RECEIVERS FOR AM. COTTON.

ROUND BALE TRUST IS UNABLE TO PAY ITS DEBTS.

Legal Proceedings Against Constituent Companies Forestalled by Chancellor Magie's Action—Reorganization Committee Approves the Receivership.

TRENTON, N. J., Sept. 7.—Chancellor Magie signed an order this afternoon adjudging the American Cotton Company insolvent and appointing as receivers Charles E. Kimball of Summit, N. J., and William G. Lansing of Taunton, Mass. The bond of the receivers is fixed at $200,000.

The application was made by Richard V. Lindabury, representing Frederick Y. Robertson of New York, who is vice-president and treasurer of the company. The receivers were named without notice to either creditors or stockholders, who, however, may apply to the Chancellor on Oct. 4 next to set aside the order.

The petition states that the debts of the company, exclusive of bonded indebtedness of $2,000,000, amount to $1,327,706.77. On Oct. 1 $50,000 interest on the bonded indebtedness will be due, and Mr. Robertson expresses the belief that the obligation cannot be met. A demand for the payment of the entire $2,000,000 would follow. Five suits brought by creditors holding matured obligations are pending, and in four of these suits judgments aggregating more than $25,000 will be entered within a few days. Mr. Robertson declares that the company is absolutely without funds to meet any of these obligations.

The American Cotton Company was organized in 1896 and has a capital stock of $7,000,000. It has been engaged in buying, ginning and cleaning seed cotton, baling, selling, shipping and warehousing cotton and manufacturing machinery for baling cotton.

The company owns all the stock, except the qualifying shares of the directors, of the following companies: American Foundry and Machinery, Arkansas Cotton Products, Texas Cotton Products, Oklahoma Cotton Products, Indian Territory Cotton Products, Mississippi Cotton Products, Tennessee Cotton Products, Alabama Cotton Products, Georgia Cotton Products and Louisiana Cotton Products.

The bill of complaint explains in considerable detail the business operations of the company and asserts that with sufficient working capital it will prove a most valuable venture, provided its varied interests can be kept intact as a single trust.

Each of the constituent companies is engaged in the cotton business in the State indicated by its name. Each buys cotton from planters for cash, the funds being furnished by the American Cotton Company, and bales it in round bales, the machinery for which is purchased from the American Foundry and Machinery Company of Chicago. The constituent companies give their notes, generally indorsed by the American Cotton Company, which sells the baled product to the spinner.

It is explained by the bill of complaint that out of the proceeds of the sale, or from moneys borrowed on the cotton with documents of title attached, funds have been provided to pay the notes, the companies making a profit on the ginning and baling of the cotton and the American Cotton Company making its own profit on the sales under agreements with the subsidiary companies.

In this way, the bill says, the company has handled about 600,000 bales of cotton and 50,000 tons of seed in a season. In Alabama, Arkansas, Georgia, Louisiana, Mississippi, Tennessee, Texas, Indian Territory and Oklahoma there are eighty-three plants owned and operated by the various companies and seventy-eight additional plants which are operated under ginning agreements, besides 128 other plants operated under leases. Every important centre at which cotton may be advantageously purchased from the planters is covered by the operations of the various companies.

The main object for which the company is said to have been organized was the introduction of the round lap bale in place of the old fashioned square bale. After years of effort and the expenditure of large sums of money, Mr. Robertson says that the company has not only established itself in the cotton growing districts of the South, but has secured a market for its product in the round bale among the cotton spinners of New England and Europe. Mr. Robertson's bill then says:

The company has always been hampered by lack of sufficient capital, and for this reason and because it had to overcome the prejudice of the cotton planters, the cotton dealer and the cotton spinners who were accustomed to the square bale—also because the square bale is at present the only form of cotton bale dealt in on the exchanges of the world—it has not been able in the past to do the volume of business that it is prepared to do. As a consequence the business of the company has heretofore been conducted at a loss, although resulting in the establishment of the round lap bale and the organization of a recognized business.

Unless the court will deal with the properties of the company as a single trust fund and take it into judicial custody for the protection of every interest, individual creditors will assert their remedies in different courts in the several States, and a race of diligence will result. Demands will be made to secure attachments, judgments, priorities and levies, which will prevent the company from being able to continue its business and to pay its liabilities to its creditors. Under these circumstances the interference of a court of equity for the protection of the rights of all the creditors and stockholders is imperatively required, and especially the timely appointment of receivers to take charge of and preserve the property of the corporation until the final decree of the court.

Annexed to the bill is a statement of its financial condition on Aug. 31, showing the following assets: Cash in hands of employees, $11,542; accounts and railroad claims, $30,432; notes receivable, $14,889; cotton exchange memberships, $8,060; cotton on hand and on consignment, $283,616; office furniture and fixtures, $21,432. The company's equity in the cotton on hand and on consignment is said not to exceed $50,000, the entire amount being pledged for indebtedness.

The only other assets, Mr. Robertson says, consist of patents and stocks of other companies. These he values at several million dollars, but says that they are all pledged to the Central Trust Company of New York as trustee to secure the company's outstanding indebtedness of $2,000,000.

William Nelson Cromwell, counsel for the reorganization committee of the American Cotton Company, said yesterday:

The committee considers the receivership to be in the best interests of all creditors and stockholders, as it prevents preferences by legal proceedings and will tend to conserve the valuable good will and business organization established at large cost, which would be destroyed by dismemberment of the system. The committee now holds more than a majority of all the bonds and more than a majority of all the notes and other obligations of the American Cotton Company and subsidiary companies, so that, with general cooperation, the best results can be secured.

$1,500,000 Going to San Francisco.

WASHINGTON, Sept. 7.—The Treasury Department has been notified that $1,500,000 will be deposited at the New York Sub-Treasury to-morrow for payment at San Francisco, and that $500,000, the proceeds of Japanese yen, will be deposited at San Francisco, on Sept. 10 for payment at New York. New gold to the amount of $197,000 was deposited at the San Francisco mint to-day against a transfer order on New York.

Norfolk and Western R. R.'s Report.

The annual report of the Norfolk and Western Railroad shows gross earnings of $22,800,991, an increase of $1,640,316 as compared with 1903, and total expenses of $2,516,300. The company spent for construction and betterments $5,326,151.

GOSSIP OF WALL STREET.

A heavy selling movement, originating apparently in quarters whence the market had previously derived its principal support, started immediately after the opening yesterday, and continued until about midday. Transactions in the first hour exceeded 320,000 shares, as compared with a volume of approximately 250,000 in the first hour of the preceding session. The initial quotations were ⅛ to ½ per cent. higher than Tuesday's closing prices. The highest opening was made in St. Paul, the first transaction in which was at 158, the stock having closed on Tuesday at 157½. The highest average of prices was made in the first few minutes of trading. During the remainder of the day the greatest activity was on price recessions, this being the case for the first time in several weeks. Following an optimistic interview from E. H. Harriman, printed after the close of the stock market on Tuesday, the heaviest selling yesterday forenoon converged upon Southern Pacific and Union Pacific. It was estimated by a specialist in Southern Pacific that no less than 40,000 shares of long holdings in that stock came upon the market in the first two hours of trading. Prominent among the sellers were Clark, Dodge & Co., Simmonds & Slade, Day & Heaton and H. N. Whitney & Sons. It was reported from the floor in the first hour that an unlimited amount of the stock was wanted at 58⅝. The price subsequently declined to 57⅜. The selling of Union Pacific was not so heavy, but it corresponded in general respects to the selling of Southern Pacific, and a good deal of both was thought to be of common origin.

As prices receded on a large volume of general transactions brokers got very busy putting stop loss orders under the market to protect profits that had already been made. The reaction did not go far enough to bring stop loss orders into play to any great extent.

Many who have not believed in the last four or five points of the advance, and who, therefore, have held non-committal views for a fortnight or more, said after the close yesterday that if the market should start up again, after the distribution of stocks that had taken place, since Tuesday morning, especially in the forenoon yesterday, and reach a level ever so little higher than that on which this distribution has been made, the conclusion will be almost irresistible that the big bull forces are prepared to carry the movement further.

Yesterday's distribution of stocks was on a scale but slightly, if any, larger than the distribution that was made at least once before on this advance, and those who thought that the distribution that took place in the forenoon of Monday, Aug. 15, was final were disappointed. There was nothing to show that the distribution made yesterday was final. The pessimistic observer is not easily impressed with the capacity of a market for taking stocks, for he has the argument that a market always takes stocks well at the top. The way in which yesterday's market took stocks was nevertheless impressive. At midday, after the selling movement referred to had subsided, Steel preferred was ½ per cent. higher than Tuesday's closing price; St. Paul was ¼ higher; Baltimore & Ohio, ¼ higher; Missouri Pacific ¼ higher; Atchison, ⅛ higher, and Union Pacific, ¼ lower. The most severe decline shown at that hour was Southern Pacific's 1 per cent. The net declines shown in the principal stocks at the close of the market were fractional, except in Union Pacific, which closed at a net loss of 1 per cent., and Southern Pacific, which showed a net decline of 1⅛ per cent.

One of the rumors on the Stock Exchange explanatory of the selling was that George Gould had sold during the forenoon 15,000 shares of Southern Pacific, 10,000 shares of Union Pacific and smaller amounts of other stocks, including some Missouri Pacific. What authority anybody had for starting this report was not divulged. Persons who would be likely to know if there had been any such heavy selling for Mr. Gould's account discredited the rumor. It is said, however, that neither the Goulds nor the financial interests with which they are directly associated have participated to any extend in operations for the advance. The impression is that they hold conservative views on the market. The way in which Missouri Pacific has lagged behind the market would seem to confirm this impression.

The friends of Missouri Pacific who have been trying to bull the stock into line with the rest of the market expected that when Mr. Gould got back from Europe they would get some assistance from him, but so far they have been disappointed.

"People may believe in stocks and still sell them," said a puzzled critic of the market yesterday. "If they didn't believe in them themselves they ought not to sell them. All honest merchants should believe in their goods."

There was but a slightly increased borrowing demand for stocks in the loan department yesterday afternoon. The short interest evidently had not been much increased during the day's trading. Foreign houses were the principal borrowers of the international stocks. There was a much better demand for Steel preferred.

The private advices that are being received from the Southwest on corn are not satisfactory. Some of them are so unsatisfactory as to cause uneasiness. Wall Street has been counting heavily upon a big corn crop. Estimates of a much smaller crop than has been expected are likely to be made before the end of this week. They will come, if at all, from a source which will at least cause them to attract attention in Wall Street.

General sentiment at the close of business on Tuesday was more bullish than perhaps at any previous period of the advance, and speculative optimism was further increased before the resumption of business yesterday by the Harriman interview and the Vermont election. There was a considerable accumulation of buying orders for the opening. The general commission business transacted in the first hour was the most satisfactory that had appeared in the market for several weeks. As on at least one previous occasion, the appearance of an increased buying demand from outside sources was met with a very liberal supply of stocks. There was evidently a disposition on the part of important speculative interests which had been bulling the market to take profits on the same good news that encouraged the outside buying.

It was noticeable after the close yesterday that the speculative houses which had been prominent on the bull side of the market were still very confident. Many of them had sold freely in the forenoon, but their selling represented profit taking principally, and the ease with which the stocks were disposed of encouraged fresh buying for speculative account in the afternoon. There was a general shifting, however, from the stocks in which the realizing had been done to other stocks. A house that has been bulling the general market for some time took profits freely in the railroad list yesterday and increased its holdings of Brooklyn Rapid Transit.

The market showed very little rallying power in the late trading. On the part of the leading professionals there was a disposition to await developments. On the Stock Exchange, if not outside, the impression that a lot of stocks had been put on the market by the principal bull factors restrained independent operations. The prevailing opinion seemed to be that this selling was merely an incident of the advance, a perfectly natural profit taking movement, but a feeling of hesitation very naturally resulted from it.

The Western element was active yesterday on both sides of the market, and it would be difficult to say whether, on the whole, stocks were bought or sold on balance for its account. The Gates contingent was understood to have sold out some pretty big lines, especially in the Harriman stocks, but this selling was partially offset by other Western buying.

Steel preferred, which in Tuesday's market had been a laggard, offered greater resistance yesterday to the reactionary tendency of the general list than some other stocks. Its advance at midday to a point higher than any previously reached on this movement helped to strengthen the entire market.

NEWEST FLYER TO BOSTON.

Luxurious and Comfortable, Without Being Ornate—A Five-Hour Train.

The New York, New Haven & Hartford put in operation yesterday two new trains to run between this city and Boston, leaving at 5 o'clock each way. The trains are each known as the Merchants' Limited. They cover the distance between New York and Boston in five hours.

The two trains have been built at a cost of $200,000 and they are the very latest examples of the art of the railroad car builders. One train had a trial trip yesterday carrying a party of railroad and newspaper men to Botsford, Conn., and back.

Each train consists of a combination baggage and smoking car, three parlor cars, combination buffet, stateroom and observation car and a dining car. Each train is lighted throughout by electricity supplied from the baggage car, by a dynamo which is novel in that it is run by steam from the engine and supplies both a direct and alternating current, one lighting the train and the other charging storage batteries for use when the engine is uncoupled. The dynamo also furnishes power to operate electric fans throughout the train.

In style the new trains are a departure from the old highly ornate car interiors. Their decorations are extremely simple. The parlor cars are of Colonial design and are of vermilion wood rubbed to a dull finish, carved and inlaid. In the dining car the windows are high enough to prevent outsiders having a view of the tables. Over each table is a candelabrum, and recessed into the panels are lamps of beautiful design.

All useless mouldings and carvings have been discarded, making the cars seem more roomy. The trains are to have maids to attend the women passengers and everything is to be done to contribute to the comfort of passengers.

The locomotives which are to haul the trains are of the American 8-wheel type and have four 6 feet 6 inches driving wheels. The new service will supply three five-hour trains a day to Boston from this city.

PLAN TO END THE VOTING TRUST

Ontario and Western Directors Are Considering One. President Fowler Says.

The report of the New York, Ontario and Western Railway Company for last year shows that $1,031,931 have been spent in constructing a second track. The policy of the management is to use surplus earnings for double tracking the road throughout. The decrease in net earnings for the year amounted to $39,885. President Fowler says that $1,400,000 is needed for the construction of the remaining fifty-five miles of second track.

About the possibility of dissolving the voting trust, for which a committee of stockholders is suing, Mr. Fowler has this to say:

The board of directors is now considering a financial plan for creating new resources, supplemental to those at the company's command, in order to provide for the present and future requirements of the company. The plan, when finally formulated by the board, will be submitted to the stockholders at a special meeting to be called as soon after the annual meeting as practicable. Should the shareholders, at the special meeting referred to, approve the plan submitted to them, the company will then be in position to complete for completing the work now under way and making improvements and additions to the property and extensions of existing lines in the future, as occasion arises, and to reimburse the net revenue account to such an extent as will warrant the payment of a dividend upon the common stock, so terminating the right of the preferred stock to elect eight of the thirteen directors.

CUT BY INDEPENDENTS.

Billet Prices Down to $19, the Pittsburg Steel Company Follows Suit.

Reductions in the price of steel products continued yesterday. The manufacturers of steel billets announced a cut of $4 a ton, from $23 to $19. This newest reduction, as well as those made in the price of plates and structural parts, is regarded as a victory for the United States Steel Corporation, which advocated the cut; $19 being the cost at which the billets obtained by the Pittsburg Steel Company in its contract with the Republic Iron and Steel Company worked out.

The Lackawanna Steel Company announced yesterday that hereafter it will cooperate with the other steel associations in fixing prices. This is believed to mean that a satisfactory understanding has been reached by the Steel Corporation, Jones & Laughlin and the Lackawanna company, and that there will be no open market.

The *Iron Age* yesterday said:

Monthly blast furnace statistics make a very encouraging showing. The productive capacity during the month of August increased from 246,000 to 292,000 tons for a day. By far the greater part of this increase is due to the resumption, notably in the central West, of work on the part of the steel companies, which is a clear indication that the demand for steel itself has largely increased. This movement is still under way.

MARINE INTELLIGENCE.

MINIATURE ALMANAC—THIS DAY.

Sun rises.....5:32 | Sun sets.....6:23 | Moon rises...3:57

HIGH WATER—THIS DAY.

Sandy Hook . 5:56 | Gov. I'd.....6:28 | Hell Gate.....8:21

Arrived—WEDNESDAY, Sept. 7.

Ss Majestic, Liverpool, Aug. 31.
Ss Pennsylvania, Hamburg, Aug. 27.
Ss Willehad, Stettin, Aug. 24.
Ss Dunbar, Sourabaya, July 7.
Ss Pilar de Larrinaga, Rio Janeiro, Aug. 17.
Ss Denver, Galveston, Aug. 31.
Ss Sabine, Mobile, Aug. 29.
Ss Monican, Philadelphia, Sept. 6.
Ss Algonquin, Jacksonville, Sept. 4.
Ss Jefferson, Norfolk, Sept. 6.
Ss Old Dominion, Boston, Sept. 6.
Ss Bluefields, Baltimore, Sept. 5.
Ss Benefactor, Philadelphia, Sept. 6.

ARRIVED OUT.

Ss Teutonic, from New York at Queenstown.
Ss Deutschland, from New York at Cherbourg.

SAILED FROM FOREIGN PORTS.

Ss Kronprinz Wilhelm, from Cherbourg for New York.
Ss Oceanic, from Liverpool for New York.
Ss Aurania, from Queenstown for New York.

OUTGOING STEAMSHIPS.

	Mails Close.	Vessels Sail.
Sail To-day.		
La Savoie, Havre	7:00 A M	10:00 A M
Bremen, Bremen	.....	10:00 A M
Santiago, Tampico	12:00 M	3:00 P M
Seneca, Havana	8:00 A M	11:00 A M
El Mar, Galveston	.....	3:00 P M
Jefferson, Norfolk	.....	3:00 P M
City of Macon, Sav'ah	.....	3:00 P M
Sail To-morrow.		
Daggry, Campeche	12:00 M	
Chattahoochee, Savannah	.....	3:00 P M
Princess Anne, Norfolk	.....	3:00 P M
Comal, Brunswick	.....	3:00 P M
Algonquin, Charleston	.....	3:00 P M
Sail Saturday, Sept. 10.		
Lucania, Liverpool	2:30 A M	6:00 A M
Philadelphia, Southampton	6:00 A M	9:30 A M
Zeeland, Antwerp	8:30 A M	10:30 A M
Hohenzollern, Naples	8:30 A M	11:00 A M
Furnessia, Glasgow	9:30 A M	12:00 M
Minneapolis, London	.....	3:00 P M
Belgravia, Hamburg	.....	3:00 P M
Mexico, Havana	10:00 A M	1:00 P M
Fontabelle, St. Thomas	9:30 A M	12:00 M
Afghan Prince, Argentina	12:00 M	3:00 P M
Sibiria, Jamaica	9:30 A M	12:00 M
Ponce, San Juan	9:00 A M	12:00 M
Trinidad, Bermuda	8:00 A M	12:00 M
Rosalind, Newfoundland	8:00 A M	12:00 M
Syracusa, Pernambuco	3:30 A M	5:00 A M
El Mar, Galveston	.....	3:00 P M
City of Columbus, Savannah	.....	3:00 P M
Hamilton, Norfolk	.....	3:00 P M
El Cid, New Orleans	.....	3:00 P M
Denver, Galveston	.....	3:00 P M

INCOMING STEAMSHIPS.

Due To-day.		
Numidian	Glasgow	Aug. 27
El Dorado	Galveston	Sept. 1
City of Columbus	Savannah	Sept. 5
Montevideo	Naples	Aug. 23
Grenada	Port Spain	Aug. 31
El Valle	New Orleans	Sept. 3
Due Friday, Sept. 9.		
Kansas City	Savannah	Sept. 7
El Monte	Galveston	Sept. 3
Monterey	Havana	Sept. 6
Due Saturday, Sept. 10.		
Cedric	Liverpool	Sept. 2
Etruria	Liverpool	Sept. 3
La Touraine	Havre	Sept. 3
Columbia	Glasgow	Sept. 2
Niagara	Havana	Sept. 6
Orizaba	Nassau	Sept. 6
Comanche	Jacksonville	Sept. 7
Due Sunday, Sept. 11.		
Hamburg	Hamburg	Sept. 1
Concho	Galveston	Sept. 5
Algeria	Gibraltar	Aug. 28
Due Monday, Sept. 12.		
Noordam	Rotterdam	Sept. 3
Finland	Antwerp	Sept. 3
Indrasahma	Gibraltar	Aug. 29
Caracas	La Guayra	Sept. 5
El Rio	Galveston	Sept. 6
City of Atlanta	Savannah	Sept. 9

PUBLIC NOTICES.

NOTICE TO TAXPAYERS.

Department of Finance, Bureau for the Collection of Taxes, New York, September 1, 1904.

TAXPAYERS WHO DESIRE TO OBTAIN their bills promptly should make immediate written requisition (blanks may be procured in the borough offices), stating their property by Section or Ward, Block and Lot or Map number, making copy of same from their bills of last year.

If a taxpayer is assessed for personal tax, the requisition should also request bill for such tax.

Each requisition should be accompanied by an envelope bearing the proper address of the applicant, AND WITH RETURN POSTAGE PREPAID.

In case of any doubt in regard to Ward, Section, Block or Lot number, taxpayers should take their deeds to the Department of Taxes and Assessments and have their property located on the maps of that Department and forward to the Deputy Receiver of Taxes with the requisition a certified memorandum of their property, which will be furnished by the Department of Taxes and Assessments.

Taxpayers in this manner will receive their bills returned by mail at the earliest possible moment and avoid any delay caused by waiting on lines, as required in case of personal application.

The requisition must be addressed and mailed to the Deputy Receiver of Taxes in whichever borough the property is located, as follows:

JOHN J. McDONOUGH, No. 57 Chambers street, Borough of Manhattan, New York.
JOHN B. UNDERHILL, corner Third and Tremont avenues, Borough of The Bronx, New York.
JACOB S. VAN WYCK, Municipal Building, Borough of Brooklyn, New York.
FREDERICK W. BLECKWENN, corner Jackson avenue and Fifth street, Long Island City, Borough of Queens, New York.
JOHN DE MORGAN, Bay and Sand streets, Stapleton, Staten Island, Borough of Richmond, New York.

After receiving the bills, the taxpayer will see that they are properly rebated, then draw check for the net amount to the order of the Receiver of Taxes and mail bill and check, with an addressed envelope, with the return postage prepaid, to the Deputy Receiver in whichever borough the property is located.

Checks should be mailed as soon as possible after the bills have been received by the taxpayer.

All bills paid during October must be rebated before payment.

DAVID E. AUSTEN,
Receiver of Taxes.

NOTICE.

The Union National Bank of Weymouth, located at Weymouth, in the State of Massachusetts, is closing up its affairs, its corporate existence having expired at the close of business on the twenty-sixth day of July, 1904.

All note holders and other creditors of said Association are therefore hereby notified to present the notes and other claims against the Association for payment. HENRY A. NASH, JR., Cashier

Dated July 28th, 1904.

REWARD—The village of North Tarrytown offers a reward of $500 for information leading to the arrest and conviction of the murderer or murderers of George Daley in North Tarrytown, N. Y., on the morning of Sept. 6, 1904. Trustees North Tarrytown.

PROPOSALS.

ARMY BUILDING, Whitehall St., New York, N. Y., Sept. 2, 1904.—Sealed proposals, in triplicate, will be received here until 1 o'clock P. M., Sept. 22, 1904, for manufacturing 175,000 Olive Drab Flannel Shirts, in accordance with specifications and standard sample at this depot. Department will furnish flannel only. Instructions and blanks for bidding furnished upon application. Proposals must be signed by bidder, inclosed in sealed envelope and addressed to the undersigned, marked "Proposal for Shirts, to be opened Sept. 22, 1904." G. S. BINGHAM, Maj. & Q. M., U. S. A., Depot Qr. Mr.

PROPOSALS FOR ELECTRICAL GENERATORS and Switchboard. West Point, N. Y., September 7, 1904. Sealed proposals, in triplicate, will be received until 12 o'clock noon, October 6th, 1904, for the construction and installation of Generators, Motor Generators and Switchboard as per drawings and specifications in this office. U. S. reserves the right to accept or reject any or all proposals or any part thereof. Forms and specifications furnished upon application. Address Quartermaster, U. S. M. A.

PROPOSALS FOR CORLISS ENGINES, WEST POINT, N. Y., September 7, 1904. Sealed proposals, in triplicate, will be received until 12 o'clock noon, October 6, 1904, for the construction and installation of Corliss Engines for electric lighting as per drawings and specifications in this office. U. S reserves the right to accept or reject any or all proposals or any part thereof. Forms and specifications furnished upon application. Address Quartermaster, U. S. M. A.

UNITED STATES CUSTOMS SERVICE, Port of New York, September 6, 1904. Proposals are hereby invited for printing 1,500 catalogues of sale of 850 lots of unclaimed and abandoned merchandise; catalogues must be delivered at Seizure Room, 641 Washington Street, on or before Sept. 19, 1904. Proposals will be opened at noon, Friday, Sept. 9, 1904, at the Auditor's Office, Custom House. Manuscript and sample catalogues can be seen at Seizure Room.

N. M. STRANAHAN, Collector.

U. S. ENGINEER OFFICE, New London, Conn., Sept. 6, 1904. Sealed proposals in triplicate for repairing jetties at mouth of Connecticut River, Conn., will be received here until 12 o'clock noon, Sept. 27, 1904, and then publicly opened. Information furnished on application. C. F. POWELL, Lt.-Col., Engrs.

U. S. ENGINEER OFFICE, Wilmington, N. C., Sept. 6, 1904.—Sealed Proposals, in duplicate, will be received here until 12 o'clock noon on October 6th, 1904, for boiler for U. S. Suction Dredge "Cape Fear." Specifications and forms for bidding will be furnished on application. R. P. JOHNSTON, Captain, Corps of Engineers, U. S. A.

AUTUMN RESORTS.

NEW YORK.

Long Island.

MANHATTAN BEACH

MANHATTAN BEACH HOTEL

T. F. SILLECK, Manager.
Tel. 690 Coney Island.

GARDEN CITY HOTEL
OPEN UNTIL DECEMBER.
A High-Class Modern Hotel in an Ideal Autumn Resort, brick and granite construction, only 18 Miles from New York
J. J. LANNIN, Prop., Garden City, L. I.

NEW JERSEY.

Atlantic City

Hotel Dennis,
ATLANTIC CITY, N. J.
Situated directly on the beach front, with an unobstructed view. Liberally appointed and liberally conducted.
OPEN THE ENTIRE YEAR.
WALTER J. BUZBY.

CHALFONTE
ATLANTIC CITY, N. J.
New; Complete; Ten Stories; Fireproof; Always Open. Write for Folder and Rates.
THE LEEDS COMPANY

THE WILTSHIRE
ATLANTIC CITY, N. J.
Open all the year. Write for booklet and special fall rates.
S. S. PHOEBUS.

Spend September and October at
ATLANTIC CITY, N. J.
The most delightful season of the year.

PENNSYLVANIA

Pocono and Blue Ridge Mountains.

MONTANESCA
Perfect in Every Detail.
The foliage at this time is marvelous; the atmosphere is life-giving. I. D. IVISON

POCONO AND BLUE RIDGE MTS., PA.
Information at 429 B'way, N. Y.

Delaware Water Gap.

DELAWARE WATER GAP, PA.
The Paradise of America.

RESORTS.

TRAVELLERS' INFORMATION.
HOTEL and RESORT Booklets Gratis.
N. Y. OFFICE, 5 Park Place. Tel. 6050 Cortlandt.

Baltimore, Md. E. P., $1.50 and up. Hotel Rennert. J. P. A. O'Connor, Mgr.
Boston Mass. Back Bay. A. P. Hotel Vendome. Conveniently located.
Paris France. 26, 28, 30, 32 Ave. D'Iena. Hotel D'Iena. F. Schofield, Prop.

Court Calendars This Day.

Appellate Division—Supreme Court—Recess.
Supreme Court—Special Term—Part 1.—Motion calendar called at 10:30 A. M. Part II.—Ex parte matters.
Surrogates' Court—Chambers—For probate—Wills of James Machell, Alonzo E. De La Vergne, John J. Cooney, Ellen McQuade, Isaac Schlacter, Christina B. Isham, Therese Frank, at 10:30 A. M.; Bridget Farrell, at 2:30 P. M.
City Court—Special Term—Court opens at 10 A. M. Motions.

EXCURSIONS.

IRON STEAMBOAT CO.
ALL-WATER ROUTE TO
CONEY ISLAND
They cannot burn! They cannot sink!
LANDING at the centre of the great new and stellar attractions.
Including Admission to STEEPLECHASE PARK | Round Trip Tickets, 25c.
Including Admission to both LUNA PARK and STEEPLECHASE PARK | Round Trip Tickets 30c.
SPECIAL TRIPS TO-DAY.
Leave FOOT 22D ST., North River, 9:15, 10:20, 11:30 A. M., 12:20, 1:10, 2:00, 2:45, 3:30, 4:30, 5:30, 6:15, 7:00, 8:00 P. M.
Leave Pier (New) No. 1, North River. Half hour later.
Leave NEW IRON PIER, Coney Island, 10:55 A. M., 12:00 M., 1:10, 2:00, 2:50, 3:40, 4:25, 5:10, 6:10, 7:10, 7:55, 8:45, 9:40 P. M.
STEAMER TAURUS will make trips every day TO FISHING BANKS. Leave E. 31st St. 7:30 A. M.; Pier (New) No. 1, N. R., 8:20 A. M. Bait and tackle on board. Fare: Gentlemen, 75c. Ladies, 50c. Children, 25c.

"THE NEW YORK WORLD'S FAIR"
GLEN ISLAND
Special attractions this season: Japanese Village, Bazaar, Tea House, Theatre, Native Hawaiian Singers. Two grand concerts daily. Magnificent foliage. Rare plants and horticultural wonders. Grand Menagerie, Museum, Aviary, Aquarium, "Klein Deutschland." Boating, Bathing, Fishing, Bathing, outdoor sports. Glen Island Clam Bake Dinners a la carte. TIME TABLE—Subject to Change—Leave Cortlandt Street Pier 9:00, 10, 11 A. M., 12 M., 1:30, 2:30, 3:45 P. M. Bridge Dock, Fulton Ferry, Brooklyn, 9:20, 10:20, 11:20 A. M., 12:20, 1:50, 2:50, 4:00 P. M. East 23d Street, 9:45, 10:45, 11:45 A. M., 12:45, 2:15, 3:15, 4:30 P. M. Leave Glen Island, 11:00 A. M. for 23d and Cortlandt Sts., 12:00 M. and 1:00 P. M. for Cortlandt Street only; 3:00, 5:00, 6:30 and 7:00 P. M. for all landings. Extra boats on Sundays and holidays. EXCURSION, 40 CENTS. Including free admission to all attractions.

Last Sunday Excursions
OF THE SEASON,
$1.00 ERIE RAILROAD
SEPT. 11 TO
GREENWOOD LAKE GLENS
$1.00—or, with Dinner at Casino, $1.50.
Special express train leaves West 23d St. 9:40, Chambers St. 9:45, Jersey City 10:00 A. M. Returning leave Glens 6:00 P. M.

SEPT. 11, 18 AND 25 TO
SHOHOLA GLEN
In the Blue Mountains, one hundred and seven miles from New York, on the beautiful Delaware River. Express trains leave W. 23d St. 8:55 and 9:25; Chambers St. 9:00 and 9:30; Jersey City 9:15 and 9:45 A. M. Returning leave Shohola 4:30 and 5:15 P. M.

MANHATTANBEACH
Via L. I. R. R.: Leave N. Y., foot of E. 34th St., 5:30, 6:50, 7:40, 9:20, 11:00 A. M., 12:10, (12:40 race days), and half hourly from 1:10 to 3:40, 4:20, 5:10, 5:50, 6:40, 7:10, 7:40, 8:10, 8:40, 9:30 P. M. Trains stop at Manhattan Crossing (E. N. Y.) about 25 min. after 34th St. time. Separate table Sunday.
Via B. R. T. ELEVATED TRAINS:
Leave Brooklyn side of Bridge 8:50, 9:15 A. M., and half hourly from 4:40 to 6:40 P. M. Leave N. Y. (Park Row) half hourly from 9:36 A. M. to 3:36, and 4:01 P. M. and 7:06 to 9:36 P. M. Separate table Saturday.
Via 39th ST. (BROOKLYN) FERRY:
Leave Whitehall St. 7:00 A. M. and every 40 minutes to 9:40 P. M.

WEST POINT, NEWBURGH & POUGHKEEPSIE.
UP THE PICTURESQUE HUDSON.
Grand Daily Outings (except Sunday)
By Palace Iron Day Line Steamers
"NEW YORK" and "ALBANY."
From Brooklyn, Fulton St. (by Annex).....8:00 A. M.
" New York, Desbrosses St. Pier.....8:40 "
" West 22d St. Pier.....9:00 "
" West 129th St. Pier.....9:20 "
Returning due in New York 6:30 P. M.
MORNING AND AFTERNOON CONCERTS.
To Mt. Beacon, returning by Central Hudson Stmbt.

Catskill, Hudson & Coxsackie Boats
Leave Christopher St., week days, 6 P. M.
AL-FOSTER Deep Sea fishing daily. Al. Foster's iron steamer Angler. Fare, 75c.; ladies, 50c. Leaves 22d st., E. R., 7:17 A. M. Battery Landing, 8:05.

OCEAN STEAMERS.

GREAT REDUCTION IN RATES.
First class, $40; second class, $30 and upward, according to the Line. Steamer and Accommodation.

AMERICAN LINE.
PLYMOUTH—CHERBOURG—SOUTHAMPTON.
Sailing Saturdays, 9:30 A. M., Pier 15, N. R.
Philadelphia....Sept. 10 | New York.....Sept. 24
Germanic.....Sept. 17 | St. Paul.....Oct. 1

ATLANTIC TRANSPORT LINE.
NEW YORK—LONDON DIRECT.
MINNEAPOLIS.....SEPT. 10, 6. A. M.
MESABA.....SEPT. 17, 9 A. M.
MINNETONKA.....SEPT. 24, 5 A. M.
MINNEHAHA.....OCT. 1, 9 A. M.

RED STAR LINE.
NEW YORK—ANTWERP—LONDON—PARIS.
Calling at Dover for London and Paris.
Sailing Saturday, at 10:30 A. M., Pier 14, N. R.
Zeeland.....Sept. 10 | Vaderland.....Sept. 24
Finland.....Sept. 17 | Kroonland.....Oct. 1

WHITE STAR LINE.
NEW YORK—QUEENSTOWN—LIVERPOOL.
Sailing Wednesdays and Fridays, Pier 48, N. R.
Majestic, Sept. 14, 10 A. M. | Arabic, Sept. 23, 4:30 P. M.
Cedric, Sept. 16, 10 A. M. | Teutonic, Sept. 28, 10 A. M.
Oceanic, Sept. 21, 10 A. M. | Celtic, Sept. 30, 9 A. M.
NEW SERVICE FROM BOSTON.
Fast Twin-Screw Steamers
of 11,400 to 15,000 tons.
BOSTON—QUEENSTOWN—LIVERPOOL.
Cymric.....Sept. 15 | Cretic.....Sept. 22
NEW YORK AND BOSTON DIRECT. VIA THE MEDITERRANEAN AZORES. GIBRALTAR, NAPLES, GENOA.
FROM NEW YORK.
REPUBLIC.....Oct. 29, Dec. 1, Jan. 14, Feb. 25
CRETIC.....Nov. 3, Dec. 12, Feb. 4, Mch. 18
FROM BOSTON.
ROMANIC.....Sept. 17, Oct. 29, Dec. 10, Jan. 28
CANOPIC.....Oct. 8, Nov. 19, Jan. 7, Feb. 18
Passenger offices, 9 Broadway.
Freight Offices, Whitehall Bldg., Battery Place.

CUNARD LINE
To Liverpool, via Queenstown.
From Piers 51-52, North River.
Campania.Sept. 10, 6 AM | Umbria....Oct. 1, 10 AM
Etruria..Sept. 17, 10 AM | Campania....Oct. 8, noon
Lucania...Sept. 24, 5 AM | Etruria....Oct. 15, 10 AM
Tuesday Service.
Aurania...Sept. 20, noon | Carpathia, Oct. 4, noon
Saloon rates from New York, $60. Second Class, $30 upward, according to steamer and accommodation.
Mediterranean-Adriatic Service.
Slavonia...Sept. 13, noon | Ultonia.....Oct. 18, noon
Pannonia.Sept. 27, noon | Slavonia.....Nov. 1, noon
Apply 29 Broadway, New York.
VERNON H. BROWN, General Agent.

Hamburg-American.
Semi-Weekly Twin-Screw Service.
FOR PLYMOUTH, CHERBOURG, HAMBURG.
Belgravia.Sept. 10, 6 AM | §Pen'va.Sept. 17, 11:30 AM
Hamburg.Sept. 15, 10 AM | †Bluecher.Sept. 22, 10 AM
*Grillroom and †Gymnasium on board.
¶Will call at Dover for London and Paris.
Mediterranean Service.
New York—Naples—Genoa.
By superb New Twin-Screw Steamers.
HAMBURG-AMERICAN LINE.
Offices, 35 and 37 Broadway. Piers, Hoboken, N. J.

NORTH GERMAN LLOYD S. S. CO.
FAST EXPRESS SERVICE.
PLYMOUTH—CHERBOURG—BREMEN.
Kaiser.....Sept. 13, 10 AM | Kaiser.....Oct. 11, 10 AM
Kronprinz Sept. 20, 1 PM | Kronprinz Oct. 18, 11 AM
K. Wilh II. Oct. 4, 11 AM | K. Wm. II. Nov. 8, 3:30 PM
OELRICHS & CO., 5 Broadway, N. Y.

OLD DOMINION LINE.
For Old