YOU BUILD IT, SAYS BELMONT

AND I'LL USE YOUR TUNNEL WHEN THE JOB IS DONE.

Invitation to the Broadway Merchants Which Al Hayman Says Is Humorous —Meantime His Company's Offer to Ditch the City's Theatre District Is Off

August Belmont, president of the Rapid Transit Subway Construction Company, wrote to the Rapid Transit Commission yesterday withdrawing his application for permission to build a subway in Broadway between Forty-second street and Union Square. At the same time he invites the Broadway merchants to undertake the construction of some sort of an underground road beneath the thoroughfare and agrees to operate it when built as part of the subway system if reasonable terms are proposed.

Mr. Belmont practically admits that the antagonism to more ditching in one of the busiest parts of the city's main thoroughfare is too much for him. In his letter he told the commission that because of the opposition aroused to his scheme to tear up Broadway he would not only be unable to get a sub-contractor to do the work, but that there would be difficulty in procuring suitable sureties.

To the offer to let any one else build a tunnel there is a string attached. Mr. Belmont says in effect that his company must be satisfied that the prospective revenue will be sufficient to pay interest on the cost of construction. Here is his letter:

On June 18, 1903, I addressed a communication to you as president of the Board of Rapid Transit Railroad Commissioners, urging the authorization of the subway from Forty-second street and Broadway to Fourteenth street and Union Square.

Broadway is the most important of the intersecting thoroughfares running from 108th street to Union Square on the Island of Manhattan. Upon this avenue the most active business development has centred. This company believes that no rapid transit system will be complete without Broadway being served by a connecting line to Union Square, which will afford to the citizens of Manhattan, The Bronx and Brooklyn, without change of cars, access to the shopping and theatre districts of Greater New York.

Nevertheless, we consider that the opposition of abutting property owners and the growing spirit of antagonism to any work involving the further opening of the streets, which is being encouraged to a point which involves disregard of provisions of contracts for work now in progress, are such as to make it practically impossible to enter into a contract for the execution of the proposed extension to Union Square. No sub-contractor, in our opinion, would be willing to undertake the work for us at anything like a reasonable cost, to say nothing of the difficulty of procuring suitable sureties in view of our present experiences.

We consider, further, that the construction at the earliest possible date of the extension down Broadway from the City Hall, with the Battery loop, is one of vital importance to the citizens of Manhattan and The Bronx, and that that portion of the road is in itself necessarily independent from the Brooklyn extension and has always been understood by us to have been omitted from the original plans in order that the first contract should proceed on the lines of least resistance. It is obvious that questions connected with the prosecution of the present work and its early completion may be dealt with by the commission with less difficulty if it be relieved of any pressure on our part for new construction.

For these reasons, I am authorized to state to you that, so far as this company is concerned, it will be perfectly satisfactory to it if you abandon the proposed extension of the subway in Broadway from Forty-second street to Union Square entirely. On the other hand, if the property owners along Broadway wish the subway built, and you desire this line from Forty-second street to Union Square constructed, irrespective of our preference one way or the other, and the property owners conclude that their best interests will be served by bidding for the contract and building it themselves in a manner calculated to meet their views on the subject, this company will be ready to contract to operate provided that it will be made to appear that the revenue to be derived from it will be sufficient to pay the interest upon the cost and a reasonable return on such additional capital as will be required for its operation.

On the motion of President Orr the letter was referred without comment to the commission's committee on new plans and routes. Mr. Orr said, after the meeting, that he did not regard Mr. Belmont's letter as an indication that his company had abandoned the upper Broadway project, but rather that the company wished the property owners to have a hack themselves at the problem of building a tunnel that would cause no inconvenience to those doing business along the route.

Mr. Orr was inclined to think that if the Broadway merchants did not take up the challenge the company would renew its application.

Al Hayman, president of the association of Broadway merchants and property owners who declare they won't have a ditch under any circumstances, made these comments on the letter last night:

"If the Interborough Company cannot build an underground railroad from Forty-second street to Union square without ditching Broadway and ruining all of us we had better do without it. Mr. Belmont's reference to our building a subway and giving it to the Interborough Company to operate, the company agreeing to do this if we will insure that it can be done properly, is nothing short of humorous.

"The merchants, hotelkeepers and theatrical proprietors who have millions of dollars invested on Broadway and are doing so much toward making it one of the great thoroughfares of the world, have sufficient to attend to in their business without going into railroad construction. We have at no time made an effort to place any obstruction in the way of building the subway, but we are determined to fight against the disgraceful condition, not to speak of the positive danger, which has arisen wherever the Belmont company has constructed the subway by the ditching method.

"That method we will fight by concerted action, step by step and from court to court. I am delighted that Mr. Belmont has taken the stand indicated in his letter to-day. It means to us protection instead of ruin.

"With cars running by our doors as frequently as they do now we can get along without a tunnel. It is for the city to build a tunnel, anyway. To suggest that we become contractors is ridiculous "

Other folks in business along Broadway smiled over the letter. Most of them seemed to think that it was in line with what usually follows when a corporation wants to have its own way. Said one man:

"It's the same thing as saying take the ditch or go without a tunnel. I, for one, am ready to go without the tunnel and am certainly not hankering after it enough to go into the contracting business. We won't have a ditch and become 'Bankruptcy row' like Forty-second street, and that's all about it.

"Nobody along Broadway that I know of ever petitioned for a tunnel along here in the first place, and in 1895, when Broadway was under consideration, a committee fought the plan so hard that another route was selected. I don't think any one will petition Mr. Belmont to reconsider his action. I won't, for one."

Secretary Shaw of the merchants' committee said that the organization would hold a meeting next week and discuss the letter.

"But I hardly think," said he, "that it will alter our stand against a ditch one particle."

GOOD TO BROOKLYN SUFFERERS.

Mr. Orr Would Have the City Pay Their Rent for Subway Inconvenience.

In sharp contrast to the treatment which abutting property holders along the route of the Manhattan subway have received from the Rapid Transit Commissioners is the anxiety displayed by President Alexander E. Orr and others of his colleagues at almost every meeting of the commission to compensate, at the expense of the city, the householders of Joralemon street, Brooklyn. The Brooklyn section of the new tunnel runs under this street and a shaft has been sunk in the roadway. The residents want compensation, and it has been suggested that this should be fixed on the basis of a year's rent of each house in the neighborhood of the shaft.

Mr. Orr has more than once contended that this is only reasonable. He lives in Brooklyn himself. At yesterday's meeting of the Rapid Transit Commission he urged that the matter ought to be finally settled. Charles Stewart Smith did not hesitate to say that the proposal savored of discrimination. He pointed out that the property owners of Elm street had suffered for seven or eight years, that their entire street had been closed, but nobody had thought of compensating them for the pecuniary injury they had sustained.

Deputy Comptroller Stevenson, on behalf of Mr. Grout, also objected. "Why," said he, "you could build the Broadway extension without complaint if you would agree to pay the losses of the merchants and storekeepers along the route."

Further consideration was postponed until Mr. Grout could be present.

At the last meeting of the board August Belmont wrote that he would not consent to build pipe galleries in the subway from the Post Office to the Battery, because of the danger of explosions from escaping gas. Borough President Cantor, who suggested the improvement, wrote yesterday that Mr. Belmont's fears were groundless. He added:

"Permit me to suggest that the approval or disapproval of the plan for pipe galleries by the directors of the Rapid Transit Subway Construction Company is a matter rather of personal than public interest. Should the city decide to build them it will not, I imagine, be necessary that the approval of these gentlemen be had, although as influential and public spirited citizens it would be a cause for regret if they did not recognize the great and conspicuous advantages of the pipe galleries."

It was decided to send a copy of the letter to Mr. Belmont.

COLUMBIA TAKES SOUTH FIELD.

Holding Syndicate Believed to Have Taken a Mortgage for Most of the Price.

Columbia University took title yesterday to South Field at a cost of $2,000,000, and is now the sole owner of that property. This statement was officially made yesterday by John B. Pine, secretary of the board of trustees.

Mr. Pine declined to make public whether Columbia has been able to raise the full amount necessary for the acquisition of the field or whether a mortgage covers the greater part of the debt incurred. It is said unofficially, however, that Columbia must rely on the generosity of the citizens of New York for funds with which to pay the cost of the purchase.

South Field is situated between 114th and 116th streets and Broadway and Amsterdam avenue, just across from the university library. Owned formerly by the New York Hospital, it was purchased last year by a syndicate of New Yorkers who agreed that they would dispose of their purchase to the university at $2,000,000, the cost price, provided it was bought by Oct. 1, this year.

It is regarded as likely that the university has made a cash payment, believed to be $400,000, and that the syndicate out of regard for the university has consented to take a mortgage for the remainder.

The development of South Field is now a problem on which the university architects are at work. On the site will probably be one or two academic buildings, dormitories, an athletic field and a splendid approach to the library. As soon as an outline of the possible buildings is determined on, work will be begun on the erection of Hartley Hall, the new $300,000 dormitory presented to Columbia last commencement by Marcellus Hartley Dodge.

THE GAMBLING IN JOHN DALY'S.

Daly Shows It to Capt. Burfiend—In an Oil Painting on the Wall.

Capt. Burfiend and Detective Mooney of the Tenderloin station visited John Daly's gambling house in West Twenty-ninth street last evening. District Attorney Jerome has intimated that Daly is keeping open house for individual players for good stakes.

Burfiend had already paid two visits to Daly's place but never had he found any evidence of gambling. He went around last night to look over the place again.

Daly received the captain at the door, and was politeness itself. He invited him to look over the place again if he saw fit.

"If you are really looking for gambling, I'll show you some," said Daly, leading the way upstairs.

He took Burfiend and his plain-clothes man to the second floor, pulled back a portiere and turned on an electric button, flooding a large oil painting with light. It was a scene from Monte Carlo.

"That is the only gambling here," said Daly. "That picture is worth a lot of money."

Burfiend said it was a fine picture, and after more equally commonplace remarks he and his detectives left. Daly showed them to the door.

CREDITORS SEEK LATTMANN.

They Meet in Hoboken and Figure Up Debts of $25,000.

Emil Lattmann, Sr., lessee of Schuetzen Park, North Bergen, and Old Fellows' Hall and Busch's Hotel, Hoboken, has been missing since last Tuesday. Yesterday Mayor Lankering of Hoboken got out an attachment against Lattmann's property, charging him with being an absconding debtor. Lattmann owes the Lankering Cigar Company, of which the Mayor is president, $2,000.

A meeting of Lattmann's creditors was held in Hoboken yesterday afternoon. His indebtedness, it was figured out at the meeting, is between $25,000 and $35,000. Among the creditors is the Greater New York Plattdeutsche Verein, to which, it is said, Lattmann owes $9,000 for a year's rent of Schuetzen Park.

Sheriff Zeller has placed constables in Lattmann's three places of business.

Schoolship St. Mary's Back.

The schoolship St. Mary's tied up at the foot of East Twenty-fourth street yesterday with her crew of 92 boys quite safe after their five months cruise across the ocean.

The ship went to Queenstown and Cherbourg and the boys had shore leave to visit Cork and Paris.

The only criticism the students had to make of their voyage last night was against the "salt water soap" aboard. This, instead of cleaning out blisters, caused them to fester. One of the lads, McDonald by name, very nearly died of blood poisoning, at New London, on the voyage out.

Twenty-six of the students will graduate from the school next week.

The Weather.

The weather remained fair in the Middle Atlantic and Gulf States yesterday, but it became cloudy and showery in New England. An area of moderately low pressure, without storm energy, was central over Lake Michigan, attended by showery weather in the Central States, the Ohio Valley and the Lake regions. Thunderstorms prevailed in Kansas and Arkansas; showers also occurred in the Rocky Mountain States.

The rainfall in northern Michigan was heavy, elsewhere it was light.

The temperature was higher in about all districts, especially in the Middle Atlantic and New England States.

In this city the day was fair and warmer; wind fresh and brisk southerly; average humidity, 71 per cent.; barometer, corrected to read to sea level, at 8 A. M., 30.30; 3 P. M., 30.14.

The temperature yesterday, as recorded by the official thermometer, is shown in the annexed table:

	1903.	1902.		1903.	1902.
9 A.M.	69°	65°	6 P.M.	71°	67°
12 M.	68°	67°	9 P.M.	67°	66°
3 P.M.	73°	69°	12 Mid.	66°	65°

WASHINGTON FORECAST FOR TO-DAY AND TO-MORROW.

For eastern New York and eastern Pennsylvania, showers, followed by fair and cooler to-day; fair to-morrow; light southwest winds, becoming northwest.

For New England, rain and cooler to-day; fair to-morrow; fresh southwest winds, becoming northwest.

For the District of Columbia, Maryland and Delaware, showers and cooler to-day; fair to-morrow; light south winds, becoming north.

For New Jersey, showers to-day and cooler in the interior; fair to-morrow; fresh southwest winds, becoming northeast.

For western Pennsylvania and western New York, rain followed by fair and cooler to-day; fair to-morrow; fresh north winds.

THREE POSTAL INDICTMENTS.

ONE JOINTLY AGAINST SENATOR GREEN AND BEAVERS.

They Are Again Charged With Conspiracy to Defraud the Government—Two Indictments Against W. Scott Towers —Gen. Tyner Implicated With Barrett.

WASHINGTON, Oct. 1.—The Federal Grand Jury, which has been considering charges of fraud in the Post Office Department, returned three more indictments to-day, one jointly against George F. Green, State Senator of New York, and George W. Beavers, former Superintendent of the Salary and Allowance Division of the Post Office Department, for conspiracy to defraud the Government, and two against W. Scott Towers, former superintendent of a branch of the Washington Post Office, for his connection with frauds growing out of the introduction into the postal service of the Hatch book typewriter.

It is understood that the indictment against Green and Beavers relates to the same frauds as were charged in the former indictments. Both Beavers and Green will probably be rearrested on bench warrants and their bail increased. Towers voluntarily appeared this afternoon before Chief Justice Clabaugh of the Supreme Court of the District of Columbia, who fixed his bail at $10,000. This was furnished and Towers was released.

The Grand Jury has had under consideration the evidence gathered by the Post Office inspectors against Harrison J. Barrett, formerly assistant attorney in the office of his uncle, James N. Tyner, former Assistant Attorney-General of the Post Office Department, who was summarily dismissed last spring as a result of the safe-breaking episode in which Mrs. Tyner was the principal figure.

Fourth Assistant Postmaster-General Bristow, Assistant Attorney-General Robb and a force of inspectors have been on Barrett's trail ever since the beginning of the postal investigation, but it was not until recently that sufficient evidence was secured to warrant, in the opinion of the Department, an indictment by the Grand Jury. Post Office Department officers said to-day that one of the five indictments still to be returned by the Grand Jury would be against Barrett. If Barrett is indicted, Gen. Tyner will also be involved.

An envelope indorsed "To my dear wife," and containing $500, was understood to have assisted the inspectors in running down the specific case against Barrett. The inspectors placed before the Grand Jury evidence to show that Barrett, while a Government employee in Gen. Tyner's office, accepted $2,500 from a certain "get-rich-quick" concern, on the agreement that he would procure a decision from the Assistant Attorney-General's office permitting the concern to transmit matter through the mails.

Barrett is said to have turned over $1,000 to Gen. Tyner, who was advised of the source of the money and the purpose for which it was paid to Barrett. Tyner, according to the inspectors, deposited $500 in bank and placed the other $500 in an envelope in his safe as a nest egg for his wife. When the postal inspectors got on the trail, Tyner, who was sick in bed, told his wife about the nest egg. It was to get possession of this marked envelope and its contents, the inspectors say, that Mrs. Tyner broke into the safe. The postal authorities are said to have secured this envelope.

In the course of the inquiry into Barrett's operations, it was discovered that he had used the stationery in Gen. Tyner's office in his correspondence with various questionable concerns. Barrett is said to have offered to guarantee favorable decisions upon the payment of sums named by him.

Postal officials said to-night that the indictment of Barrett would doubtless be followed by the indictment of Gen. Tyner, as Barrett could not have carried out his bargain with a "get-rich-quick" concern without Gen. Tyner's cooperation. Tyner is confined to his house with senile debility, and it is probable that an indictment against him would not be rigorously pressed.

The Grand Jury has also been investigating the relations that existed between former Superintendent Metcalf of the Money Order Division of the Post Office Department, who was summarily dismissed some time ago, and the Wynkoop-Hallenbeck-Crawford Company of New York, which formerly held the contracts for practically all the printing in the division under Mr. Metcalf's charge. The Grand Jury will also return several indictments against persons already implicated in the postal service scandals.

This batch of indictments by the Grand Jury, which will be returned next Monday, practically closes up the Washington end of the scandal inquiry. Postmaster-General Payne says that after the indictments have been made public Fourth Assistant Postmaster-General Bristow will devote himself to the task of preparing his voluminous report on the entire investigation, which is to be presented to President Roosevelt on Oct. 20. The report will embrace every feature of the scandals, past, present and future, with recommendations for safeguards and the like, and will consist, from present indications, of nearly 200,000 words.

GOING TO SEE KING MENELIK.

Consul Skinner to Start at Once on His Trip to Abyssinia.

WASHINGTON, Oct. 1.—United States Consul Skinner of Marseilles had a long talk this morning with Assistant Secretary of State Loomis in regard to his proposed trip to Abyssinia. Mr. Skinner told the reporters that he expects to leave here at once for Marseilles and to depart from there about Nov. 1 for Djibouti. He will there take the railroad to Harrar, the big market place of Abyssinia, and will proceed by camel train from there to King Menelik's capital.

Charges Against Capt. Hogan.

Police Commissioner Greene announced yesterday that charges of neglect of duty had been preferred against Capt. William Hogan and the four sergeants of the East Sixty-seventh street station. Irregularities in the blotter form the basis of the charges. Hogan was made a captain by Gen. Greene in March last.

The Tillman Trial.

LEXINGTON, S. C., Oct. 1.—The court that is trying Tillman for the murder of Gonzales spent most of its time to-day listening to the reading of editorials in Gonzales's newspaper the Columbia *State*, showing the nature of Gonzales's political attacks on Tillman.

Andrews—Beecher.

Miss Nellie Horton Beecher and Major James Madison Andrews, Jr., were married in Christ Church at Ballston, N. Y., last evening by the Rev. Dr. Joseph Carey of Saratoga, the clergyman who married the bride's mother thirty-two years ago. The wedding was the society event of the season and was witnessed by a large number of guests from New York and other cities. The maid of honor was Miss Frances McLean Beecher, sister of the bride. The bridegroom was attended by Eskil Berg of Schenectady. A reception followed the wedding, after which Mr and Mrs Andrews left on a wedding journey. They will reside in Schenectady.

Major Andrews is a graduate of West Point, a member of the National Guard and was member of Gov. Roosevelt's staff. He is a son of Capt. James Madison Andrews of West Fifty-seventh street, New York.

Hartman—Armstrong.

Miss Hortense Pauline Armstrong, a daughter of Col. Frederick Armstrong, who served in the civil war on Gen. Kilpatrick's staff, was married yesterday to Frank Mifflin Hartman of Dansville, N. Y., at Asbury Park, N. J. Magistrate Job Hedges of New York was best man. The maid of honor was Miss Cornelia White of Eatontown.

NO JERSEY CAR STRIKE.

This Indicated by the Voting—Jersey City Men 90 Per Cent. Against It.

While the officials of the Northern New Jersey trolley lines are convinced that all danger of a strike is postponed for a long time, if not entirely averted, they have not neglected any precautions to prevent a tie-up of the lines in the six counties.

Sixty deputy sheriffs reported to Under Sheriff Krueger at the County court house in Newark yesterday morning, in accordance with instructions, and were told that there was no duty for them, but that they would receive $2.50 for reporting, and must hold themselves in readiness to answer another call in an emergency. This is the first public expense incurred through the threatened strike. Besides these regular deputy sheriffs there were nearly a hundred men who wanted to be sworn in as deputies, but their services were refused by Sheriff Nicoll's instruction.

The voting in Newark did not stop until after 10 o'clock and then it was announced that the counting would be deferred until 9 o'clock in the morning.

The employees of the North Hudson division of the Public Service Corporation voted against a strike, 400 to 19. The voting was in Hoboken under direction of Local 289 of the Amalgamated Association of Electrical Railway Employees at Imperial Hall.

Nearly 90 per cent. of the trolley men in Jersey City voted against the strike last night. The polls closed at 8 o'clock The exact result was not made public

HARVARD'S YEAR BEGINS.

Some Notable Changes in the Faculty and Teaching Corps.

CAMBRIDGE, Mass., Oct. 1.—Harvard University in all its departments opened to-day. The figures of the registration will not be available for two weeks, but everything points to a record breaking attendance.

Prof. Taussig of the department of economics, who has been abroad on account of his health for three years, will resume his work this fall. Dr. A. T. Jaggar, who has been appointed an assistant professor in geology, will be regent.

Prof. Charles J. Bullock, who has written several books on American finance, will come to Harvard this year for a term of five years as an assistant professor in economics. Dr. A. P. Andrew, who gave a number of Prof. Taussig's courses during the latter's absence, has been made an assistant professor, as has Dr. Edwin F. Gay.

Prof. Frederick F. Turner of the University of Wisconsin will give several courses in history, one of which will be on the development of the West.

Prof. Hans Oertel of Yale University will give part of his time to Harvard, lecturing the first half year on comparative philology. Chicago University will contribute Prof. Edward Capps, who will lecture during the first half year on the Greek drama.

Held Up Eliot Balestier's Furniture.

As two vans filled with the household effects of Eliot Balestier of 40 West Thirty-sixth street, Bayonne, N. J., were about to start for New York Wednesday afternoon a constable arrived with six attachments secured by merchants with whom Balestier had unsettled accounts, and the vans were held up until a bond was furnished to cover all the indebtedness. Balestier's father is Lawyer John A. Balestier, of 141 Broadway, Manhattan, and it is said he allows his son $300 a week.

Shot His Bride Dead.

SCRANTON, Pa., Oct. 1.—Ignatz Plemius of Olyphant killed his bride of two weeks by blowing the top of her head off with a shotgun this morning. They had just returned from their wedding journey. Plemius has been arrested. He says the gun was discharged accidentally while he was cleaning it.

'Frisco Pilot Kills Himself.

SAN FRANCISCO, Cal., Oct. 1.—Capt. Louis Meyer, for years commander of the steamship Belgic, plying between this port and Hong Kong and known for a generation as one of the principal pilots about San Francisco Bay, shot and killed himself last night.

Call for Bids for the P. R. R. Tunnels.

Bids for the construction of the Pennsylvania Railroad tunnels have been asked for, to be turned in before noon on Dec. 15, at 85 Cedar street. Separate bids are asked for the North River section and for the Manhattan Island and East River sections.

Denial by Conductor Hertz.

Alfred Hertz, conductor of the Metropolitan Opera House orchestra, said yesterday that the remarks about a possible disagreement among the musicians in the opera orchestra printed in most of the New York papers had been wrongly attributed to him.

Record Immigration for September.

Forty-seven thousand eight hundred and fifty-two immigrants landed at Ellis Island last month. This is the record for September, exceeding by 5,543 the number landed in September, 1902.

MARINE INTELLIGENCE.

MINIATURE ALMANAC—THIS DAY.

Sun rises....5:56 | Sun sets....5:43 | Moon sets....1:50

HIGH WATER—THIS DAY.

Sandy Hook..4:19 | Gov. I'd....4:51 | Hell Gate ...6:44

Arrived—THURSDAY, Oct. 1.

Ss Germanic, Liverpool, Sept. 23.
Ss British Princess, Antwerp, Sept. 19.
Ss Etruria, Genoa, Sept. 10.
Ss Chaucer, New Orleans, Sept. 25.
Ss Ligonier, Port Arthur, Tex., Sept. 22.
Ss El Siglo, New Orleans, Sept. 26.
Ss Monroe, Norfolk, Sept. 30.
Ss El Paso, Galveston, Sept. 25.
Ss Chattadoochee, Boston, Sept. 30.
Ss Herman Winter, Boston, Sept. 30.
Ss City of Philadelphia, Baltimore, Sept. 29.

ARRIVED OUT.

Ss Graf Waldersee, from New York, at Hamburg.
Ss Auguste Victoria, from New York at Plymouth.

SAILED FROM FOREIGN PORTS.

Ss Majestic, from Queenstown for New York.
Ss Deutschland, from Cherbough for New York.

OUTGOING STEAMSHIPS.

	Mails Close.	Vessels Sail.
Sail To-day.		
Arabic, Liverpool		2 30 P M
Silvia, Newfoundland	9 30 A M	12 00 M
Bolivia, Savanilla	10 00 A M	12 00 M
Orizaba, Santiago	12 00 M	3 00 P M
Caribbee, St. Thomas	12 30 P M	3 00 P M
Monroe, Norfolk		3 00 P M
Arapahoe, Charleston		3 00 P M
Sabine, Brunswick		3 00 P M
Sail To-morrow.		
Lucania, Liverpool	10 30 A M	2 00 P M
Zeeland, Antwerp	8 00 A M	10 00 A M
La Champagne, Havre	7 00 A M	10 00 A M
Ethiopia, Glasgow	9 30 A M	12 00 M
Minnehaha, London		3 00 P M
Pennsylvania, Hamburg		3 00 P M
Philadelphia, Curaçoa	8 30 A M	12 00 M
Cervantes, Argentina	8 30 A M	12 00 M
Aiene, Jamaica	9 30 A M	12 00 M
Adirondack, Hayti	10 30 A M	12 00 M
Morro Castle, Havana	10 00 A M	1 00 P M
Prins Willem I., Hayti	10 00 A M	1 00 P M
Curityba, Havana	12 30 P M	3 00 P M
El Alba, Galveston		3 00 P M
El Paso, New Orleans		12 00 M
Jefferson, Norfolk		3 00 P M
Sail Monday, Oct. 5.		
Hamilton, Norfolk		3 00 P M

INCOMING STEAMSHIPS.

Due To-day.		
Vincenzo Bonanno	Gibraltar	Sept. 15
Buffalo	Hull	Sept. 13
Apache	Jacksonville	Sept. 29
Polycarp	Para	Sept. 20
Due To-morrow.		
Etruria	Liverpool	Sept. 26
Fuerst Bismarck	Hamburg	Sept. 25
New York	Southampton	Sept. 26
La Touraine	Havre	Sept. 26
Cedric	Liverpool	Sept. 25
Africa	Antwerp	Sept. 19
Due Sunday, Oct. 4.		
Kaiserin Maria Theresia	Bremen	Sep. 26
Seneca	Nassau	Sept. 20
Due Monday, Oct. 5.		
Oscar II	Copenhagen	Sept. 23
Potsdam	Rotterdam	Sept. 26
Finland	Antwerp	Sept. 26
Armenian	Liverpool	Sept. 25
Anchoria	Glasgow	Sept. 24
Maracaibo	Curaçoa	Sept. 27
Due Tuesday, Oct. 6.		
Deutschland	Hamburg	Sept. 29
Mesaba	London	Sept. 26
Lombardia	Naples	Sept. 23
Picqua	Gibraltar	Sept. 22
Saratoga	Colon	Sept. 29
Concho	Galveston	Sept. 30

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NEW JERSEY

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Atlantic City is but three hours from New York, via PENNSYLVANIA RAILROAD, two vestibule trains, with Pullman parlor cars and coaches, every weekday from New York to Atlantic City, leaving West 23d Street Station at 9:55 A. M. and 2:55 P. M. Cortlandt and Desbrosses Streets, 10 A. M. and 3 P. M.

Via CENTRAL RAILROAD OF NEW JERSEY, two three-hour vestibule trains, with Pullman cars and coaches, every weekday from New York, leaving Liberty Street, 9:40 A. M. and 3:40 P. M. South Ferry, 9:35 A. M. and 3:35 P. M., passing Lakewood.

ATLANTIC CITY'S LEADING HOTELS — Write to any of them for further information, or New York Office, 1364 Broadway. Phone, 8027 38th.

HOTEL BRIGHTON — Open all the Year. F. W. HEMSLEY & SON.
HADDON HALL — Open all the Year. LEEDS & LIPPINCOTT.
HOTEL ST. CHARLES — Open all the Year. NEWLIN HAINES.
YOUNG'S HOTEL — Open all the Year. JAS. R. KEENAN.
THE WILTSHIRE — Open all the Year. S. S. PHOEBUS.
HOTEL DENNIS — Open all the Year. WALTER J. BUZBY.
THE DUNLOP — Open all the Year. ROBERT T. DUNLOP.
SEASIDE HOUSE — Open all the Year. CHAS. EVANS & SON, Props until Nov. 3d. F. P. Cook & Son (of the Senate) proprs. thereafter.
HOTEL RUDOLF — AMERICAN AND EUROPEAN PLANS. Open all the Year. Rep, 3 Park Place. CHAS. R. MYERS.
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TRUNK OF A BODY IN RIVER.

POSSIBILITY, BUT NOT PROBABILITY, OF A MURDER MYSTERY.

A Study of the Injuries Affords Convincing Evidence That They Were Caused by Propeller Blades, but This Does Not Preclude the Idea of Murder.

A part of a human body was taken out of the North River about 9 o'clock yesterday morning, just off the piers at the foot of Ferry street, Hoboken. There was no clothing on it. It was that of a man fifty, who in his lifetime must have measured 6 feet, or nearly so, and weighed more than 200 pounds.

The upper part of the head had been cut off, and both legs, including the hip bones, were missing. The left arm was crushed and broken in four places. The flesh of the left hand had been scraped off, leaving the bones bare. The breastbone and all of the ribs were fractured.

The body was first seen by one of the Ellis Island physicians, who was going up the river on the Government tug Moore to inspect the immigrants just arrived on the Hamburg-American liner Patricia. He spied it about 200 feet north of the ferry piers. It was then ebb tide and the body was being carried down the river. As soon as the physician reached his destination he notified Policeman Gerken, who made straight for the ferry piers, got a boat and hauled the body ashore. It was taken to Volk's morgue. Chief of Police Hayes said that the fact of the body being nude need not be taken as a necessary indication of foul play, because it was so customary for men employed on the piers or the craft tied up there to go bathing in the river naked that he had had to station policemen along the river front to break up the practice.

County Physician Converse made a superficial examination of the body, postponing the autopsy till to-day. He thought the body might have been in the water from two to five days and that the mutilation was the result of contact with a propeller. Undertaker Volk, who is regarded as an expert, held that the body could not have been in the water much more than twenty-four hours.

A study of the injuries and the condition of the body leads to no certain conclusions. The man may have come to his death by murder, by suicide or by accidental drowning. If ever the cause of his death is learned, this knowledge will be reached from the other end, that is by the identification of the body and the tracing of its owner's movements from the time he was last seen. The autopsy, by revealing perhaps, the presence of water in the lungs, may establish drowning as the most probable cause of death, but that is about all it can do. The injuries, however, offered a strong probability that they were caused by propeller blades. The edges of the part of the cranium which remains, as well as of its covering of flesh, are jagged and irregular. The ears appear to have been torn off, rather than cut off. The injuries of the left arm are especially characteristic of those inflicted by the blow of a propeller blade. The elbow has been cut clear off, and the blow splintered the bones above and below. An evidence of the force of the impact is furnished by the fact that the stroke which took off the upper third of the head was forcible enough to break the bottom of the skull into pieces only a little larger than silver dollars. It probably came from behind, the cut on that side being almost clear, while in front the process was one of tearing. Thus a large piece of bone has been left above the right eye, preserving this organ, while on the left side the eye and part of the cheek bone are gone. The blow that cut off the legs may, in a similar way, be inferred to have come from behind.

The face is so well preserved that anybody who knew the man in his lifetime will have little difficulty in recognizing him, and this seems to prove that the body was not mutilated to prevent identification. The man had black hair streaked with gray throughout and turned wholly gray at the temples. His heavy gray mustache was trimmed short at the upper lip. His eyes were gray.

He might have been either an Irishman or a German, but more likely the former, inasmuch as Germans are prone not to trim their mustaches closely. His hands were those of a man who worked hard, but had got away from the necessity of doing so. One little detail might give a clue to his occupation while alive. The nails are well trimmed aad there is no dirt beneath them. But each nail is framed by a narrow black line along its base and sides. This is almost invariably the case with men who have to handle engines and other machinery. The black comes from the oil drenched cotton, waste and it cannot easily be washed out. This makes it seem likely that the man was a handler of machinery.

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Atlantic's Autumn shall rival its Spring.
Thanksgiving day a Fall Easter.

JOSIAH WHITE & SONS, Owners and Managers.

MAYOR SHOULD BE BOSS—LOW

HE TELLS CHICAGO FOLKS SO AT THEIR CENTENNIAL.

Thinks the Head of a Big City Ought to Be Powerful and Heavy Like a Locomotive, So He Won't Get Stuck or Run Off the Track—Says We're Improving.

CHICAGO, Oct. 1.—Chicago celebrated its centennial to-day with an early settlers' reunion, a formal banquet, at which 350 of the men who are making Chicago's history were guests, and a civic mass meeting, where the Mayor of New York spoke of the future.

When Mayor Low of New York arose at the Auditorium Theatre the Mayors of other cities were on either side of him. Back of him were remnants of the tribes that a little over 100 years ago owned the West. In front of him were 4,000 Chicago citizens.

Sir Thomas Lipton was not at the banquet but with his party occupied one of the upper boxes of the theatre during Mayor Low's speech. The concert given by the Marine Band was not half through when Mayor Harrison, followed by Mayor Low and the chief executives of minor cities, stepped upon the stage.

Mayor Low said he believed a Mayor should be an executive with almost dicatorial power, not one "who follows a people that wants to be led."

In discussing municipal government, Mayor Low said among other things:

Americans organized cities without thought. They sought for security by subdividing power, as though the problems of a city were political and not, rather, administrative, and questions involving large foresight.

Under this system it was found in many places that there was always power enough to do wrong through the combination of bad men. It was seldom found that there was power enough to do good, because it was scattered through too many channels.

And so the tendency sprang up, which continues, to concentrate in the Mayor of a city much greater administrative responsibility than in the old days, and that tendency, I think, has justified itself. It must always be accompanied by corresponding responsibility.

Power, without responsibility, is one of the most dangerous things in the world. The locomotive must have weight, or it will not stay upon the track, but if it do not have power it cannot haul the train. And so the Mayor, as I conceive, ought to have great power of appointment, but he ought to be held to the most absolute personal responsibility.

I have been watching city governments now in my neighborhood for more than thirty years, and it gives me pleasure to say that I think the standard of city government has risen steadily decade by decade.

MORE CORN THAN FIGURED ON.

Gov. Bailey of Kansas Thinks the Yield Will Be 190,000,000 Bushels.

TOPEKA, Kan., Oct. 1.—Gov. Bailey has just finished a tour of the Kansas corn belt and says he feels safe in saying that the corn yield this year will reach 190,000,00 bushels. There will be 50,000,000 bushels more than the grain men are figuring out, he says.

The Seagoers.

Voyagers by the White Star liner Arabic which sails to-day for Liverpool:

G. E. Beers, Mr. and Mrs. H. R. Bishop, Capt. H. Branch, R. Newton Crane, Mr. and Mrs. J. Dalgleish, Duncan Edwards, Herman Ellis, W. Gould, Stenfield Jones, Mr. and Mrs. George King, J. J. C. Minchin, Ralph Oakley, Howard Slade, Ruthven W. Stuart, Whitewright Stuart, Mr. and Mrs. C. H. Silliman, G. W. Ulmann, Miss Wilson, Miss Kate Wilson, Mr. and Mrs. D. Wishart, Mr. and Mrs. Frank Work, Jr., and John C. Work.

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GEO. F. ADAMS, Mgr., Fortress Monroe, Va.

COAL NO HIGHER YET,

But Dealers Are Talking of an Increase in Price—No Reason for It, One Says.

According to Walter F. Blaisdell of Curtis & Blaisdell, the retail price of coal has not yet been raised and may not be for some time. A meeting of coal dealers was held yesterday to consider increasing the price. Some dealers have been sending out circulars that an increase of 25 cents a ton, making the retail price $6.25 a ton, would go into effect yesterday.

"The price is still $6 a ton," said Mr. Blaisdell yesterday, "and it may not be raised just now."

Manager Kinlon of the Communipaw Coal Company, said that coal is generally still $6 a ton at retail and there is no immediate reason for increasing the price.