COPARTNERSHIP NOTICES.

Mills Building, 15 Broad St., New York.

The partnership of BURRAS & KLOPFER is this day dissolved by mutual consent. H. K. Burras will sign in liquidation.

February 9th, 1903.

H. K. BURRAS,
BENNO KLOPFER.

Mills Building, 15 Broad St., New York.

The undersigned have this day entered into partnership as Bankers and Brokers under the firm name of H. K. BURRAS & COMPANY.

February 9, 1903.

H. K. BURRAS,
JOHN S. DICKERSON, JR.

ELECTIONS AND MEETINGS.

HAVANA TOBACCO COMPANY.

Notice is hereby given that the annual meeting of the Stockholders of this Company for the election of Directors and the transaction of such other business as may properly come before the meeting will be held at the office of the Company, No. 104 First Street, Jersey City, N. J., at 1 o'clock in the afternoon, on Tuesday, March 3d, 1903.

The transfer books of the stock of the Company will be closed at 3 o'clock P. M. on Tuesday, February 18th, 1903, and will be reopened at 10 o'clock A. M. on Wednesday, March 4th, 1903.

GEO. M. GALES, Secretary.

DIVIDENDS AND INTEREST

THE PEOPLES GAS LIGHT AND COKE CO. (of Chicago).

Notice is hereby given that a dividend of ONE AND ONE-HALF PER CENT. has been declared on the Capital Stock of this Company, payable to the Stockholders on February 25, 1903.

The transfer books will close in New York on February 16, 1903, at 3 P. M., and will reopen February 26, 1903, at 10 A. M.

L. A. WILEY, Secretary.

PROPOSALS.

AQUEDUCT COMMISSIONERS' OFFICE,
Room No. 207, Stewart Building, No. 280 Broadway,
NEW YORK, Jan. 29, 1903.

TO CONTRACTORS.

Bids or proposals for doing the work and furnishing the materials called for in the approved forms of contract now on file in the office of the Aqueduct Commissioners for building fourteen highway bridge steel superstructures across the Croton Lake and River and its tributaries in the towns of Yorktown, New Castle, Somers, Lewisboro, Bedford and North Salem, Westchester county, New York, will be received at this office until 12 o'clock noon on Wednesday, Feb. 18, 1903, and they will be publicly opened by the Aqueduct Commissioners soon thereafter as possible, and the award of the contract for doing said work and furnishing said materials will be made by said Commissioners as soon thereafter as practicable.

Blank forms of said approved contract and the specifications thereof, and bids or proposals and proper envelopes for their inclosure, form of bonds and all other information can be obtained at the above office of the Aqueduct Commissioners on application to the Secretary.

For further particulars see CITY RECORD published at No. 2 City Hall.

By order of the Aqueduct Commissioners.

WILLIAM H. TEN EYCK, President.
HARRY W. WALKER, Secretary.

PROPOSALS.—New London, Conn., Jan. 10 1903.—Sealed proposals in triplicate will be received at Office of Constructing Quartermaster, 27 Granite street, New London, Conn., until 9 A. M., Feb. 11, 1903, for construction of roads and sidewalks at Fort Mansfield, R. I. U. S. reserves right to reject or accept any or all proposals or any part thereof. Information furnished on application. Envelopes containing proposals should be marked "Proposals for Roads and Sidewalks, Fort Mansfield, R. I.," and addressed to Constructing Quartermaster, New London, Conn.

OFFICE WASHINGTON AQUEDUCT, 2728 Pa. Ave., Washington, D. C., Feb. 5, 1903.—Sealed proposals for 880,000 cu. yds. Excavation, 111,200 cu. yds. Concrete Masonry, 1,100 tons Cast Iron Pipe and Specials, 5,200 lin. feet Riveted Steel Pipe, 164,200 cu. yds. Filter Sand, 42,300 cu. yds. Filter Gravel, 91,000 lin. feet Glazed Vitrified Pipe (all more or less), and Exterior Drainage System, will be received here until 12 M., Feb. 20, 1903, and then publicly opened. Information on application. A. M. MILLER, Lt. Col. Engrs.

209 THAMES ST., NEWPORT, R. I., Feb. 9, 1903.—Sealed proposals, in triplicate, will be received here until 12 M., Feb. 28, 1903, for extending 4-inch water main approximately 900 feet and installing 2 Fire Hydrants at Fort Rodman, New Bedford, Mass. Information furnished on application. U. S. reserves right to reject or accept any or all proposals or any part thereof. Envelopes containing proposals to be indorsed "Proposals for Hydrants, etc., Fort Rodman, Mass." Capt. THOMAS H. SLAVENS, Qr. Mr.

FORT MOTT, N. J., Feb. 10, 1903.—Sealed proposals in triplicate for furnishing one 35 H. P. Steam Boiler and Connections and for Material and Labor in setting and connecting same for Water System at this post, will be received here until 1 P. M. March 10, 1903. Information furnished on application. U. S. reserves right to reject any or all bids. Envelopes containing proposals should be indorsed "Proposals for Steam Boiler," addressed QUARTERMASTER, Fort Mott, N. J.

U. S. ENGINEER OFFICE, St. Augustine, Fla., Feb. 10, 1903.—Sealed proposals for constructing training walls in St. Johns River, Fla., will be received here until 12 noon, Mar. 10, 1903, and then publicly opened. Information furnished on application. FRANCIS R. SHUNK, Capt., Engrs.

U. S. ENGINEER OFFICE, NEWPORT, R. I., Jan. 7, 1903.—Sealed proposals for dredging Providence Harbor, R. I., will be received here until 11 A. M., Feb. 12, 1903, and then publicly opened. Information furnished on application. GEORGE W. GOETHALS, Maj. Engrs.

U. S. ENGINEER OFFICE, Newport, R. I., Jan. 31, 1903. Sealed proposals for dredging and removing bowlders in Newport Harbor, R. I., will be received until 11 A. M., Feb. 11, 1903, and then publicly opened. Information furnished on application. GEO. W. GOETHALS, Maj. Engrs.

U. S. ENGINEER OFFICE, 2001 I St., N. W., Washington, D. C., Feb. 6, 1903.—Sealed proposals for construction of a highway bridge across Potomac River at Washington, D. C., will be received here until 12 M., March 27, 1903, and then publicly opened. Information furnished intending bidders on application. CHAS. J. ALLEN, Lt.-Col. Engrs.

GREAT ACTIVITY IN COTTON.

A Jump of 75 Cents to $1.25 a Bale—Sales 800,000 Bales, the Largest in Months.

The transactions at the Cotton Exchange suddenly leaped to 800,000 bales yesterday and prices advanced 15 to 25 points, March and May being conspicuously strong. The rise was started by an advance in Liverpool equal to 10 to 16 American points, Egyptian operators there buying on a large scale, and New York and New Orleans promptly took the cue and went considerably better.

Theodore Price was understood to be buying on a very liberal scale here, and in New Orleans William P. Brown was bidding for big blocks of May.

A hedge was made on some of the big May purchases here by selling July against it in the neighborhood of 9.20 cents. During the day March touched 9.31, May 9.37 and July 9.21, and in spite of very heavy realizing the closing was not very far from the best prices of the day, March ending at 9.28 to 9.29 cents, May at 9.33 to 9.34 and July at 9.18 to 9.19.

Lulls in cotton are greatly encouraged by the strong markets at Manchester and Fall River, the bullish tone in Liverpool, the moderate receipts at Southern points, recent unfavorable weather at the South, which has interfered with picking and marketing the crop, the big exports—reaching 62,000 bales yesterday as against receipts of a little less than 30,000 bales—evidence of a big consumption and what they think are unmistakable indications of a crop no larger than that of last year, or, say, 10,750,000 bales, while the world's consumption of American cotton is put by even Mr. Ellison at 11,000,000, and which bulls think will amount to 11,250,000 bales.

INVITED TO MEXICO BY DIAZ.

New Yorkers Going Down to Confer on the Monetary Situation.

Edward Brush, secretary of the American Smelting & Refining Company, Prof. J. W. Jenks, of Cornell University and Charles A. Conant, treasurer of the Morton Trust Company, have accepted an invitation from the Minister of Finance of Mexico to visit that country in March, to confer with a committee appointed by President Diaz to study its monetary situation. It is expected that the conference will lead to a feasible plan for the rehabilitation of silver for coinage purposes.

Incorporated in Albany.

ALBANY, Feb. 9.—These companies were incorporated to-day:

The Auto Ticker Tape Display Company of New York city, to manufacture attachments for stock tickers or similar devices and to carry on a general advertising business. The capital is $1,000,000 and the directors are Edgar F. Stiner, H. E. Fields and Walter Althouse of New York.

The International Arithmograph Company of New York city, to develop mechanical arithmetic and to place upon the market computing, tabulating and typewriting machines. The capital is $500,000 and the directors are Henry Goldman, A. M. Eisenberg, E. O. Towne, Edward Kaufmann, Silas Swartz and Isaac Kahn of New York city, and Jacob Devoe of Chicago.

The Consolidated Fuel Saving Device Company of New Rochelle, Westchester county. The capital is $500,000 and the directors are William Plimby, John J. Carley, Frank C. Baker and Henry L. Washburn of New York city, and Charles A. Limeburner of Jersey City, N. J.

FINANCIAL AND COMMERCIAL.

MONDAY, Feb. 9.

The stock market to-day was the strongest and broadest seen in any one day in the present year; nor was there any acute or immediate reason for it other than those general factors whose force, so far as advancing prices are concerned, seems to have been only cautiously and deliberately applied. Whatever remaining fears there were over the money situation inspired by last Saturday's bank statement were dispelled by the revelation that so far in the present week the banks have gained $1,015,000 from the Sub-Treasury, a fact going far to prove that the heavy loss of the banks to the Sub-Treasury last week was due to exceptional and temporary influences. While to-day's activity could be said to be confined to no particular portion of the market, the stocks of the soft-coal roads were naturally very prominent in the trading, by reason of the settlement of the miners' wage question; and the same cause and the amicable adjustment of the wages of their own employees strengthened the stocks of the Missouri Pacific, Wabash, and Missouri, Kansas and Texas railroad companies. All the stocks which are known to have concentrated market backing, such as the Rock Island, Brooklyn Rapid Transit, Texas Pacific and St. Paul shares, advanced rapidly. The Mexican Central stocks were bought upon the idea, now very prevalent in the Street, that sooner or later an alliance between the Southern Pacific and Mexican Central companies will be arranged; and there was general buying of Amalgamated Copper because of the continued advance in the Boston copper market and the circulation of the story that Amalgamated interests are acquiring control of copper properties in Michigan. In the last hour the market became dull and prices reacted slightly, but activity was resumed before the close and nearly all stocks closed at net advances of from ½ to 2 points.

The news of the day was unimportant. Mr. James J. Hill's pessimistic remarks as quoted in a morning newspaper exercised no unfavorable effect; they were correctly interpreted by Wall Street as having reference only to possible events far in the future. Proper attention was paid, of course, to the income account of the Chicago and Northwestern Railroad which was published on Saturday. The gross earnings of the system increased nearly $4,000,000 during the year, but expenses and taxes increased more, so that the Northwestern net earnings last year amounted to $16,171,642 as against $16,789,968 for 1901. A further increase in the dividends distributed and in the amount of money applied to construction and improvement made the final surplus of the road for 1902 $870,982 as against $2,663,639 in the year preceding. Inasmuch, however, as the Northwestern is still earning over 16½ per cent. on both classes of its stock, there seems small reason for any holder of the shares to be disturbed. Sterling exchange was firmer to-day, but the fact was more than offset, as regards gold exports, by a further rise of sterling in Paris. Substantial banking and market interests expressed great pleasure at the bill introduced in the Senate by Senator Aldrich, authorizing the deposit of the Government funds in national banks at 1½ per cent. interest upon the acceptance of State, municipal or railroad bonds as security, and allowing the bonds issued in aid of the construction of the Panama Canal to be accepted as security for bank circulation. There is not the slightest reason why this bill should not become a law, and if it should pass upon the statute books the absorption of public money by the Government at critical times in the financial situation would, of course, be entirely prevented.

While most of to-day's market operations were the work of the professional element, commission houses unanimously reported an increase in the quantity of outside orders. The matter that seems to weigh most in the consideration of these outside investors and speculators is the tremendous earnings, as these daily become known, of railroad and industrial corporations. Should it prove a month hence that these earnings are not largely diminished by the increased expense of conducting business, there will probably be small reason to lament a lack of public enthusiasm in the stock market.

New York Stock Exchange Sales, Feb. 9.

UNITED STATES AND STATE BONDS (IN $1,000).

1 U S 2s R	107½
1 U S 3s c SB	107½
2 U S 4s R 1925	135½
20 Va 6s def'd B B & Co ctfs	111

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U S 2s, r.			U S 4s, r.		
1930	108½	109	1925	134¾	135½
U S 2s, c.			U S 4s, c.		
1930	108½	109	1925	135½	137
U S 3s, r.			U S 5s, r.		
1908-18	107	108	1904	102¾	103¾
U S 3s, c.			U S 5s, c.		
1908-18	107	108	1904	102¾	103¾
U S 4s, r.			U S 6s, r		
1907	110	110¾	1924, DC	121	—
U S 4s, c.					
1907	110	111			

RAILROAD AND OTHER BONDS.

Am Dock Imp 5s	111½	Kanawha & M 4s	96½
Am Arbor 1st 4s	96	Kan C Ft S & M 4s	87½
Atch Top & Sf 4s	102¾	Kansas City So 5s	91¾
Balt & Ohio 4s	102½	Kings County 4s	87
Bkn Rap Tran 5s	102¾	Lake Erie & W 1st 5s	119¾
Can So 1st 5s	107	Met Street Ry 5s	117
Central Pacific 1st	107½	Mex Cent con 4s	77⅞
Ches & Ohio 4½s	102½	Mex Cent 1st 3s	77¾
Chic & Alton 3½s	78	Mo Pac 1st 6s	117½
Chic Rock Isl & P 4s	102¾	Nat Railways Mex 4s	96½
Chic Term Transit 6s	100	N Y Cent & H R 3½s	94¾
Col Fuel & Iron 5s	101¾	N Y Chi & St L 4s	100½
Colo Southern 4s	90⅝	N Y Gas Elec Lgt H & P 4s	94¾
Cuba R R 5s	102¾	Norf & W Poca 4s	102¾
Den & Rio Gr 4s	87⅞	North Pacific 4s	92⅞
Erie prior lien 4s	93⅞	Oregon Short Line 4s	91¾
Erie gen lien 4s	71¾	Or Short Line 5s	124
Ft Worth & D 1st	89⅞	Penna 4½s	103⅝
Gen Bay & West deb ser B	87⅞	Pennsylvania c 6s	111½
Hocking Val 4½s	107¾	Reading gen 4s	93⅞
Iowa Central 4s	64	Rio Grande W 4s	91½
Kan City So 4s	87½	St Louis & S F 1st g 4s	111½
Lake Shore 2d 5s	119½	St L & Iron Mt 5s	111¼
Lake Erie & Pitts 3½s	86	St L S W 1st g 4s	89⅞
Long Island 4s	101¾	Seaboard Air Line 4s	87⅞
Long Island 5s	111	Southern Pacific 4s	102½
Long Island 7s	121½	South Pacific 4s	102½
Lou & Nash 5s	111½	South Pacific 5s	113¾
Man Beach 1st 7s	114	Tenn C I & I 1st 6s	119½
Manhattan con 4s	101¾	Third Avenue 5s	118
Met St Ry 1st 6s	117½	Third Avenue 4s	98¾
Met Sec Co 5s	102	Tol St L & West 4s	79
Mex Cent 4s	77½	Union Pacific 4s	103
Minn & St L 1st 7s	107½	Union Pacific cv 4s	106¼
Minn & St L 1st 5s	116	Union Pacific 1st	106⅛
M St P & S S M con 4s	102¾	Wabash 2d	70½
Nat Bis Co 5s	103½	Wabash deb B	82⅞
Nat Bis Co 6s	105½	Wheeling 1st 5s	103
Nat Railways Mex 4½s	77	Wis Central 4s	83
Nat Railways Mex 6s	96½	Va Iron C & C 5s	83¾
N Y Central 3½s	94	Ill Central 4s	93⅞
N Y Central 7s	127½	Ill Central 5s	111½
N Y Central 6s	130	Ill Central 1st g 4s	93⅞
N Y Central 5s	115½	Ill Central 1st 5s	111½
N Y Central 4s	107	Ill Central 1st 6s	117½
N Y Central 3½s	94	Ill Central 1st 7s	121½
N Y Central 7s	127½	Ill Central 1st 5s	111½
N Y Central 6s	130	Ill Central 1st 6s	117½
N Y Central 5s	115½	Ill Central 1st 7s	121½
N Y Central 4s	107	Ill Central 1st 5s	111½
N Y Central 3½s	94	Ill Central 1st 6s	117½
N Y Central 7s	127½	Ill Central 1st 7s	121½
N Y Central 6s	130	Ill Central 1st 5s	111½
N Y Central 5s	115½	Ill Central 1st 6s	117½
N Y Central 4s	107	Ill Central 1st 7s	121½
N Y Central 3½s	94	Ill Central 1st 5s	111½
N Y Central 7s	127½	Ill Central 1st 6s	117½
N Y Central 6s	130	Ill Central 1st 7s	121½