7 PER CENT. ON MANHATTAN.

GUARANTEE UNDER THE LEASE ANTICIPATED BY A YEAR.

Extra Dividend of 3-4 to Be Paid on Jan. 1, With the Regular 1 1-2 Per Cent. for the Quarter—Inference That Subway Isn't Getting All the Travel.

The Interborough Rapid Transit Company announced yesterday that it would pay an extra dividend on Jan. 1 on Manhattan Elevated shares, making the rate 7 per cent. a year, although under the terms of the lease this was not necessary until next year. This is the announcement:

To avoid the adoption of an expensive system of counting the passengers and the bookkeeping that a division of fares on a mileage basis would require, and to enable the Interborough company to carry out its agreement with the Board of Rapid Transit Commissioners, the boards of directors of the Interborough and Manhattan companies have concluded to anticipate by a year the date when the absolute guarantee of 7 per cent., irrespective of earnings upon the stock of the Manhattan, becomes effective.

The Interborough has therefore agreed to pay, on Jan. 1, 1905, to the stockholders of the Manhattan, a dividend of three-quarters of 1 per cent., representing the proportion of the earned additional 1 per cent. for the preceding three-quarters of the fiscal year, in addition to the regular dividend then payable of 1½ per cent., and to pay 1¾ per cent to these stockholders each quarter day thereafter.

It is evident that the action taken by the Manhattan and Interborough boards with respect to the payment of the additional 1 per cent. dividend, if earned, upon the stock of the Manhattan company has been based upon the conviction that the Manhattan company would earn the additional 1 per cent. for the year 1905, and that there has been no such diversion of travel by the opening of the subway as to place this matter in doubt.

SOUTHERN PACIFIC REPORT.

Net Receipts Increase $1,710,000—Surplus of $8,878,484 Applied to Improvements.

The annual report of the Southern Pacific system for the year ended June 30 last shows that the total receipts were $95,522,992, an increase of $4,839,556; expenses and taxes were $65,532,347, an increase of $3,129,547, and net receipts were $29,990,645, an increase of $1,710,009. Charges, which included interest, sinking funds, advances, accounts charged off, discounts, insurance and depreciation, amounted to $20,998,568, an increase of $1,870,640, which left, after $118,593 was charged to betterment and addition, a surplus of $8,878,484, a decrease of $85,947, and equal to about 4½ per cent. on Southern Pacific stock outstanding.

The increased receipts of the company were due to an increase of about $1,700,000 in passenger earnings and $2,300,000 in freight earnings, while the water lines of the company returned $400,000 more than in 1903. In operating expenses there was a decrease of about $700,000 in maintenance of way and increases of $1,200,000 in maintenance of equipment and $2,000,000 in conducting transportation. There was added by construction and lease 208 miles of main track.

The surplus of $8,878,484 was applied in whole toward the payment of expenditures for reconstruction betterments and additional equipment, while expenditures for the reconstruction of the Central Pacific Railway, now completed with the exception of sixteen miles, amounted to $6,478,063, and were charged to capital account. For new equipment for the account of the Southern Pacific company, expenditures of $2,888,140 were made. Bonds amounting to $21,408,000 were issued during the year, and $7,689,735 were retired. The total charges to capital account during the year amounted to $19,072,972, which were met by the issue of $1,200,000 of new stock and $13,701,000 new bonds, the remaining $4,171,972 being provided from earnings and other sources. Including charges, including those on the 3 per cent. notes to the United States Government, exceeded by $1,348,254 those of the previous year. Against the year's income $891,139 was charged and set aside for depreciation of rolling stock owned by the Southern Pacific Company.

The expenses for conducting transportation averaged 87.27 cents per revenue train mile, against 83.82 cents in the preceding year. Fuel for locomotives averaged 15.81 cents per locomotive mile in revenue service, against 15.38 cents in the previous year.

COMMERCIAL CABLE PLANS.

It Can Now Purchase Telephone Stock If It Wants To.

The stockholders of the Commercial Cable Company have voted to amend the company's certificate of incorporation so that it now has power to dispose of and purchase the stocks and bonds of any foreign or domestic corporation and also to lease or sell its property and franchises to any telegraph corporation. This change in the company's powers excited much interest in Wall Street, where it was thought that the step might have something to do with the long discussed merger of the Commercial Cable and Postal Telegraph Companies and the American Telephone and Telegraph Company, although Commercial Cable people have at all times officially denied the intention of such a step.

In March of this year Clarence H. Mackay of the Commercial Cable Company organized the Mackay Companies, which invited the deposit of Commercial Cable Company stocks in exchange for the stocks of the Mackay Companies, the Commercial Cable having $15,000,000 of stock and the Mackay Companies $30,000,000 of 4 per cent. preferred stock and the same amount of common stock. The plan was accepted by the stockholders of the Commercial Cable Company, and it was thought at the time that owing to the selection by Mr. Mackay of John I. Waterbury and T. Jefferson Coolidge as cotrustees with him of the Mackay companies the plan contemplated the ultimate taking over of the American Telephone and Telegraph Company, since both Mr. Waterbury and Mr. Coolidge are prominent directors and stockholders of the latter company. Mr. Mackay also became a director of the Manhattan Trust Company, of which Mr. Waterbury is president.

Under its extended powers the Commercial Cable Company would be in a position to purchase and hold the shares of the American Telephone and Telegraph Company.

New American Rubber Company.

WASHINGTON, Nov. 23.—The State Department has been advised by Richard R. Neill, Charge d'Affaires at Lima, that an American company, called the "Carabaya Rubber and Navigation Company," of New York, with $1,000,000 capital, has taken over the rights of the Inambari Rubber Company. Mr. Neill also reports that preparations are being made in the United States to form a company with $3,000,000 capital to work the Chilimayo Mining Company's properties in the province of Sandia.

West Shore to Build Big Grain Elevator.

The West Shore Railroad Company has filed plans with County Clerk Stack of Hudson county for a grain elevator which will be erected on Pier 7 in Weehawken at a cost of $223,843. The elevator must be built within eleven months after the work is begun.

FINANCIAL NOTES.

T. E. Byrnes has been appointed assistant to President Mellen of the New Haven.

A syndicate, composed of Speyer & Co., Kuhn, Loeb & Co., the First National Bank and other local and foreign banking institutions, under the management of Kean, Van Cortlandt & Co., has purchased $8,200,000 of 4½ per cent. first consolidated mortgage bonds of the Detroit United Railway. Of the proceeds of the bonds $6,558,000 will be used to refund the same amount of Detroit Citizen's Street Railway 5 per cent. bonds.

The directors of the Greene Consolidated Copper Company declared a dividend of 4 per cent. yesterday as against the previous rate of 3 per cent.

GOSSIP OF WALL STREET.

A market of more than a million shares on the eve of a holiday is unusual.

Traders complained that it was a hard market to make money in. Within narrow limits its movements were somewhat erratic. Transactions of a highly professional origin evidently predominated throughout the day. If let alone the professional trading element will generally succeed in getting the market into a condition that makes outside speculation unattractive and unprofitable. The trading element, while at no time in absolute control of the market, has had a freer hand in it during the past ten days than for many weeks previously, and it has made the most of its opportunities. Professional sentiment has been pretty evenly divided, and stocks seesawed up and down as one crowd or the other achieved temporary control of the floor situation.

The reaction on Tuesday, brought about by the money flurry, would have been much more violent, it is thought, had not the commission house element taken profits freely in preceding sessions. Commission house selling played relatively an unimportant part in Tuesday's decline. The commission house element as a whole maintained an indifferent attitude toward the market yesterday, the general disposition being to wait until after the holiday to do anything.

It was seen yesterday in the first hour, and as often in the later trading as prices eased off, that general selling did not follow the declines.

A house supposed to be acting for one of the big life insurance companies has bought approximately $1,500,000 United States Steel 5s in the past two days.

It is a most persistent rumor that more Steel preferred is somehow to be retired.

Steel preferred is approaching the level on which the original distribution occurred in the year 1901. It has sold this week at 90⅝. The Steel stocks were brought out on the curb market early in 1901 at 36 for the common and 83 for the preferred. They were introduced on the Stock Exchange in March, selling at 42⅛ for the common and 92⅝ for the preferred. Between March 28, the date of their appearance on the Stock Exchange, and the Northern Pacific panic of May 9 the common stock ranged from 42⅛ to 55 and the preferred stock from 92⅝ to 101⅞. Some of the heaviest holdings were entirely liquidated before the panic, notably the holdings of a coterie of financiers whose liquidation of United States Steel shares received in exchange for the steel properties that they had put into the combine marked their exit from the industrial field. With the proceeds of their liquidation of industrials they went into railroads. The big distribution of Steel preferred occurred between 90 and par, and the bulk of the common stock was distributed between 40 and 50.

A. A. Housman's prediction that Steel preferred will sell at par by Dec. 15 will doubtless attract a good deal of attention, owing to the success with which he has forecast the movements of the stock from the beginning of the advance. It was he who first publicly committed himself to the prediction several months ago that Steel preferred would sell at 90 before the end of the year. It was then selling in the 70s.

Brokers report that they are well supplied with buying orders at price limits, but slightly below prevailing quotations.

The freedom with which the advance in Atchison was advertised beforehand prejudiced some against the stock. Lately, however, the experience has been that the more widely a hint of this sort is circulated the more likely it is to become good. Throughout the day Atchison was the strongest stock in the active railroad list. It was the only one of the international stocks in which the London buying was at all conspicuous. Some suspected, however, that a good deal of this London buying came from the Waldorf. The Gates crowd appeared prominently in the stock, buying it freely and bidding for it. The same crowd also was prominent in Union Pacific, but its position there was not entirely clear. One impression was that the demonstration in Atchison was designed to facilitate realizing in Union Pacific. The Gates people are understood to be committed heavily to the long side of Union Pacific.

The bullish speculative theory concerning Atchison is that the interests that have been accumulating the stock steadily in the open market for more than a year have got all of it that they want and that now they are willing to let it advance if it will. The profound comment is frequently passed upon Atchison that it is either selling too high or too low. It is out of line with other 4 per cent. railroad stocks, but so also is the preferred out of line as a 5 per cent. stock, and the common, it will be noticed, is selling above a parity with the preferred. One pays 4 per cent. and the other pays 5 per cent., and normally there should be twenty points between them.

The short interest in the market has been almost wholly professional. The commission houses have not been short of stocks.

Some of the selling of Amalgamated Copper yesterday was attributed to the Lawson following, made uneasy by the manner in which the Pacific Mail movement had flattened out. The time limit of Lawson's offer to pay $70 a share for all of the minority Pacific Mail outstanding expired on Monday. The stock is now selling lower than the price at which it closed on the day preceding the publication of this offer. Incidentally, the speculative interest in the stock has declined as the price has fallen away, until now the transactions are but nominal. It was noticed, as having some indirect bearing possibly upon Amalgamated Copper, that Sugar, another stock in which this Boston operator has been very active, was conspicuously weak yesterday. There was some good selling of Sugar last week above 150, apart from Boston realizing; but the speculative community is as yet undecided whether to believe that inside interests have actually been disposing of stock, or whether they have intended merely to check the advance so as to keep control of their market. There has been a falling off, also, in the speculative interest in Sugar.

Investment buying anticipatory of the January interest and dividend disbursements becomes a factor in the stock market as a rule during the month of December. This year end demand is already referred to by those who are committed to optimistic views on the general market situation. "The approaching January investment demand," one house writes, "will find the market much more bare of desirable securities than is generally anticipated." All who are familiar with the investment market have been surprised at the sustained volume of investment purchases. The head of one of the largest financial institutions in the West said while here last week that he had been so far convinced of the soundness of the situation that he had decided to continue investment buying which already had reached very considerable proportions. He said further that the heads of other institutions with whom he happened to be acquainted were doing likewise. A representative of the so-called Standard Oil party was quoted yesterday as saying: "The banks are doing considerable business for their interior correspondents in the way of investment buying. One bank last week purchased $2,000,000 bonds for outside interests. The buying of investment securities is the basis of the present bull market. Prices may be regarded as high, but in the face of enormous buying orders what is the use of arguing against a continued upward movement in values?" The head of the Western institution referred to said among other things that he continued his investment purchases because he could find no other employment for the money lying idle in his vaults. Of this surplus, he said, there was approximately twice as much as there should be, and other Western institutions that he knew were similarly situated.

It is questioned whether incessant rumors of an opportune and agreeable solution of the Northern Securities difficulty, many of them highly improbable, accompanied by active manipulation of Union Pacific, increases at all the speculative confidence in that stock. It has been rumored this week, for example, that a decision from the latest hearing would be announced very shortly, and that an announcement would be made immediately afterward that the Hill and Harriman interests had found a basis upon which to settle without further litigation. Friends who have talked to Mr. Hill recently, that is, within a few days, have found him as obstinate as ever. Those who know him best do not expect to see any compromise on his part. He says, moreover, with apparent conviction, that he expects eventually to win the case.

GOLD MOVEMENT.

$1,500,000 in Coin Taken for Cuba, $500,000 for Germany.

The National Bank of Commerce engaged $1,500,000 in gold coin yesterday for shipment to Cuba as a part of the Cuban loan transaction, and Goldman, Sachs & Co., who are expected to take $1,000,000 in gold coin for shipment to Germany, engaged $500,000 of this yesterday. Arrangements were concluded yesterday also for the shipment by telegraph to San Francisco of $1,600,000, a transaction usual at this time of year in order to assist the movement of the California fruit crop, particularly of the orange crop.

Lazard Frères made payment at the Sub-Treasury for $801,000 gold bars taken from the Assay Office for export. There were $350,000 more bars in the Assay Office, but the banking house did not require them to fill its engagement.

LAMAR'S ASSETS 10 PER CENT.,

As It Looks So Far to Receiver J. Tileston Wells.

J. Tileston Wells, receiver for Alfred M. Lamar, the Consolidated Stock Exchange broker who failed on Monday, said yesterday that it looked as if Lamar's assets would be about $20,000 and his liabilities $200,000, although the latter figure was a very rough estimate.

Lamar's lawyer, Louis Werner, said that Lamar had gone out of town to see a former business associate who may help him out as he once helped out the associate in a similar case. Mr. Werner added that the big creditors had agreed to stand aside if Lamar got money for the smaller ones.

Amount of Cotton Ginned.

WASHINGTON, Nov. 23.—A preliminary bulletin issued to-day by the Census Bureau shows that in 475 counties from which reports have been received, 5,803,830 running bales of cotton had been ginned up to Nov. 14, against 4,160,105 running bales ginned in the same counties at the same date last year. Included in the total for this year were 141,311 round bales; in last year's, 307,944 round bales. The total number of counties for the entire season last year was 812.

Business Troubles.

A petition in bankruptcy has been filed against Isaac Wolff, manufacturer of cloaks and suits at 127 Division street, by the H. B. Claflin Co., a creditor for $855. The liabilities are about $13,000 and actual assets are estimated at $1,000.

Charles K. Deutsch, real estate agent, of 444 St. Nicholas avenue, has filed a petition in bankruptcy, with liabilities $18,451 and nominal assets $692.

SECURITIES AT PUBLIC AUCTION.

The following securities, among others, were sold at public auction yesterday:

$36,000 Terre Haute & ILogansport R. R. Co. 6 per cent. mtge. bonds, 910 ..... 110¾
$5,000 Texas & Pacific Ry. Co. 1st mtge. 5 per cent. bonds, 2000 121
$10,000 City of Jersey City 6 per cent. water bonds, 1909 ..... 107¾
$10,000 Cumberland & Penn. R. R. Co. 1st mtge. 5 per cent. gold bonds, 1913 ..... 111½
$50,000 St. Louis City 10 per cent. gold bds, 1914 .. 104½
$7,000 Del., Lack. & Western R. R. Co. 1st cons. mtge. 7 per cent. regstd. bds., regstd., 1907 ... 103¼
$10,000 City of Jersey City 5 per cent. gold assessment bonds, registered, 1913 ..... 112½
10 shares Hanover National Bank 340
25 shares Coal & Iron National Bank 190¼
150 shares Westchester Fire Insurance Co. (Hypdl) 400
100 shares American Car and Foundry Co. common (Hypdl) 30⅞
$2,000 Buffalo & Susquehanna Iron Co. 1st 5s, 1932 94
15 shares United National Bank 65
27 shares American Exchange National Bank .. 271½
10 shares Broadway Trust Co 169¾
19 shares Louisville, Henderson & St. Louis R. R. common 22

Court Calendars This Day.

Appellate Division.—Supreme Court—Nos. 30, 37, 55, 46, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71.

Supreme Court.—Special Term—Part I.—Motion calendar called at 10:30 A. M. Part II.—Ex parte matters. Part III.—Clear. Motions. Preferred Cause—No. 1654. General Calendar—Nos. 768, 912, 994, 687, 971, 883, 763, 1219, 974. Part IV.—Case undinished. Cases from Part III. Part V.—Case unfinished. Cases from Part III. Part VI.—No elevated railroad cases. Clear. Cases from Part III. Trial Term—Part II.—Case unfinished. Short Causes—Nos. 3483, 3391, 2306, 3468, 3457, 3077, 3080, 2332, 3367, 3399, 3527, 2984, 3116, 3458, 3310, 3521, 3385, 3181, 3260, 3381, 3418, 3404, 3441, 3230, 2381, 3561, 3588, 2900, 3400, 3404, 3187, 2640, 3450, 3503, 3551. Part III.—Nos. 1986, 365. Part IV.—Case unfinished. Cases from Part III. Part V.—Case unfinished. Cases from Part III. Part VI.—Adjourned for the term. Part VII.—Cases on—No. 2585, Gornich-Doctor, No. 2562, Leverson-Shields. No day calendar. Part VIII.—Case on—No. 2664, Wolf-Manhattan Consolidated Brewing Company. No day calendar. Part IX.—Adjourned for the term. Part X.—Case unfinished—Nos. 327, 1430, 712½, 1290, 1471, 844½, 984, 1054, 1356, 1365, 1425, 1460, 1540, 1562, 1250, 575, 886, 1223, 1239, 1293, 1147, 1456, 1048½, 1119, 1073, 444, 399½, 451, 732, 1462, 3222, 1052, 2832, 1270, 3411, 1047, 2776, 800, 802, 820, 824½, 746, 859, 859, 898. Part XI.—Clear. Cases from Part X. Part XII.—Clear. Cases from Part X. Part XIII.—Case unfinished. Cases from Part X.

Surrogates' Court—Chambers. Motion calendar called at 10:30 A. M. For probate—Wills of Isabella Brady, Juan N. Navarro, Henry Bloomfield, Mayer Eisemann, Anna B. Mutterer, Johanna Livingston, Margaret A. Ward, at 10:30 A. M. Charlotte L. Schmidt at 2:30 P. M. Trial Term—No. 2044, will of Sarah M. De Vaugrigneuse at 10:30 A. M.

City Court—Special term—Court opens at 10 A. M. Motions. Trial term—Parts I. and II.—Adjourned until Monday, Nov. 28, 1904. Part III.—Clear. Nos. 3360, 3429, 929, 3282, 3514, 1316, 3448, 3458, 3459, 3467, 3469, 3328½, 3266, 3532. Part IV.—Clear. Short causes—Nos. 9836, 9723, 9473, 9840, 8806, 9399, 9885, 8186, 9516, 9871, 9865, 9618, 9941, 9767, 8867, 9796, 9967, 8983, 9840. Part V.—Case unfinished. Nos. 3118, 3098, 3049, 3165, 2761, 3117, 3192, 3028, 3028, 3158, 2290, 3569, 3570, 3571, 3572, 3573, 3574, 3575.

FINANCIAL.

WE OFFER SUBJECT TO SALE

$500,000

STATE OF JALISCO, MEXICO,

6%

MEXICAN SILVER

COUPON SINKING FUND BONDS

Dated January 1, 1900. Denomination $1,000 Mexican Silver. Maturing December 31, 1933. On or before that date bonds for sinking fund may be called by lot. The sinking fund retires 1% of the entire issue annually, or one-third of the entire issue by maturity. The entire issue is $840,000 Mexican Silver. Interest payable December 31 and June 30, at the State Treasurer's Office, Guadalajara; or coupons collected through our office.

FINANCIAL STATEMENT:

Real Value taxable property, estimated,	$200,000,000
Assessed Valuation (1900),	81,700,000
6% Gold Bonds,	2,500,000
6% Silver Bonds,	840,000
Population 1900, 1,137,311.	Area, 81,855 square miles.

NOTE.—The bonds are the general obligation of the State, and specific revenues are pledged to pay the interest and provide for the sinking fund.

THE LEGALITY has been approved by Messrs. DILLON & HUBBARD, Attorneys, New York City.

PRICE:

$1,000 Mexican Silver Bond for $435 and accrued interest in current funds of United States of America.

GEO. D. COOK & COMPANY,

25 BROAD ST., NEW YORK.

PROPOSALS.

SEALED PROPOSALS, in duplicate, will be received at the office of the Commissioner of Immigration, Ellis Island, N. Y., until 2:30 P. M., Tuesday, Dec. 6, 1904, and then opened, for laying a new terrazza floor in one room of main building at Ellis Island. Particulars as to conditions and limitations governing bidders can be had upon application to WILLIAM WILLIAMS, Commissioner of Immigration, Ellis Island, N. Y.

GOOD WINTER IN IRON MILLS.

"Iron Age" Reports Buying Movement Spreading in All Directions.

In its review to-day of the iron and steel situation the *Iron Age* says:

Ample employment for the furnaces and mills is now practically assured for the winter, which is usually looked for by the industry with doubts. The buying movement has spread in all directions and has assumed somewhat surprising proportions. Consumers and manufacturers in the general trades are providing for replacing their depleted stocks, this being reflected particularly in the raw materials like pig iron and in the finished goods like wire bars, tubes, sheets and cast iron pipe. The railroads, the absence of whose orders was so keenly felt during the past year, are purchasing generally, in many cases attempting to take care of their requirements for the whole of the coming year. The only exception is for rails, in which prices have not yet been fixed.

During the past few days orders for 6,000 steel cars have been placed and 15,000 cars are now under negotiation.

A large number of railroads have purchased bridge material during the past week.

The review also says that among the recent rail orders taken for foreign delivery is a lot of 5,000 tons for the Great Northern of England.

TO ISSUE $10,000,000 BONDS.

Coney Island and Brooklyn Railroad to Buy Rolling Stock.

The Coney Island and Brooklyn Railroad Company announced yesterday that a meeting of the stockholders has been called for Nov. 29 at the offices of the company, De Kalb and Franklin avenues, for the purpose of gaining consents to the issuing of $10,000,000 of 4 per cent. bonds, payable in fifty years. It is understood that the $4,000,000 in bonds now outstanding are to be taken up, but what is to be done with the balance the officials refuse to tell.

Part of the money, it is said, is to be used for paying for 150 vestibuled trolley cars to be used on the Smith street line and to be put in operation during the coming winter.

MARINE INTELLIGENCE.

MINIATURE ALMANAC—THIS DAY.

Sun rises ..... 6:57 Sun sets ..... 4:38 Moon rises .. 6:19

HIGH WATER—THIS DAY.

Sandy Hook . 7:54 Gov. I'd ..... 8:26 Hell Gate .. 10:19

Arrived—WEDNESDAY, Nov. 23.

Ss Koenig Albert, Genoa, Nov. 10.
Ss Calabria, Leghorn, Nov. 1.
Ss Republic, Palermo, Nov. 6.
Ss Main, Bremen, Nov. 12.
Ss Star of Ireland, Barry, Nov. 12.
Ss Commonwealth, Sourabaya, Aug. 10.
Ss Procida, Paramaribo, Nov. 2.
Ss Yucatan, Colon, Nov. 16.
Ss Capri, Santos, Oct. 31.
Ss Finance, Colon, Nov. 2.
Ss Alleghany, Port Limon, Nov. 14.
Ss Ask, Jamaica, Nov. 17.
Ss San Jacinto, Galveston, Nov. 16.
Ss Hamilton, Norfolk, Nov. 22.
Ss Comanche, Jacksonville, Nov. 20.
Ss El Mar, Galveston, Nov. 17.
Ss Carib, Georgetown, S. C., Nov. 19.
Ss Bluefields, Baltimore, Nov. 21.

ARRIVED OUT.

Ss Oceanic, from New York at Liverpool.

SAILED FROM FOREIGN PORTS.

Ss Kaiser Wilhelm II., from Cherbourg for New York.
Ss Cedric, from Liverpool for New York.

OUTGOING STEAMSHIPS.

Sail To-day.	Mails Close.	Vessels Sail.
Prinz Adalbert, Naples	8 30 A M	11 00 A M
La Gascogne, Havre	7 00 A M	10 00 A M
Numidian, Glasgow		11 00 A M
Cearense, Para	7 00 A M	10 00 A M
El Alba, Galveston		3 00 P M
Hamilton, Norfolk		3 00 P M
Sail To-morrow.		
Seneca, Nassau	12 00 M	3 00 P M
Silvia, Newfoundland	7 30 A M	10 00 A M
Yumuri, Santiago	12 00 M	3 00 P M
Comanche, Charleston		3 00 P M
Rio Grande, Brunswick		3 00 P M
Princess Anne, Norfolk		3 00 P M
Sail Saturday, Nov. 26		
Umbria, Liverpool	4 00 A M	7 30 A M
St. Paul, Plymouth	6 00 A M	9 30 A M
Kroonland, Antwerp	8 30 A M	10 30 A M
Koenig Albert, Naples	8 30 A M	11 00 A M
Minnetonka, London		7 30 A M
Pretoria, Hamburg		7 00 A M
Philadelphia, Venezuela	8 30 A M	12 00 M
Syracusa, Pernambuco	3 30 A M	7 00 A M
Cervantes, Argentina	6 00 A M	8 00 A M
Sarnia, Jamaica	9 30 A M	12 00 M
Caribbee, Bermuda	9 30 A M	12 00 M
Morro Castle, Havana	10 00 A M	1 00 P M
Grenada, Trinidad	10 00 A M	1 00 P M
Curityba, Matanzas	12 30 P M	3 00 P M
El Mar, Galveston		3 00 P M
Jefferson, Norfolk		3 00 P M
El Valle, New Orleans		3 00 P M
San Jacinto, Galveston		3 00 P M

INCOMING STEAMSHIPS.

Due To-day.		
Idaho	Hull	Nov. 5
Vincenzo Bonanno	Gibraltar	Nov. 6
Ursula Bright	Shields	Nov. 5
Epsom	Gibraltar	Nov. 5
Hydonia	London	Nov. 5
Koenigin Luise	Naples	Nov. 11
Baltic	Liverpool	Nov. 16
Graf Waldersee	Hamburg	Nov. 12
Havana	Progreso	Nov. 19
El Monte	Galveston	Nov. 18
Camatense	Para	Nov. 12
City of Memphis	Savannah	Nov. 21
Due To-morrow.		
La Savoie	Havre	Nov. 19
Lombardia	Naples	Nov. 10
Avristan	Gibraltar	Nov. 19
Alene	Inagua	Nov. 20
Arapahoe	Jacksonville	Nov. 22
Santiago	Havana	Nov. 21
Due Saturday, Nov. 26.		
Campania	Liverpool	Nov. 19
Philadelphia	Southampton	Nov. 19
Coningby	Naples	Nov. 10
San Marcos	Galveston	Nov. 19
Due Sunday, Nov. 27.		
Massilia	Naples	Nov. 10
Star of Ireland	Barry	Nov. 12
Maracas	Trinidad	Nov. 14
Due Monday, Nov. 28.		
Bluecher	Hamburg	Nov. 19
Hellig Olav	Christiansand	Nov. 18
Statendam	Rotterdam	Nov. 19
Armenian	Liverpool	Nov. 18
Calderon	Barbados	Nov. 20
El Dia	Galveston	Nov. 22
Denver	Galveston	Nov. 22

OCEAN STEAMERS.

AMERICAN LINE.
PLYMOUTH—CHERBOURG—SOUTHAMPTON.
Sailing Saturdays, 9:30 A. M. Pier 15, N. R.
St. Paul ..... Nov. 26 | *Finland, Dec. 10, 10:30 AM
Philadelphia ..... Dec. 3 | New York ..... Dec. 17
*Will call at Dover for London and Paris.

ATLANTIC TRANSPORT LINE.
NEW YORK—LONDON DIRECT. Pier 39, N. R.
MINNETONKA ..... NOV. 26, 7:30 A. M.
MESABA ..... DEC. 3, 10 A. M.
MINNEHAHA ..... DEC. 10, 8 A. M.
MANITOU ..... DEC. 17, 10 A. M.

RED STAR LINE.
NEW YORK—ANTWERP—LONDON—PARIS.
Calling at Dover for London and Paris.
Sailing Saturdays, at 10:30 A. M., Pier 14, N. R.
Kroonland ..... Nov. 26 | Zeeland ..... Dec. 17
Finland ..... Dec. 10 | Kroonland ..... Dec. 24

WHITE STAR LINE.
NEW YORK—QUEENSTOWN—LIVERPOOL.
Sailing Wednesdays, Pier 48, N. R.
Baltic ... Nov. 30, 11 A.M. | Oceanic, Dec. 14, 10 A. M.
Cedric .. Dec. 7, 5:30 A.M. | Majestic, Dec. 21, 10 A.M.
BOSTON—QUEENSTOWN—LIVERPOOL.
Winifredian ..... Nov. 30 | Cymric ..... Dec. 21
NEW YORK AND BOSTON DIRECT TO THE MEDITERRANEAN VIA AZORES.
Gibraltar, Naples, Genoa, Alexandria.
FROM NEW YORK.
REPUBLIC ..... Dec. 1, Jan. 14, Feb. 25
CRETIC ..... Dec. 12, Feb. 4, Mar. 18
FROM BOSTON.
ROMANIC ..... Dec. 10, Jan. 28, Mar. 11
CANOPIC ..... Jan. 7, Feb. 18
Passenger offices, 9 Broadway.
Freight Offices, Whitehall Bldg., Battery Place.

EGYPT and PALESTINE
Our Thirty-seventh Annual Series of Conducted Tours leave for EGYPT, the NILE, Holy Land, and the Mediterranean on Jan. 7, 14, 28, Feb. 7, 18, March 7, 1905. The parties visit all places of interest in a leisurely manner. First-class travel exclusively. Tickets for individual travel by all routes.
THOS. COOK & SON,
261 AND 1,185 BROADWAY, 640 MADISON AVENUE, NEW YORK.
Boston, Philadelphia, Chicago, San Francisco, etc.

JAMAICA
Gem of West Indies.
Weekly sailing by steamers of
Atlas Line Service.
All steamers have been newly refitted and offer excellent accommodations.
ONE WAY, $40. ROUND TRIP, $75.
23-Day Cruise with Stopovers, $125.
Rates include Stateroom Accommodation and Meals.
Inc. Jamaica, Colombia, Nicaragua, Costa Rica.
Hamburg-American Line, 35-37 B'dway, N. Y.

Hamburg-American.
London—Paris—Hamburg.
†Pretoria .. Nov. 26, 7 A.M. | *†Bluecher, Dec. 10, 7:30 AM
‡Waldersee .. Dec. 3, 2 PM | Belgravia .. Dec. 17, 1 PM
*Has Grillroom and Gymnasium on board.
‡Via Dover. †Via Plymouth, Cherbourg.
New York—Naples—Genoa.
By Superb new Twin Screw Steamers.
Offices, 35 and 37 Broadway. Piers, Hoboken, N. J.

NORTH GERMAN LLOYD S. S. CO.
FAST EXPRESS SERVICE.
PLYMOUTH—CHERBOURG—BREMEN.
K. Wm. II .. Dec. 13, 10 AM | Kaiser .. Feb. 7, 10 A. M
Kaiser .. Jan. 3, 10 A.M. | Kronprinz, Feb. 21, 7:30 AM
Kronprinz .. Jan. 17, noon | Kaiser .... Mar. 7, 10 A.M.
OELRICHS & CO., 5 Broadway, N. Y.

CUNARD LINE.
To Liverpool, via Queenstown.
From Piers 51-52 North River.
Umbria .. Nov. 26, 7:30 AM | Lucania .. Dec. 17, 10 AM
Campania .. Dec. 3, noon | Umbria .. Dec. 24, 7 AM
Etruria .. Dec. 10, 7:30 AM | Campania, Dec. 31, 10 AM
Saloon rates from New York, $50. Second cabin, $30 upwards, according to steamer and accommodation.
GIBRALTAR—NAPLES—ADRIATIC.
New Modern Twin Screw Steamers.
Saloon Rates $65 upwards.
Carpathia (13,655 tons), Tues., Nov. 29, at noon (one of the steadiest ships afloat).
CARPATHIA ..... Nov. 29, noon; Jan. 17, Mar. 7
SLAVONIA ..... Dec. 20, noon; Feb. 7, Mar. 28
PANONIA ..... Jan. 3, noon; Feb. 21, Apl. 11
Apply 29 Broadway, New York.
Vernon H. Brown, General Agent.

MALLORY STEAMSHIP LINE
Tickets to Texas, Colorado, Mexico, California, Arizona, New Mexico, Mobile, Ala.; Georgia, Florida. Free "Ocean Book."
WEEKLY EXCURSIONS TO FLORIDA.
C. H. MALLORY & CO., 129 Front st., N. Y.

OLD DOMINION LINE.
For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.
Freight and passenger steamers sail from Pier 26 N. R., foot Beach st., every week day at 3 P. M.
H. B. WALKER, Vice President & Traffic Manager.

STEAMBOATS.

BOSTON AND POINTS IN NEW ENGLAND.
FALL RIVER LINE via Newport and Fall River. Leave Pier 19, N. R., foot of Warren St., week-days only at 5:00 P. M. Steamers PRISCILLA and PURITAN. Orchestra on each.
NORWICH LINE. New York to New London. Leave Pier 40, N. R., foot of Clarkson St., week-days only at 6:00 P. M. Steamers NEW HAMPSHIRE and CHESTER W. CHAPIN.
NEW HAVEN LINE for New Haven, Hartford, Springfield and the North. Leave Pier 20, E. R., foot of Peck Slip, week-days only at 4:00 P. M. Steamer RICHARD PECK.

PEOPLES LINE
NEW YORK—ALBANY.
New C. W. Morse and Adirondack.
ALTERNATING DAILY, SUNDAYS EXCEPTED, until close of navigation. SPLENDID ACCOMMODATIONS, STEAM HEATED. Leave Pier 32, N. R., foot of Canal St., 6 P. M. Direct rail connection at Albany with express trains to all points.
EXCURSION, $2.50.
BOSTON, $2.50 (DIRECT STEAMERS)
PROVIDENCE, $1.50 Every week day at 5:00 P. M.
JOY LINE.
Sailing from Pier 35, East River, foot Catharine St.

TROY LINE "SARATOGA" or "CITY OF TROY" leaves West 10th St. Pier daily, 6 P. M. except Saturday. Direct railroad connection at Troy for all points north and east. Sunday steamers touch at Albany.

EXCURSIONS.

Catskill, Hudson & Coxsackie Boats
Leave Christopher St. week days 6 P. M.

PROPOSALS.

AQUEDUCT COMMISSIONERS' OFFICE,
Room 207 Stewart Building, No. 280 Broadway,
New York, November 15, 1904.

TO CONTRACTORS.

Sealed bids or proposals will be received by the Aqueduct Commissioners at the above office until 12 o'clock noon on Tuesday, December 6, 1904, for excavating and laying water pipes and appurtenances, together with renlining of trenches, etc., along west side of Jerome avenue, in connection with the Jerome Park Reservoir, of the new Croton Aqueduct, in the 24th Ward, Borough of The Bronx, of the City of New York.

Said bids 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 form of said approved contract and the specifications thereof, and bids or proposals and proper envelopes for their enclosure, form of bond, 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.
FRANK H. WARDER, Acting Secretary.

AQUEDUCT COMMISSIONERS' OFFICE,
Room 207, Stewart Building, No. 280 Broadway,
New York, November 7, 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 building a highway bridge superstructure, 209 ft. span, across the spillway of the New Croton Dam, in the Town of Cortlandt, Westchester County, New York, will be received at this office until 12 o'clock noon on Tuesday, November 29, 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 material required will be made by said Commissioners as soon thereafter as practicable.

Blank forms of said approved contract and the specifications thereof, and bid or proposal and proper envelope for their enclosure, form of bond and all other information can be obtained at the above office of the Aqueduct Commissioners on application to the Secretary.

For further particulars see *City Record*, published at No. 2 City Hall.

By order of the Aqueduct Commissioners.

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

FORT HANCOCK, N. J., October 26, 1904.—Sealed proposals for sinking one tubular deep well here will be received