ward 26. He had stolen thirty-seven cents when caught.

FLINT'S FINE FURNITURE.
Choicest Collection of bargains ever offered.

Legal Notices.

THE PHILADELPHIA & READING COMPANIES.

Notice of Foreclosure Sale.

IN THE CIRCUIT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF PENNSYLVANIA.

IN EQUITY.

April Sessions, 1895.—No. 9.

THE PENNSYLVANIA COMPANY FOR INSURANCES ON LIVES AND GRANTING ANNUITIES,

Complainant,

vs.

THE PHILADELPHIA AND READING RAILROAD COMPANY, THE PHILADELPHIA AND READING COAL AND IRON COMPANY AND OTHERS,

Defendants.

Whereas, By a decree of the Circuit Court of the United States for the Eastern District of Pennsylvania, made and entered on the 1st day of May, 1896, in the above-entitled cause, it was, among other things, provided that, in default of the payment by the defendant The Philadelphia and Reading Railroad Company, or by any one claiming under it, or by any one for its account, or of payment by the defendant The Philadelphia and Reading Coal and Iron Company, or by any one claiming under it, or by any one for its account, of the amount by said decree adjudged, within twenty days after the entry of said decree, the properties, premises and franchises by said decree adjudged to have become subject to a mortgage or deed of trust bearing date the 3d day of January, 1888, made to the complainant in said cause by the said The Philadelphia and Reading Railroad Company and The Philadelphia and Reading Coal and Iron Company, and known as the General Mortgage, be sold as in said decree directed on a day and at an hour to be fixed by said complainant, the Trustee under said General Mortgage; and

Whereas, More than twenty days have elapsed since the entry of said decree, and default has been made in the payment by said decree directed,

Now, therefore, The Pennsylvania Company for Insurances on Lives and Granting Annuities, the Trustee named in said General Mortgage of The Philadelphia and Reading Railroad Company and The Philadelphia and Reading Coal and Iron Company, dated January 3d, 1888, under and in pursuance of said decree and in the exercise of the powers and duties conferred and imposed upon it by said General Mortgage, will sell at the Old Station on Callowhill Street, between Thirteenth Street and Broad Street, in the City of Philadelphia, in the State of Pennsylvania (that being on the premises to be sold), on Wednesday, the 23d day of September, 1896, at twelve o'clock noon of that day, to the highest and best bidder or bidders,

All and singular the mortgaged and pledged property by said decree adjudged to be subject to said General Mortgage, and therein directed to be sold, and briefly described as follows:

AS THE FIRST PARCEL,

The following property of The Philadelphia and Reading Railroad Company:

I.

The following lines of railroads and other property of said Railroad Company, to wit:

The Main Line, the Lebanon Valley Branch, the Lebanon and Tremont Branch, the Mahanoy and Shamokin Branch, the Mt. Carbon Branch, the Schuylkill and Susquehanna Branch, the Port Kennedy Branch, the West Reading Branch, the Moselem Branch.

The leasehold interest in the Philadelphia, Germantown and Norristown Railroad.

The leasehold interest in the Chestnut Hill Railroad.

The leasehold interest in the Plymouth Railroad.

The leasehold interest in the Colebrookdale Railroad.

The leasehold interest in the East Pennsylvania Railroad.

The leasehold interest in the East Mahanoy Railroad Company, and the Little Schuylkill Navigation Railroad and Coal Company.

The leasehold interest in the Schuylkill Valley Navigation and Railroad Company.

The leasehold interest in the Mill Creek and Mine Hill Navigation and Railroad Company.

The leasehold interest in the Mt. Carbon and Port Carbon Railroad.

The leasehold interest in the Mine Hill and Schuylkill Haven Railroad.

The leasehold interest in the canal and navigation works of the Pottsville Navigation Company, and the Schuylkill Navigation Railroad and Coal Company.

The leasehold interest in the Schuylkill Navigation and Railroad Company.

The leasehold interest in the canal and navigation works of the Susquehanna Canal Company.

The leasehold interest in the railroad of the Catawissa Railroad Company.

The leasehold interest in the railroad of the Pickering Valley Railroad Company.

The leasehold interest in the railroad known as the Philadelphia and Chester Branch.

The leasehold interest in the main line of the railroad of the North Pennsylvania Railroad Company, and the branches thereof known as the Delaware River Branch and the Doylestown Branch.

The leasehold interest in the railroad of the Delaware and Bound Brook Railroad Company, together with the branch known as the Trenton Branch.

The leasehold interest in the Schuylkill and Lehigh Railroad.

The leasehold interest in the Shamokin, Sunbury and Lewisburg Railroad.

And all real estate of said Railroad Company wherever situated, owned by it at the date of the execution of said General Mortgage or by it thereafter in any manner acquired, or held for its benefit or in trust for it; all other railroads then owned or thereafter constructed or acquired by purchase, merger, or in any manner whatever by said Railroad Company; all other leasehold estates in any other railroads at any time after the execution of said General Mortgage acquired by lease, assignment, or in any manner whatsoever by said Railroad Company; all branches, extensions, siding and turnouts of all the said railroads and each of them; all advances made by said Railroad Company in the operation by it of the leased railroads forming part of the mortgaged property and all the same are repayable and all right and claim to the repayment thereof; all lands, rights of way, rails, bridges, walls, fences, workshops, machinery, stations, offices, depots, depot grounds, engine houses, buildings, improvements, tenements and hereditaments; all locomotives, tenders, passenger cars, baggage cars, freight cars, service cars, and all other engines, cars, carriages, and rolling stock, tools, implements and materials; and all steam collers, ships, vessels and canal boats owned by said Railroad Company at the date of the execution of said General Mortgage, or by it thereafter at any time acquired; all and singular the tolls, rents, revenues, issues, profits and income of the Railroad Company derived from said railroads, canals and other property, all corporate and other rights, privileges, appurtenances and franchises of said Railroad Company, all connected with or relating to said mortgaged premises then owned by it or thereafter acquired; all the streets, ways, alleys, passages, waters, watercourses, easements, rights, liberties, privileges, hereditaments and appurtenances whatsoever unto any of said mortgaged premises and estates belonging or appertaining; and all the estate, right, title, interest, profit, claim and demand of every nature and kind whatsoever of the Railroad Company, as well at law as in equity, of, in and to the same and every part and parcel thereof;

Excepting, however, therefrom any property heretofore sold or conveyed by said Railroad Company under the powers reserved in said General Mortgage.

II.

One hundred and sixty thousand (160,000) shares of the par value of $50 each in the capital stock of The Philadelphia and Reading Coal and Iron Company

III.

All shares and bonds of lines leased or controlled by The Philadelphia and Reading Railroad Company deposited with the undersigned as Trustee under the said General Mortgage of The Philadelphia and Reading Railroad Company and The Philadelphia and Reading Coal and Iron Company, dated January 3, 1888, for which General Mortgage bonds have, under the terms of said General Mortgage, been issued, including the following:

(1) $192,340,47 of the Mortgage Loans of the Schuylkill Navigation Company, commonly known as the Loans of 1872-1897.

(2) $91,817,67 of the Mortgage Loans of the Schuylkill Navigation Company, commonly known as Loans of 1882-1907.

(3) $110,000 of the loans of the Schuylkill Navigation Company, commonly known as the Loans of 1895.

(4) $18,500 of the loan of the Schuylkill Navigation Company, commonly known as the Improvement Loan.

(5) $71,500 of the Boat and Car Loans of the Schuylkill Navigation Company.

(6) $64,895 in the Preferred Stock of the Schuylkill Navigation Company.

(7) $20,800 in the Common Stock of the Schuylkill Navigation Company.

(8) The following securities and stocks of the Susquehanna Canal Company:

First mortgage bonds issued	$227,000 00
First mortgage priority	96,810 58
Third mortgage six per cent	1,516,376 52
Fourth mortgage seven per cent	288,000 00
Stock	1,970,679 84

(9) $280,300 in the First Mortgage Loan of the Pickering Valley Railroad Company.

(10) $304,800 in the Mortgage Bonds of the Colebrookdale Railroad Company.

(11) The following securities of the Catawissa Railroad Company:

10 per cent. Chattel Mortgage Bonds, 1868-1888	$98,450
5 per cent. Chattel Mortgage Bonds, 1880	24,500
7 per cent. Debenture Bonds, 1917	62,000

AS THE SECOND PARCEL.

The following property of The Philadelphia and Reading Coal and Iron Company:

I.

The following coal lands, coal leases, iron ore lands, furnace properties and other real estate:

COAL LANDS.

No. 1. Trevorton estate. 2. Associate lands. 3. Zimmerman and Heller tracts. 4. John Boyd tract. 5. Shamokin and Bear Valley tracts. 6. M. E. Leveron tract. 7. William M. Rockafeller tract. 8. Big Mountain lands. 9. Wetherill, Gray, Cleaver and Brady tracts. 10. Preston Miller survey. 11. Bittenbender lands. 12. George Schall tract. 13. McIntyre lands. 14. William Shed tract. 15. Hufnagle lands. 16. Locust Mountain Summit Improvement Company lands. 17. Samuel Morgan tract. 18. Mount Carmel and Iron Company lands. 19. Mount Carmel and Locust Mountain Coal Company lands. 20. Locust Dale estate. 21. Ashland estate. 22. Fountain Springs tract. 23. Necho Allen tract. 24. Locust Mountain tract. 25. William Cooke tract. 26. Philadelphia and Mahanoy lands. 27. James McNeal tract. 28. Taggart tract. 29. Seifert tract. 30. Shaefer tract. 31. Kear and Patterson lands. 32. Sly and Kehle tract. 33. Andrew Love tract. 34. Summit lands. 35. Tamaqua lands. 36. Coal Sites on Philadelphia and Reading Railroad. 37. Guilerman tate. 37. Wood and Abbot tract. 38. Gilberton or Tuscarora tract. 39. Glentworth tract. 40. Eagle Hill tract. 41. Mary Patterson tract. 42. Valley Furnace lands. 43. Lewis tracts. 44. Ravensdale tract. 45. Dillsburg tract. 46. Leo lands. 47. Repp and Kehn tracts. 48. Repp's heirs' tract. 49. Saw Mill tract. 50. St. Clair tract. 51. Ellmaker tract. 52. Flowery Field tract. 53. West Flowery Field tract. 54. Mount Laffee tract. 55. Oak Hill tract. 56. Duncan lands. 57. Houston or Russel tract. 58. Cole tract. 59. Samuel Heffner tract. 60. Minersville tract. 61. Minersville Coal Reserve. 62. Carey and Hart tract. 63. Jenny Laird tract. 64. Diamond tract. 65. Gettle and Wagner lands. 66. Manhattan lands. 67. Catherine Furnace tract. 68. Hammer and Hoy tract. 69. Pine Knob Park tract. 70. Hughes and Langton tract. 71. Llewellyn lands. 72. Salem tracts. 73. Little Salmer tract. 74. Reel tract. 75. Hartman and Meyer tract. 76. Little Schall tract. 77. Big Schall tract. 78. Gunkel and Brannan tracts. 79. Farquhar lands. 80. Green lands. 81. Swatara lands. 82. Schuylkill and Dauphin Improvement and Railroad Company lands. 83. Tower Meconkey et al. lands. 84. Francis spatzer tract. 85. one-eighth of Joseph S. Lewis estate. 86. Henry Houtz tract. 87. Alexander Klinger tract. 88. Philip Kuntzleman tract. 89. Forbes and Delano lands. 90. Leonard Illig tract. 91. Peter Lawenood tract. 92. Johnson and Williams lands. 93. Keffer tract. 94. Fishing Creek tract (north). 95. Fishing Creek tract (south). 96. Michael Seltzer tract. 97. Schuylkill and Susquehanna lands. 98. Peter Kessler tract.

COAL LEASES.

99. Lease from the Preston Coal and Improvement Company. 100. Lease from the Delaware Coal Company. 101. Lease from the Mammoth Vein Coal and Iron Company. 102. Lease from the Tremont Coal Company. 103. Lease of Green tract. 104. Lease of Henry Miller and Sarah Moore tracts. 105. Lease of Conrad Mertz tract. 106. Lease of Hepburn tract. 107. Lease of one-fourth of Bernard Bubley tract. 108. Lease of part of Andrew Lytle tract. 109. Lease of one-eighth of the Alexander Kilmer tract. 110. Lease of one-half of Kinnear, Meyer and Spaetzer tracts. 111. Lease of Nancy Kinnear tract. 112. Lease of Flowery Field, Saw Mill, and Ellmaker tracts and Lee lands. 113. Lease of West Bear Ridge Colliery. 114. Lease of East Bear Ridge Colliery. 115. Lease of Henry Clay Colliery. 116. Lease of Peerless Colliery. 117. Lease of Buck Ridge Colliery. 118. Lease of Girard, Mammoth and Butler Collieries. 119. Lease of Union, or North Ashland, Colliery. 120. Lease of Hammond and Conner Collieries. 121. Lease of Girard Colliery.

IRON ORE LANDS.

122. Putnam Valley, N. Y., lands. 123. Putnam County, N. Y., ore lands. 124. Nelson County, Va., iron ore lands. 125. Nelson and Amherst Counties, Va., iron ore lands. 126. Albemarle County, Va., iron ore lands. 127. Beaboltsville, Pa., land. 128. Big Pond, Pa., estate. 129. Rolling Spring lease, Pa. 130. Helm and Vansadien lands.

FURNACE PROPERTIES.

131. Bechtelsville. 132. Swede. 133. Rutstown. 134. East Penn. 135. Emaus. 136. St. Clair. 137. Ringgold. 138. Monocacy. 139. Port Carbon Furnace and Rolling Mill. 140. Powhatan Furnace, Va.

OTHER REAL ESTATE.

141. Office building and lot, Pottsville. 142. Acre lots, Pottsville. 143. Tower City lands. 144. Lot of ground, Chestnut street, Reading. 145. Adams Street Depot, Brooklyn, N. Y. 146. Twenty-ninth Street Depot (leasehold), New York City. 147. New Bedford Depot, Mass. 149. Newburyport Depot, Mass. 150. Salem Depot (leasehold), Mass. 151. Pottsville shops. 152. Bellefonte lots. 153. Surface—Town of Locust Dale. 154. Surface—Ashland. 155. Regina Township lot. 156. Port Carbon lots. 157. Berks County lands. 158. Lot at Preston. 159. Various Schuylkill County lands. 160. Camerون Township lands.

And all other real estate of said Coal and Iron Company, wherever situate, owned by it at the date of the execution of said General Mortgage, or by it thereafter in any manner acquired or held for its benefit or in trust for it; all railroads and all branches, extensions, sidings, and turnouts of any railroad then belonging to said Coal and Iron Company, or thereafter constructed or in any manner acquired by it; all lands, coal beds, coal mines, coal rights, collieries, breakers, engines, workshops, machinery, offices, buildings, improvements, tenements, and hereditaments then owned by it or by it thereafter in any manner acquired by it or held for its benefit or in trust for it; all yards, depots, and wharves, all locomotives, tenders, coal cars, carriages, and all other engines, cars, rolling stock, tools, implements, horses, mules, and materials; and all corporate and other rights, privileges, appurtenances, and franchises of said Coal and Iron Company or connected with or relating to the said lands, coal or iron mines, railroad or other premises, or any of them, owned by said Coal and Iron Company as the date of the execution of said General Mortgage, or by it at any time thereafter constructed or acquired; all and singular the tolls, rents, revenues, issues, profits and income of the Railroad Company derived from said railroads, canals and other property, all corporate and other rights, privileges, appurtenances and franchises of said Railroad Company all connected with or relating to said mortgaged premises then owned by it or thereafter acquired; all the streets, ways, alleys, passages, waters, watercourses, easements, rights, liberties, privileges, hereditaments and appurtenances whatsoever unto any of said mortgaged premises and estates belonging or appertaining; and all the estate, right, title, interest, profit, claim and demand of every nature and kind whatsoever of the Railroad Company, as well at law as in equity of, in and to the same, and every part and parcel thereof;

Excepting, however, therefrom any property heretofore sold or conveyed by said Railroad Company under the powers reserved in said General Mortgage.

II.

The following shares of the capital stock of other corporations owned by said Coal and Iron Company, but subject to a prior pledge thereof by it to The Philadelphia and Reading Railroad Company under a mortgage dated July 1, 1874, viz.:

Name of Company.	No. of Shares.
Preston Coal and Improvement Company	56,668
Fulton Coal Company	63,557
Locust Gap Improvement Company	50,599
Mahanoy Coal Company	15,754
Mammoth Vein Coal and Iron Company	59,727
Delaware Coal Company	4,710

All property, real and personal, of every character and description, which, or any beneficial interest in which, shall be hereafter given by the Receivers of the Philadelphia and Reading Railroad Company and of the Philadelphia Coal and Iron Company in the course of the operation and management of either of said two parcels or pertaining thereto, or to which, or to any beneficial interest in which, they are or may become entitled, will be held in connection with such parcels respectively, including all income, proceeds of income, bills and accounts receivable, cash and other property, received by the Receivers in the management or operation of such parcel or pertaining thereto, and any and all property appurtenant to such parcel or pertaining thereto and acquired for use in connection with, or for the purposes of such parcel, or the business of said Railroad Company, or of said Coal and Iron Company, in connection therewith and vested in or standing in the name of the Receivers, or to which said Receivers in any manner shall have acquired title, at the time of delivery to the purchaser of such parcel, of the property in possession of said Receivers at the time of the delivery of such parcel to be delivered as part of and in connection with the parcel, in respect of which it shall have been acquired or received by the Receivers.

For a fuller and more detailed description of the property, subject to said General Mortgage, reference is made to said decree and to said General Mortgage.

The entire mortgaged and pledged property of every description of said The Philadelphia and Reading Railroad Company, including all property and credits acquired by the Receivers from the operation thereof, and the entire mortgaged and pledged property of every description of said The Philadelphia and Reading Coal and Iron Company, including all property and credits acquired by the Receivers from the operation thereof, and the entire property pledged by said Reconstruction Trustees, will be sold severally and respectively in each case as a whole, and as the First Parcel, the Second Parcel, and the Third Parcel, respectively, as above set forth.

Subject, however, to the right of a majority in interest of the General Mortgage bonds outstanding, by requisition in writing to be delivered to the undersigned Trustee at any time before such sale, to direct such Trustee to sell said properties in such parcels as they may deem best.

No bid will be received, but in respect of the mortgaged property, or of any parcel thereof separately offered, from any one offering to bid, who shall not first deposit, or pledge that he will make good his bid in case of its acceptance, the sum of $200,000 in money, or in certified checks or checks on a national bank or banks in the City of Philadelphia or the City of New York, or $400,000 par value of the bonds secured by said General Mortgage with all unpaid coupons attached, the deposit so received from any unsuccessful bidder will be returned to him so soon as property shall be struck down, and the deposit so elved from any successful bidder will be held by the undersigned Trustee subject to further order of said court to be applied on account of the purchase price of the property for which such bid was made.

On the acceptance of any bid, the purchaser must forthwith deposit with the undersigned Trustee the sum of $200,000 in money, or in certified checks or checks on any national bank or banks, or trust company or trust companies in the City of Philadelphia or the City of New York, or $1,000,000 par value of the bonds secured by said General Mortgage, but any one or more of such bonds which may have been previously deposited by the successful bidder as a pledge that he would make good his bid, may be taken on account of the same, to be required of him on the acceptance of his bid.

In case any bidder or purchaser shall fail to make good his bid upon its acceptance by the Trustee, or shall fail, after such acceptance, to comply with any order of said court relating to the payment thereof, or the consummation of the purchase, then the same in cash or bonds deposited by such purchaser or purchasers will be forfeited as a penalty for such failure, and will be applied towards the payment of the expense of a resale, and towards making good any deficiency or loss in case such property shall be sold at a price less than that bid at the prior sale.

If the Court shall not confirm the sale for which a deposit shall have been made, such deposit will be returned to the bidder.

Upon confirmation of any sale by said court, the purchaser must make further payment or payments in cash, on account of his bid, as from time to time the court may direct. The purchaser of any parcel may satisfy and make good any part of his bid not required to be paid in cash by turning in to be cancelled or credited any of the bonds and matured and unpaid interest secured by said General Mortgage and held by such purchaser, counting such bonds and interest for that purpose at the sum which shall be payable to the holder thereof out of the net proceeds of such sale of such parcel as his just share of such net proceeds after allowing for the proportion of the payments which shall be acquitted in cash; and, if such share of such net proceeds shall be less than the amount then due upon such bonds, such purchaser may make such settlement by receipting on such bonds the amount to be credited thereon, in case the purchaser thereof shall omit to make any payments on account of any unpaid balance of the purchase price within thirty days after the entry of an order requiring such payment, the Court may resell any parcel upon such notice as it may direct.

The purchaser or purchasers of the property of said The Philadelphia and Reading Railroad Company subject to said General Mortgage must, as part consideration and in addition to the sum bid, deposit or pledge, as above, and receive the deed or deeds therefor on the express condition that, to the extent that the assets or the proceeds of assets in the hands of the Receivers in the above-entitled cause shall be insufficient, such purchaser, or his successors or assigns shall pay, satisfy, and discharge any unpaid compensation which shall be allowed by the court to said Receivers, and any indebtedness, obligat on or liabilities which shall have been contracted or incurred by said Receivers, before such shall take the possession of the property sold, whether or not represented by certificates; and also any indebtedness or liability contracted or incurred by said The Philadelphia and Reading Railroad Company and The Philadelphia and Reading Coal and Iron Company, or either of them, in the operation of the mortgaged property, prior to the appointment of said Receivers, which is prior in lien or superior in equity to said General Mortgage, and which shall not be paid or satisfied out of the income of the property in the hands of said Receivers, or out of the assets or out of the proceeds of the assets in their hands, upon the Court adjudging the same to be prior in lien or superior in equity to said General Mortgage and directing payment thereof.

All payments for any such purpose made by the purchaser in advance of the final accounting and discharge of the Receivers will be treated as advances, and subject to final adjusting on such accounting.

For the purpose of enforcing such payment in accordance with said decree the Court retains jurisdiction of said cause, and reserves the right to resale any parcel of such property for case the purchaser or purchasers, his or their successors or assigns, shall fail to comply with any order of the Court for the payment of such prior indebtedness or liability within thirty days after the service of the copy of such order.

The purchaser or purchasers of any parcel constituting part of the mortgaged property must take the same subject to a prior pledge thereof to them, or his or their successors and assigns, of all pending contracts therefore lawfully made by the Receivers in respect thereof.

For further particulars reference is hereby made to the above-mentioned decree.

Dated Philadelphia, June 1896.

THE PENNSYLVANIA COMPANY FOR INSURANCES ON LIVES AND GRANTING ANNUITIES,

by HENRY N. PAUL, President.

JOHN G. JOHNSON, FREDERICK W. WHITRIDGE, GEORGE L. RIVES, } Solicitors.

Steamboats.

LONG BRANCH AND BACK, 50c. ASBURY PARK AND BACK, 80c.

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in connection with

ATLANTIC COAST ELECTRIC RAILWAY

Steamers "MARY PATTEN," "ELBERON," "PLEASURE BAY." Leave pier foot Jane st., N. R., week days 9:00 A.M., 12 M. (Saturday 1 P. M.), and 4:45 P. M. Battery, near Barge Office, 9:30 A. M., 12:15 P. M. (Saturday 1:15), and 3:05 P. M. Sundays leave Jane st. 8:30, 9, and 9:45 A. M.; Battery, 9:55, 9:30, and 10:15. For **HIGHLAND BEACH, SEABRIGHT, PLEASURE BAY, and LONG BRANCH.** These are positively the only Long Branch boats that land at Highland Beach and connect direct at Pleasure Bay with electric railway for **WEST END, ELBERON, ASBURY PARK, and OCEAN GROVE.** Baggage checked free of charge.

Hudson River by Daylight.

PALACE IRON DAY LINE STEAMERS "NEW YORK" and "ALBANY." Finest and fastest river steamers in the world. Daily except Sunday.

Leave Brooklyn, Fulton St. Pier ..... 8 A. M.
" New York, Desbrosses St. Pier ..... 8:40 "
For ALBANY, West 22d St. Pier ..... 9 "

For ALBANY, landing at Yonkers, West Point, Newburgh, Poughkeepsie, Kingston Point, Catskill, and Hudson.

Direct connection on the Kingston Point Dock with trains for Catskill Mountain points and for Lake Mohonk and Minnewaska; at Catskill with the Catskill Mt. and Otis El. R'ys for Cairo and mountain resorts. The usual connections at Poughkeepsie, Hudson, and Albany for points north, east, and west. Special Saratoga trains. Through tickets sold at Desbrosses St. Pier, West 22d St. Pier, New York Transfer Co.'s offices, and other principal ticket offices in New York and Brooklyn.

FALL RIVER LINE.

For BOSTON, NEWPORT, FALL RIVER, Martha's Vineyard, Nantucket, Cape Cod, and all Eastern and Northern Mountain, Lake and Seaside Resorts.

DOUBLE SERVICE. Steamers PRISCILLA, PURITAN, PLYMOUTH, and PILGRIM in commission. A fine Orchestra on each. Leave New York from Pier 18 N. R., foot of Murray st., as follows:

5:30 P. M., week days and Sundays, for Fall River direct, connecting express train due Boston 7:00 A. M. This steamer touches at Newport Monday mornings only at 3:15.

6:30 P. M., week days only, for Newport and Fall River, due Newport 4:00 A. M., leave Newport 5:45 A. M., due Fall River 7:30 A. M., connecting express train due Boston 8:30 A. M.

Address with 2c. postage P. O. box 452, N. Y. city, for folder containing full time table and list of summer literature.

NEW LONDON— WORCESTER, BOSTON, VIA NORWICH LINE. 5.30 P.M. FROM PIER 40, N.R., EXCEPT SUNDAYS. THE DIRECT ROUTE FOR WATCH HILL AND BLOCK ISLAND. Reduced rates for the summer. To Block Island, one way, $2; round trip, $3.50.

Albany Evening Line.

Steamers ADIRONDACK (New) and DEAN RICHMOND leave Old Pier 41, N. R., foot Canal st., at 6 P. M. daily (Sundays excepted), connecting with trains for Saratoga, Lake George, Adirondacks, Sharon Springs, Richfield Springs, Thousand Islands, Niagara Falls, and the West. Saturday night steamer connects with Sunday morning train for Saratoga, North Creek, Caldwell, and steamer on Lake George.

PROVIDENCE LINE

FOR BOSTON, WORCESTER, the NORTH and EAST. The Connecticut and Massachusetts leave PIER 36, N.R., one block above Canal st., at 5:30 P. M. daily, except Sunday. Shortest rail ride. FINE ORCHESTRA on each steamer.

STONINGTON LINE for Narragansett Pier, Watch Hill, all points East. Steamers MAINE and NEW HAMPSHIRE leave Pier 36, N.R., daily, at 6 P.M.

For Orient, Shelter Island, Greenport, Southold, Sag Harbor, and Block Island. Steamers Shinnecock and Montauk leave New York daily (except Sundays) at 5:30 P. M., Saturdays at 1 P. M., from Pier 26, E. R., Peck Slip. Tuesday, Thursday, and Saturday boat does not stop at Southold or Block Island. Freight received for New Suffolk, Jamesport, and Riverhead.

TROY BOATS.

CITY OF TROY or SARATOGA leaves Pier 46, N. R., foot West 10th st., daily except Saturday, 6 P. M. Express trains for Saratoga, Lake George, Adirondacks. Sunday steamer touches at Albany. SARATOGA EXCURSION, $4.50. LAKE GEORGE EXCURSION, $7.30.

LONG BRANCH AND ASBURY PARK.

Steamer LITTLE SILVER leaves daily and Sundays foot of W. 13th st., 8:45 A. M., also Battery Pier, 9:10 A. M., for Highlands, Highland Beach, Seabright, Pleasure Bay. ROUND TRIP, 50 CENTS. Connecting with trolley for Asbury Park. Refreshments, music.

Hudson River Steamer Mary Powell. DAILY (EXCEPT SUNDAYS). Leaves Kingston Point Dock, Catskill, 7:45 P. M. Leaves West 22d st., 3:30 P. M., Sats., 2 P. M. For CRANSTON'S WEST POINT, CORNWALL, NEWBURGH, NEW HAMBURGH, MILTON, POUGHKEEPSIE, HYDE PARK, RONDOUT, and KINGSTON.

HARTFORD LINE

From Pier 24, East River, daily except Sunday at 5 P. M., for Connecticut River landings, connecting for Springfield, Worcester, Boston, and all New England points. Saturday Excursions at reduced Rates.

RAMSDELL LINE.—Steamers leave Pier 24, N. R., foot Franklin st., for Transition's, West Point, Cold Spring, Cornwall, Shell Landing, and Newburgh, week days, 5 P. M.; Sundays, 9 A. M., 13th st., N. R., 9:45 A. M.

RED BANK LINE. Leave Pier 24, foot Franklin st., at 9 A. M. and 3 P. M. for Highlands, Highland Beach (on-land), Red Bank, and intermediate landings. Leave Red Bank at 7 A. M. and 3:30 P. M.

CATSKILL EVENING LINE. Steamers leave foot of Murray st., N. R., every week day at 5 P. M., and West 129th st. at 6:30, connecting at Catskill with mountain trains; good accommodations for horses and carriages; tickets free; send to pier or to Catskill for descriptive folder.

HUDSON AND CONSAKIE LOATS from foot of Spring st., N. R., every week day at 4 P. M., and West 129th st. 6:30, connecting with D. & A. R. R. at Hudson.

KINGSTON LINE, foot of West 10th st.—Daily 4 P. M., Saturdays at 1. Stops BALDWIN and ROMER for Cornwall, Newburgh, New Hamburg, Marlboro, Milton, Hyde Park, Poughkeepsie, Kingston. Connecting with U. and D. R. R. for all points in Catskill Mountains.

NEW HAVEN.—Fare $1. EXCURSION, $1.50. Fast steamers leave Pier 25, E. R., week days, 7 P. M., and 12 midnight; Sundays 9:30 A. M. and 12 midnight, arriving in time for trains to Meriden, Hartford, Springfield, and north.

Railroads.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL & HUDSON RIVER R. R.

From Grand Central Station, 42d Street.

7:50 A. M.—Except Sunday. For Adirondack Mountains, Thousand Islands, and Montreal.

8:30 A. M.—Except Sunday. Empire State Express, fastest train in the world. Stops at Albany, Utica, Syracuse, and Rochester. Due Buffalo 4:45 P. M., Niagara Falls 5:55 P. M. This train is limited to its seating capacity.

9:30 A. M.—Daily. Fast Mail for Poughkeepsie, Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Chicago.

9:40 A. M.—Except Sunday. For Catskill Mountains, Saratoga, Lake George, Green Mountains, and Montre