# DISAGREE ON LAKE ORE PRICES

## OPEN MARKET LIKELY AFTER FRUITLESS CONFERENCES.

**Cut in Lake Ore Probable in Any Case, Though the Larger Producers Oppose a Proposed Reduction of 50 Cents a Ton—Effect on the Steel Market.**

Fifteen representatives of Lake ore producers, who control from 70 to 75 per cent. of the total output of the country, met yesterday in the offices of the United States Steel Corporation to try to agree on prices and allotments for the present season. The meeting lasted from 11 o'clock in the morning until 5 in the afternoon, and adjourned to April 1 without action.

The Lake ore interests have been holding meetings for some little time in an effort to reach an agreement. The last meeting was held in Cleveland last week. Their failure to agree yesterday may mean a rupture in the association and an "open market." There is understood to be a decided difference of opinion, some of the larger producers thinking that there is no need to reduce prices, while other interests favor a cut of at least 50 cents a ton. The decision is of importance to the iron and steel trade, as ore prices rule the other markets.

After yesterday's meeting it was said by a Lake ore producer conversant with conditions that, regardless of the ability of the producers to settle on a line of action, there would probably be a cut in ore prices of from 50 to 65 cents this season. According to this man, such a cut would bring the price of a grade of ore which may be taken as a fair example of the rest from $3, last season's price, to $2.50 at Cleveland this year.

"As it costs about 80 cents a ton to get ore from the mines to a Lake port," he added, "and 70 cents to boat it to Cleveland, the ore has cost the producers $1.50 in carriage at Cleveland. To this must be added 25 cents a ton in royalties, making a total of $1.75 and leaving 75 cents to pay for production and afford profits. Production alone will consume practically 75 cents a ton.

"This means that the Lake ore men will mine this season no more ore than they must to meet requirements. They will mine a certain amount, because the royalty is fixed on a minimum production. When the cut is made it will be found that it has been largely discounted, perhaps entirely discounted, by the decline in pig iron which has been going on for some fifteen months. For this reason a reduction of from 50 to 60 cents a ton in Lake ore will have very little effect on the iron market.

"There has been within the last week or so a steadier tendency in the pig iron market and to-day, for the first time, we were able to hold off customers who wanted to make purchases. This is because surplus stocks have been pretty well consumed and the curtailment in output is beginning to have effect. As soon as prospective buyers feel this steadier tone they will become anxious to buy. The purchase by the Steel Corporation of a large amount of pig iron has had a great deal to do with the stiffening of the market."

### RATE WAR ON THE CUNARD.

**It Will Be Cheap Travelling to the Norseland This Summer.**

It was announced yesterday that the steamships that will be employed by the revived Scandia Line to compete with the Cunard Line for Scandinavian traffic are the North German Lloyd liner Willehad and the Hamburg-American steamship Adria. These ships will sail directly from and to Scandinavian ports. The rate for steerage passengers will be $18, which is several dollars lower than the Cunard rate. The Adria will make her first voyage in April. It is said that the Hamburg-American Line later will make a cut rate from Scandinavian ports, via Hamburg, on its regular ships.

The North German-Lloyd, the Hamburg-American, the Red Star and the Holland-American lines are in the combination against the Cunard. The Scandinavian-America Line, which runs two swift twin-screw ships, the United States and the Hellig Olav, from Scandinavian ports, is not in the combination. A representative of the line said yesterday that he did not know what it would do. It is not unlikely that it will make some arrangement with the combination by which it can carry on business at a profit.

The fight was caused by the Cunard Line entering the Mediterranean service.

### TO HOLD THINGS IN ALASKA.

**Occidental Securities Company Incorporated Here.**

The purpose of the $3,300,000 Occidental Securities Company, which was incorporated in Albany yesterday, was stated by officers of the company at its headquarters, 20 Broad street, in this city, to be the development of railroad, township, mining and steamship enterprises in the Seward Peninsula, Alaska. The officers of the company include W. H. Roe, president; J. N. Huston, J. B. Leake, E. P. Morse and Charles B. Smith, vice-presidents. Mr. Huston was at one time Treasurer of the United States.

The company is a holding company and controls, among other things, the Behring and Consul City Railroad, yet to be built; the North Alaska Steamship Company, comprising the steamship Garrone, which plies on the Fish River; a banking company, which is to be organized with a capital of $25,000, and various mining properties.

### PANAMA CANAL PAYMENT.

**Bankers Here Say the $40,000,000 Will Not Be Shipped to Paris in Gold.**

Banking interests concerned with the payment of the $40,000,000 which this Government is to turn over to the Panama Canal Company for the canal stock said yesterday that the report from Washington that the entire $40,000,000 would be shipped to Paris in gold coin was erroneous. It was added that no exchange had been as yet accumulated on account of this payment, but the intimation was that credit had been established abroad, possibly by a transfer of English and other obligations to Paris, by means of which the payment would be made. The report that none of the canal stock was held in this country was also denied, although the exact amount of stock here could not be learned. It is believed, however, that a good part of the $40,000,000 will be retained in this country.

**Expected Rival to Corn Products Company.**

It was announced yesterday that S. T. Butler of Chicago, a vice-president of the Corn Products Company, had resigned and, it was expected, would start a new company in opposition to the Corn Products Company, which controls the largest share of the glucose and starch industry of the country. It was said that Mr. Butler and President C. H. Mathiessen had failed to agree on certain questions of policy.

The stocks of the company declined abruptly on Friday on a rumor that the dividend would be passed on the common.

**Standard Oil Buys Mexican Company.**

TAMPICO, Mexico, March 7.—It is reported here that the extensive oil fields and refinery of the Mexican Petroleum Company near here have been purchased by the Standard Oil Company. The Mexican Petroleum Company has invested $1,300,000 in the land and improvements in the last two years.

**E. J. Wade Out of St. Louis Transit Co.**

ST. LOUIS, March 7.—President Erastus J. Wade of the Mercantile Trust Company announced to-day his retirement as a director of the St. Louis Transit Company and the United Railway Companies. Mr. Wade adds that his retirement has no significance and that other pressing duties require it.

### GOSSIP OF WALL STREET.

Transactions in the first hour of yesterday's session approximated 132,000 shares. This activity was at the expense of values, losses of from ¼ to 1 per cent. throughout the active list resulting. The bear element had evidently been encouraged by its achievement on Saturday, of wiping out in two hours the gains of a week, to continue the demonstration yesterday morning. Before the opening here the American quarter of the London market had been sold freely on orders from this side, and the arbitrage houses in turn sold the international list briskly on the first hour's decline here. It was estimated at noon that 50,000 shares had been sold since the opening in anticipation of a Northern Securities decision adverse to the merger interests. The most aggressive selling was done in the first half hour, and it converged largely upon Pennsylvania, Baltimore and Ohio, Union Pacific, Southern Pacific, St. Paul and Atchison. The Chicago and Philadelphia wire houses were reported to be contributing generously to its volume. Toward the end of the first hour it began to be realized that all of this various selling had depressed prices without increasing appreciably the floating supply of stocks. By noon prices had recovered to about Saturday's closing quotations, and short covering in the afternoon restored them to approximately the level on which the selling movement began late last week.

Some observers thought the drive at the market in the first half hour was made to assist short covering. The borrowing demand for stocks in the loan department yesterday afternoon reflected, if any change, a reduction of the short interest. The supply of everything was adequate. There developed an inquiry for Chicago and Alton common, which was something new. The stocks in most request were Pennsylvania, St. Paul, Union Pacific, Atchison, Brooklyn Rapid Transit and Baltimore and Ohio. There was also a fairly active demand for Steel preferred and Sugar. The fact that the covering of short contracts rallied prices to the level on which the selling began seemed to support the assertion so often made of late by optimistic observers that the market cannot be put down to stay by short selling alone. Operations for the decline begun last Saturday morning could not have been very profitable, if, indeed, some of the stocks sold in anticipation of an adverse Northern Securities decision were not taken back at a loss. Some of the most prominent buyers yesterday afternoon were the sellers of the forenoon and last Saturday. Gates & Co. were reported to be buying the market in the afternoon, appearing openly in St. Paul and Steel preferred, buying the latter up to 56, and distributing buying orders, it was said, among other brokers

It was reported yesterday afternoon that the Consolidated Exchange crowd had sold the market heavily on the opening through Stock Exchange brokers, its information being that a decision in the Northern Securities case would certainly be forthcoming and that it would be wholly unfavorable to the merger interests. Several prominent Stock Exchange houses had similar information and urged their clients to sell the market. The announcement from Washington shortly after 12 o'clock that there would be no decision caused a spurt in the market that lasted for possibly twenty minutes, prices recovering further on short covering, but dulness soon returned and speculation was stupid for the remainder of the day. Prices closed, however, at or near the highest for the day.

It was the opinion at noon of some of the best floor critics that if expectations of a Northern Securities decision were disappointed the market ought to have a sharp upturn of 2 per cent. or so at the expense of those who had been selling it short on positive information that the decision would be handed down and that it would be unfavorable. Indeed, the general impression at noon was that the market had become heavily oversold, and that if there came no news from Washington to break it the shorts would find it difficult to recover their stocks. The covering movement in the afternoon was not nearly as urgent as many had predicted that it would be.

Erie common declined ¾ per cent. in the forenoon and recovered ¾ per cent. in the afternoon. The trading in it was on rather a small scale. The stock is watched with a good deal of interest owing to the belief in some quarters that something unexpected is likely to happen to Erie before the creation of a new voting trust. There are persons who cannot comprehend why the old voting trust was not continued, and to the explanation that the second 2 per cent. semi-annual dividend on the first preferred stock was paid because it was felt that the stockholders were entitled to it, they made the objection that if an extension of the voting trust were the thing really and solely desired it would have been the more natural course to seek consent of the stockholders prior to the expiration of the old trust, thereby avoiding the complications that have arisen. There is said to be a large short interest in Erie. There is still talk of listing Erie stock along with the voting trust certificates on the exchange, but no steps have been taken. The Stock Exchange authorities will not list the stock unless there is enough of it put into circulation to warrant its being admitted to trading.

That satisfaction of countenance peculiar to the winning speculator which only a little while ago distinguished the Western Wall Street element operating in grain and provisions has largely disappeared, and the faces that formerly showed it forth now look extremely bewildered. It was impossible for everybody to get out at the top.

A man well informed on banking matters, commenting upon the fact that corporations of the best credit have to pay 5 per cent. for money in Wall Street when brokers can borrow it on time at 3½ and 4 per cent., and on call even much cheapr than that, said: "The difference is that these corporations offer their notes, whereas brokers pledge collateral that is always convertible. No matter how good a corporation's credit may be its note for $1,000,000 is not nearly as acceptable to a lender as the collateral that a broker would pledge for the same amount of money. A note for $1,000,000 is a more or less unmanageable security. How would you go about converting it? For a loan of $1,000,000 a broker would pledge, say 2,000 shares of Northwestern, 2,000 shares of St. Paul, 2,000 shares of Delaware and Hudson, 2,000 shares of Illinois Central, and 1,000 shares of Union Pacific, securities for which there is always a market. The broker, moreover, can be called upon to substitute desirable collateral for collateral that for any reason has become undesirable, and also to increase the security by pledging more collateral in the event of a serious decline in prices. It seems to me that the broker's collateral is far preferable as security for a loan to the note of any corporation. If I were a big lender of money it would certainly make a difference of 1 per cent. to me."

Gates & Co. say: "There is evidently a large short interest in Atchison, New York Central, Baltimore and Ohio, Pennsylvania, St. Paul and Union Pacific, and we think these stocks should be purchased on all recessions."

Perhaps the most aggressive selling yesterday morning was that in Pennsylvania and Baltimore and Ohio, the impression being, evidently, that a decision adverse to the Northern Securities merger would be especially bearish on the Pennsylvania stocks. Dick Bros. sold about 4,000, and H. B. Hollins & Co. 2,500 in the early forenoon. Wasserman was also a heavy seller, and was reported at one time to be offering 5,000 shares at 112⅝. Mendham Bros., who sold stock all around the room in the forenoon, were also prominent as sellers of Pennsylvania. Baruch Bros sold the stock freely on the opening. H. Content & Co., Keech, Loew & Co. and Simmons & Slade bought on the decline. On the rally that took place on the announcement that no decision would be handed down at Washington the buying of the stock became somewhat urgent and the price quickly recovered across 113. Currie Bros. were heavy buyers at 112⅝, taking about all of the stock offered at that price. C. I. Hudson & Co. and Harrison & Co. were heavy sellers of B. & O. in the early trading.

Professional sentiment last night was rather negative. Some of the best traders thought the market was in about the same condition as on Friday of last week before the bear element began its operations for the decline. "It's the same on the bear side as on the bull side," said one trader. "You sell them down and then have to bid to get them back, and you buy them up and have to offer them down to get out." It is thought that various pools will take advantage of any bullish sentiment that may develop to resume operations in specialties, but as for the general market, traders declare that they are unable to see anything in it.

### EASTMOND'S NEW VENTURE.

**Brooklyn's ex-Water Register in Mortuary Company of Many Objects.**

Brooklyn politicians are interested in the incorporation papers of the National Mortuary Company which were filed in the County Clerk's office in Brooklyn yesterday. The incorporators are Jules A. Guedon, Aaron H. Eastmond and John E. Eastmond.

All three are members of the Brooklyn Democratic Club. Aaron H. Eastmond was formerly president of that club, but with the two others took a leading part in the reform movement in 1900. John E. Eastmond was then appointed Register in the Bureau of Water Rates at a salary of $4,000. He was dismissed by the present administration and is now fighting in the courts to get his job back.

The objects of the company as set forth show that it wants to "prepare, hold, convey, transfer, transport, inter, cremate or otherwise dispose of dead bodies of human beings, animals, &c., in any way not contrary to law." It also desires to "buy and sell property of every description, to buy and sell real estate, mortgages, leases, to build houses, to furnish and manufacture goods of all descriptions, to acquire the good will of any person or corporation, to apply for, to purchase, sell, acquire trade marks, patents and inventions, to carry on a general express business, to buy, sell, lease and conduct hotels, cafés, boarding houses, apartments, &c.," and to buy and sell stocks and bonds of all descriptions.

### TO ISSUE DEBENTURES.

**New Haven Will Exchange 3 1-2 Per Cent. Securities for Fair Haven Stock.**

NEW HAVEN, Conn., March 7.—President Charles S. Mellen of the New York and New Haven road said this afternoon regarding the recent purchase of the local trolley line and the debentures issued by the road to pay for it that nothing has been done except to arrange to issue 3½ per cent. debentures that are to be exchanged for the Fair Haven and Westville stock. As the authorized capital of the Fair Haven and Westville is $5,000,000 this issue will be just double that amount.

Concerning the Pawtucket terminal proposition the president said:

"The suggestion of a $7,000,000 issue of bonds grows out of the application for an amendment to the charter of the Providence Terminal Company and the contemplated improvements there. There is no occasion to raise any money at present in connection therewith, nor will they be New Haven road bonds when issued."

### COAL CASE ARGUED.

**Interstate Commerce Commission's Appeal From Judge Lacombe's Decision.**

WASHINGTON, March 7.—Arguments were begun in the Supreme Court to-day on the appeal from the decision of Judge Lacombe denying to the Interstate Commerce Commission the right to demand from the anthracite coal roads copies of their contracts with the mine operators and other information with regard to rates on anthracite coal.

The roads have filed motions to dismiss the appeal on the ground that the decision of Judge Lacombe was not a final decree and therefore was not a proper subject for appeal to the Supreme Court. These motions were argued in connection with the merits of the case.

The proceedings arose out of the investigation by the Interstate Commerce Commission of the coal strike of 1902-03, in which the coal roads refused to furnish the commission with information concerning the rates on coal.

**Reorganization of the New York and Pennsylvania Railroad Company.**

ALBANY, March 7.—A certificate of reorganization of the New York and Pennsylvania Railroad Company, sold under foreclosure, was filed to-day with the Secretary of State. The road extends from Canisteo, Steuben county, N. Y., to Singlehouse, Potter county, Pa. The capital stock of the new company, which retains the old name, is $570,000, and the directors are F. O. Cobb and Howard Cobb of Ithaca; Theodore Cobb, William Cobb, William M. Cobb, A. Cobb and C. Cobb of Spring Mills, Allegheny, Pa.; William Kellogg of Greenwood, and H. M. Cook of Hornellsville, N. Y.

### FINANCIAL NOTES.

The stockholders of the International Salt Company, which controls the National Salt Company, the sale of which at foreclosure was recently set aside by the courts, met in Jersey City yesterday. Attorney Mortimer B. Fuller reported that dividends from only one of the three concerns controlled by the International company had been received in 1903. He mentioned the setting aside of the National's sale and added that if it were sold for more than had been originally paid for it the International company would benefit.

The stockholders of the Delaware and Hudson Company approved yesterday the increase of $10,000,000 in the capital stock of the company, $7,000,000 of which will be issued to stockholders at 155 to the extent of 20 per cent. of their present holdings.

The stockholders of the Commercial Cable Company voted yesterday to increase the number of directors from fifteen to eighteen, with a proviso that the directors need not be stockholders.

Gold coin to the amount of $1,250,000 was taken from the Sub-Treasury yesterday in exchange for gold certificates and was shipped to Argentina on the steamship Egyptian Prince.

**Court Calendars This Day.**

Appellate Division—Supreme Court.—Nos. 2, 5, 8, 10, 18, 19, 20, 21, 22, 23, 25, 26, 28, 29, 30.

Supreme Court—Appellate Term.—Appeal from order of City Court—No. 14. Appeals from judgments of City Court—Nos. 9, 10, 11, 12, 14, 15, 20, 25, 27. Appeals from Municipal Court called at 10:30 A. M. Supreme Court—Special Term.—Part I.—Motion calendar called at 10:30 A. M. Part II.—Ex parte matters. Part III.—Clear. Motions. Demurrers—Nos. 421, 422, 427, 436, 443, 450, 406, 416, 236. Preferred causes—Nos. 4598. General calendar—Nos. 3464, 2995, 3290, 3300, 3342, 3503, 3506, 3514, 3535, 3573, 3588, 3593, 3683, 3312, 3756, 1008, 2691, 4065, 4120, 3771, 2721, 2304, 3466, 3411, 3745, 2539, 3524, 4463, 4079, 2922. Part IV.—Case unfinished. Cases from Part III. Part V.—Clear. Cases from Part III. Part VI.—Clear. Elevated Railroad cases. Trial Term—Part II.—Case unfinished. Short causes—12378, 14498, 14342, 14322, 14326, 8153, 14901, 13791, 14230, 14336, 14315. Part III.—Clear. Nos. 5216, 2515, 5487, 5270, 5296, 3964, 5076, 11787, 5178, 5001, 5118, 5137, 5304, 5309, 5315, 5332, 5438, 5447½, 5501, 4811, 11598, 14380, 14385, 14254, 14253, 4620, 4931, 4370, 14502, 5017, 5020, 5022, 5036, 5042, 5054, 5065, 5067, 5075, 5111, 5128, 5135, 5144, 5156, 5171, 5175. Part IV.—Case unfinished. Cases from Part III. Part V.—Case unfinished. Cases from Part III. Part VI.—Case unfinished. Cases from Part III. Part VII.—Case unfinished. Cases from Part III. Part VIII.—Case unfinished. Inquests—Nos. 5465, 5466. Day calendar—Nos. 5451, 5238, 1149, 4095, 4907, 3116, 4168, 5021, 4847, 5089, 5109, 5117, 4386, 13745, 12112, 4677, 4486, 4525, 4128, 13623, 12078, 5280, 5293, 5555, 5845, 5860, 4810, 2122, 5126, 5229, 5231, 5236, 5237, 5240, 5241, 5244, 5261, 5262, 5265, 5274, 5277, 5278, 5287½, 5297, 5323. Part IX.—Adjourned until Monday, March 21, 1904. Part X.—Case unfinished. Cases from Part VIII. Part XI.—Adjourned until Monday, March 21, 1904. Part XII.—Case unfinished. Cases from Part VIII. Part XIII.—Clear. Cases from Part VIII.

Surrogates' Court—Chambers.—Motion calendar called at 10:30 A. M. For probate—Wills of Henry Frey, Francis H. Coyle, Louis Levy, Therese Bock, at 10:30 A. M. Trial calendar—No. 1.

City Court—Special Term.—Court opens at 10 A. M. Motions. Trial Term.—Court opens at 10 A. M. Motions. Trial Term.—Case unfinished. Nos. 2429, 6404¼, 788, 796, 6868¼, 1627¼, 2435, 1295, 2455, 2443, 1545, 549, 6935½, 4230, 907, 2481, 4634, 7017¼, 1918, 4053, 4053, 947, 1072, 458, 7063¼, 905, 7121½, 1221, 1535, 1361. Part II.—Case unfinished. Nos. 2207, 2161, 858, 5077, 2179, 2193, 2189¼, 1064, 1421, 2167, 2170, 1159. Part III.—Calendar. Nos. 2364, 2319, 2418, 1764, 2403, 2324, 2350, 2407, 2382, 2383, 2411, 1349, 1437, 2001¼, 2107¼, 1969, 1563, 2414, 2375, 1258, 2327, 2334, 2360, 2436, 2441, 2357, 2424, 1896, 2374, 2376. Part IV.—Clear. Short calendar. Nos. 6076, 5820, 6870, 7151, 6957, 7003, 6858, 4895, 6975, 7137, 7124, 7145, 7200, 7129, 6914, 6342. Part V.—Clear. Nos. 2513, 2478½, 2477, 2471, 2483, 2484, 2487, 2489, 2142, 2573, 2524, 2466, 2493, 2289, 2566, 2561, 2567, 2569, 2570, 2571, 2571½, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581.

### STOLE $10,000 FROM D., L. & W.

**Secor Says He Lent It to Other Clerks to Lose in Wall Street—In Jail.**

George H. Secor, for fifteen years up to Jan. 8 last cashier of the Delaware, Lackawanna and Western office at the Produce Exchange, and whose accounts, it is alleged, are $10,166 short, appeared yesterday in the General Sessions to answer an indictment for grand larceny in the second degree. The complainant was Charles P. Phyfe, a clerk in the office at the Produce Exchange. He said that on Jan. 7 he gave Secor $79.93 and that the next morning Secor sent him with some checks to a bank. Upon his return both Secor and the $79 were missing. Experts who were then at work on Secor's books, reported the $10,000 shortage, as an affidavit by the auditor sets forth.

Secor, who lived in good style at 243 West Ninety-eighth street with his family, went to Mexico, where he worked for a time in the mines. His return was voluntary. He reached New York on Saturday, and after conferring with his lawyer surrendered himself. He was committed to the Tombs and his bail was fixed at $1,000. It is said that he will plead guilty.

Secor, who is 51 years old, says that he began to be short in his accounts two years ago and that he never personally profited by any of the missing money. Employees in the office, he says, began borrowing money, and when he found himself some $2,000 or $3,000 out he went to them to collect, but was met with the answer that they had lost the money speculating in Wall Street and would need more to make good. He let them have the money and it went the way of the rest.

Secor handled large sums, as big freight bills are paid in that office. He was bonded by the American Surety Company, which made good to the railroad company the amount of the shortage.

### BRONX TO BATTERY, ONE FARE.

**Mayor McClellan Favors a New Policy Toward Transportation Companies.**

Mayor McClellan said yesterday that he would favor the insertion of a clause in future street railway franchises compelling companies known to have joint interests to give transfers between their systems. Residents of The Bronx have frequently sought to enforce the giving of transfers between the Metropolitan and Union lines, both of which are controlled by a holding company. The Mayor believes that they should do this. The Union company has applied for a franchise to cross most of the bridges over the Harlem. If the Mayor's suggestion is adopted the franchise will be granted only on condition that passengers are carried from The Bronx to Manhattan for one fare.

### MARINE INTELLIGENCE.

MINIATURE ALMANAC—THIS DAY.

Sun rises. ....6:25 | Sun sets. ....5:59 | Moon rises. ....12:25

HIGH WATER—THIS DAY.

Sandy Hook..12:20 | Gov. Isl'd....12:52 | Hell Gate.... 2:45

**Arrived**—MONDAY, March 7.

Ss Aurania, Naples, Feb. 24.
Ss Hellig Olav, Copenhagen, Feb. 24.
Ss Niagara, Tampico, Feb. 25.
Ss Fontabelle, Surinam, Feb. 21.
Ss Comus, New Orleans, March 2.
Ss City of Macon, Savannah, March 4.
Ss Jamestown, Norfolk, March 6.
Ss Bluefields, Baltimore, March 5.
Bark Boylston, Turk's Island, Feb. 22.
Bark Savoia, Nuevitas, Feb. 17.

ARRIVED OUT.

Ss Philadelphia, from New York at Southampton.

SAILED FROM FOREIGN PORTS.

Ss Bluecher, from Cherbourg for New York.

OUTGOING STEAMSHIPS.

| *Sail To-day.* | Mails Close. | Vessels Sail. |
|---|---|---|
| Rotterdam, Rotterdam | 7 30 A M | 10 00 A M |
| Lucania, Liverpool | 9 30 A M | 1 00 P M |
| Santurce, Porto Rico | 9 00 A M | 12 00 M |
| Silvia, Newfoundland | 9 30 A M | 12 00 M |
| Monroe, Norfolk | | 3 00 P M |
| Arapahoe, Charleston | | 3 00 P M |
| Kansas City, Savannah | | 3 00 P M |
| St. Andrew, Antwerp | | |
| *Sail To-morrow.* | | |
| Oceanic, Liverpool | 8 30 A M | 12 00 M |
| Pretoria, Bermuda | 8 00 A M | 10 00 A M |
| Julia, Nassau | 12 00 M | 3 00 P M |
| Jefferson, Norfolk | | 3 00 P M |
| Comus, New Orleans | | 12 00 M |
| Colorado, Galveston | | 3 00 P M |
| *Sail Thursday, March 10.* | | |
| La Lorraine, Havre | 7 00 A M | 10 00 A M |
| Vincenzo Florio, Naples | 8 30 A M | 11 00 A M |
| Esperanza, Havana | 8 00 A M | 11 00 A M |
| Talisman, Guadeloupe | 12 00 M | 3 00 P M |
| Santiago, Tampico | 12 00 M | 3 00 P M |
| Korona, St. Thomas | 12 30 P M | 3 00 P M |
| Caslida, Argentina | 1 00 P M | 3 00 P M |
| Jamestown, Norfolk | | 3 00 P M |
| El Mar, Galveston | | 3 00 P M |

INCOMING STEAMSHIPS.

| *Due To-day.* | | |
|---|---|---|
| Londesborough | Sunderland | Feb. 12 |
| Llandaf City | Swansea | Feb. 18 |
| El Paso | Galveston | March 1 |
| Denver | Galveston | March 2 |
| Kaiser Wilhelm II. | Bremen | March 7 |
| Vaderland | Antwerp | Feb. 27 |
| Mexico | Havana | March 5 |
| City of Washington | Colon | March 1 |
| Zulia | La Guayra | March 1 |
| Bockman | Brunswick | March 5 |
| *Due To-morrow.* | | |
| Bremen | Bremen | Feb. 27 |
| Koenigin Luise | Genoa | Feb. 21 |
| City of Augusta | Savannah | March 7 |
| El Rio | Galveston | March 3 |
| Rio Grande | Brunswick | March 6 |
| *Due Thursday, March 10.* | | |
| Graf Waldersee | Hamburg | Feb. 27 |
| British Empire | Antwerp | Feb. 27 |
| Lombardia | Naples | Feb. 24 |
| El Monte | New Orleans | March 5 |
| *Due Friday, March 11.* | | |
| Celtic | Liverpool | March 2 |
| Idaho | Hull | Feb. 27 |
| El Norte | New Orleans | March 6 |
| El Sud | Galveston | March 5 |
| *Due Saturday, March 12.* | | |
| St. Paul | Southampton | March 5 |
| Umbria | Liverpool | March 5 |
| Neustria | Naples | Feb. 24 |
| Nacoochee | Savannah | March 9 |
| Alamo | Galveston | March 5 |

### PROPOSALS.

PROPOSALS FOR MILITARY SUPPLIES:—Phila. Depot, Q. M. Dep't, 1428 Arch Street, Phila., Pa., Feb. 18th, 1904.—Sealed proposals, in triplicate, will be received here until one (1) o'clock P. M., Thursday, March 10th, 1904, for delivery at either the Philadelphia, Boston, Chicago or San Francisco Depots of the Quartermaster's Department, of Wool Blankets, Linen Collars, Canton Flannel Drawers, Berlin Gloves, Horsehide Gloves, Campaign Hats, Hat Cords, Leggins, Russet Shoes, Wool Undershirts, Cotton Undershirts, Corn Brooms, Scrubbing Brushes, Barrack Chairs, Telescope Cases, Khaki Duck, Tent Poles, Tripods and Pins. Bidders are requested to examine carefully the standard samples and specifications, so that proposals may be submitted with a full knowledge of the requirements. An absolute compliance with the standards and specifications will be insisted upon in the inspection of goods. Proposals for less quantities than those advertised for will be considered, but bids for delivery at other points than those designated will not be entertained. UNGUARANTEED BIDS and bids based upon samples differing from standards will not be entertained. The articles advertised for are the same as those for which bids are to be opened at other depots. Early deliveries are essential and bidders must state rate at which they will make deliveries in case contract is awarded to them. Government reserves the right to reject or accept any or all proposals or any part thereof. Preference will be given to articles of domestic production or manufacture, conditions of quality and price (including in the price of foreign production or manufacture the duty being equal). A GUARANTEE in 10 per cent. of the value of the articles proposed for must accompany all proposals. Blanks for proposals and all information will be furnished upon application. Envelopes containing proposals to be endorsed "Proposals for Military Supplies," to be opened Thursday, March 10th, 1904," and addressed to Colonel JAMES M. MARSHALL, Asst. Quartermaster-General, U. S. A., Depot Quartermaster.

AQUEDUCT COMMISSIONERS' OFFICE, Room No. 207 Stewart building, No. 280 Broadway. New York, March 1, 1904.

TO CONTRACTORS.

Bids or proposals for doing the work and furnishing the materials called for in the approved form of contract now on file in the office of the Aqueduct Commissioners for constructing a highway or road near the Titicus Reservoir, in the Town of North Salem, Westchester County, New York, will be received at this office until 12 o'clock noon on Tuesday, March 22, 1904. They will be publicly opened by the Aqueduct Commissioners as soon thereafter as possible, and the award of the contract for doing said work and furnishing the materials required will be made by said Commissioners as soon thereafter as practicable.

Blank forms of said approved contract and the specifications for the work, 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.

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

WEST POINT, N. Y., MARCH 7, 1904. Sealed proposals, in triplicate, for furnishing Fuel, during year ending June 30, 1905, will be received here until 12 M., April 7, 1904. Information furnished upon application. U. S. reserves right to reject or accept any or all bids or any part thereof. Envelopes containing proposals should be endorsed "Proposals for Fuel," addressed Q. M., U. S. A.


RAILROADS.

**Pennsylvania RAILROAD.**

STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DESBROSSES AND CORTLAND STREETS.

☞ The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station, except where otherwise noted.

7:55 A. M. FAST MAIL.—Parlor, Sleeping and Dining Cars. For Chicago, Indianapolis and Louisville.
9:35 A. M. ST. LOUIS LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Cars. Cincinnati, Indianapolis, St. Louis. Dining Car.
10:25 A. M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Compartment Cars. For Chicago, Cleveland, Toledo, and Detroit.
1:55 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.
4:55 P. M. CHICAGO LIMITED.—Pullman Sleeping, Smoking, and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.
5:55 P. M. ST. LOUIS EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, Louisville, For St. Louis. Dining Car. For Gary, W. Va. (via Shenandoah Valley Route).
5:55 P. M. WESTERN EXPRESS.—For Chicago. For Toledo, except Saturday. Dining Car.
7:55 P. M. PACIFIC EXPRESS.—For Pittsburg, Toledo, and Chicago. For Knoxville, daily, via Shenandoah Valley Route. Connects for Cleveland, except Saturday.
8:25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg, Cleveland, Cincinnati, Indianapolis, and St. Louis.
9:55 P. M. PITTSBURG SPECIAL.—Daily for Pittsburg. Dining Car.

WASHINGTON AND THE SOUTH.

7:55, 8:25, *9:25, *10:10 (Desbrosses and Cortlandt Streets 10:20), *10:35 a. m., *12:55, 2:10 (Desbrosses and Cortlandt Streets 2:20), (3:25 "Congressional Limited," all parlor and Dining Cars), *3:25, *4:25, *4:55 (Desbrosses and Cortlandt Streets 5:10), 9:25 p. m., 12:10 night. Sunday, 8:25, *9:25, *10:55 a. m., *12:55 (3:25 "Congressional Limited," all Parlor and Dining Cars), *3:25, *4:25, *4:55 (Desbrosses and Cortlandt Streets 5:15), 9:25 p. m., 12:10 night.

SOUTHERN RAILWAY.—Express, 12:55, 3:25, 4:25 p. m., 12:10 night daily. "Southern's Palm Limited," *12:40 p. m. week days.

ATLANTIC COAST LINE.—Express, 9:25 a. m. and 9:25 p. m. daily. "New York and Florida Special," 2:10 p. m. week-days.

SEABOARD AIR LINE RAILWAY.—Express 12:55 p. m. and 12:10 night daily. "Seaboard Florida Limited," 12:55 p. m. daily.

NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 p. m. daily.

CHESAPEAKE & OHIO RAILWAY.—7:55 a. m. week-days and 4:55 p. m. daily.

FOR OLD POINT COMFORT AND NORFOLK.—7:55 a. m. week-days and 8:25 p. m. daily.

ATLANTIC CITY.—9:35 a. m. and 2:55 p. m. week-days. Sundays, 7:55 a. m. Through Vestibuled Trains. Buffet Parlor Cars and Standard Coaches on week-days. Parlor Smoking Car. Parlor Cars. Dining Car and Standard Coaches on Sundays.

CAPE MAY.—12:55 p. m. week-days.

LONG BRANCH, ASBURY PARK.—(Interlaken) Sundays, via Ocean Grove and Point Pleasant (From West Twenty-third Street Station), 8:55 a. m., 12:25, 3:25, 4:55 p. m., and 12:10 night week-days. Sundays, 12:10, 9:25 a. m., and 4:55 p. m. From Desbrosses and Cortlandt Streets, 9:00 a. m., 12:30, 3:40, 5:10 p. m., and 12:15 night week-days. Sundays, 12:15, 9:45 a. m., 5:00 p. m.

FOR PHILADELPHIA.

6:05, 7:25, *7:55, 8:25, 8:55, *9:25, (9:55 St. Louis Limited), *10:10 (Desbrosses and Cortlandt streets, 10:20), *10:25 (Penna. Limited), *10:55, 11:55 a. m., *12:55, 1:55, 2:10 (Desbrosses and Cortlandt streets 2:20), 2:55, *3:25, 3:55, 4:25, *4:25, *4:55 (*4:55 Chicago Limited for North Philadelphia only), *5:55, 6:55, 7:55, 8:25, 9:25, (9:55 for North Philadelphia only), p. m., 12:10 night week days. Sundays, 6:05, *7:55, 8:25, *9:25, *9:55 St. Louis Limited), 9:55, *10:25 Penna. Limited), *10:55 a. m., *12:55, 1:55, *3:25, 3:55, *4:25, *4:55 (Chicago Limited for North Philadelphia only), *4:55, *5:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only) p. m., 12:10 night.

*Dining Car.

Ticket offices: Nos. 461, 1354, 113 and 261 Broadway, 182 Fifth Avenue (below 23d st); 263 Fifth avenue (corner 29th st); 1 Astor House and stations named above; Brooklyn, 4 Court street, 860 Fulton street, 366 Broadway and Pennsylvania Annex Station. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

Telephone "543 Chelsea" for Pennsylvania Railroad Cab Service.

W. W. ATTERBURY, General Manager. J. R. WOOD, Pass'r Traffic Manager.

GEO. W. BOYD, General Passenger Agent.

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**S. S. Deutschland**

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Pretoria, Mar. 12, 2 PM | Pennsylv'a, Apr. 2, 6:30 AM
Waldersee, Mar. 19, 6 AM | *Deutschl'd, Apr. 7, 11 AM
†*Bluecher, Mar. 24, 10 AM | Patricia, Apr. 9, 12:30 PM
†*Moltke, Mar. 31, 10 AM | Belgravia, Apr. 16, 4 PM

*Grill Room and †Gymnasium on board.

**Mediterranean Service.**

New York—Naples—Genoa. By superb New Twin Screw Steamers. Cabin, $55, $60, $75, Upward, According to Steamer.

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The newly equipped S. S. SARNIA, Leaves N. Y. Mar. 12, 1904. Offering excellent accommodations. Next Sailing M