LACKAWANNA EARNINGS LESS.

LESS COAL TO CARRY AND MARKET AND HIGHER WAGES.

"Socialistic and Un-American" Are the Terms President Truesdale Applies to the Proposed Rate Legislation, and He Advises Stockholders to Ponder It.

The report of the Delaware, Lackawanna and Western Railroad for the year ended Dec. 31 last, which was submitted at the annual meeting of the stockholders yesterday, at which the present board of managers was reelected, shows that its total earnings were $23,701,921, a decrease of $478,972, while net earnings from operation were $12,049,217, a decrease of $1,088,342. The total net income for the year amounted to $9,773,870, 25.8 per cent. on the capital stock, an increase of $688,632, while surplus after the regular 7 per cent. and the 10 per cent. extra dividend amounted to $2,319,870, a decrease of $1,931,368. There was a decrease of $1,174,000 in renewals and betterments and sundry accounts charged off, which allowed the increase in total net income.

In his report to the stockholders President W. H. Truesdale said that the tonnage of anthracite coal handled was less than in 1903, owing to the let-up in demand, while the general business depression the first six months of the year affected earnings, although this period was followed by a marked revival in activity. Much of the increase in operating expenses, which amounted in all to $588,000, was due to the increased wages paid to all classes of employees and to the high prices of fuel and other supplies. The expenditures on maintenance of way and structures were ample, calling for some $240,000 more than in 1903. The company produced from its own mines 6,531,215 tons of coal, which is a record.

In the financial part of the annual statement President Truesdale informs the stockholders that the company took over from John H. Starin the equipment used by him in the railroad lighterage service and will hereafter care for it itself. Four new boats have been ordered for the ferry service and these will be delivered this year, and the work on the Twenty-second street ferry will be finished. In 1904 $24,619 was paid out to old and faithful employees under the pension system.

President Truesdale says that the outlook for the coming year is most promising and adds that it is difficult to understand why, with general prosperity, there should have come up before Congress the question of rate legislation. Speaking for the management, he advises all owners of railway securities to investigate carefully and inform themselves regarding the effect of such legislation on their railway investments and take steps in accordance with their findings. He calls the proposed rate legislation socialistic and un-American.

BARNS LEATHER STOCKHOLDERS.

Reorganization Committee Says It Has Stock Enough to Carry Out Its Plan.

The reorganization committee of the United States Leather Company has sent a warning notice to stockholders, in part as follows:

The deposits already made very largely exceed 66 2-3 per cent. of the preferred stock and 66 2-3 per cent. of the common stock of the Leather Company, and consequently the new company will, upon its organization as the holder of much more than two-thirds of the entire capital stock of the Leather Company, stand empowered, pursuant to the New Jersey statute, under which the Leather Company is incorporated, to carry out the intention outlined in the plan, to wit: To acquire "in such lawful and suitable manner as shall be determined upon, the physical assets of the present company and thereupon directly take over and conduct its business."

While the committee has had and still has every disposition to accord to stockholders the full opportunity to consider and verify the merits of the plan, stockholders who have not yet deposited their holdings are hereby formally given fair and final warning that the committee has no purpose to extend the time for so doing beyond March 15, 1905.

STOCK BROKER FAILS.

Fred H. Smith Was Once in the Big Exchange. Then in the Consolidated.

Fred H. Smith, stock broker, of 66 Broadway made an assignment yesterday to Benjamin A. Niebuhr. Mr. Smith is a Wall Street veteran, having started in business in 1885. He was formerly a member of the New York Stock Exchange, but sold his seat there in 1873, and later became a member of the Consolidated Stock and Petroleum Exchange, where he has continued ever since. A year ago he said he was worth $50,000 and had a large marl and sand property at Perth Amboy, N. J.

JOE WEBER'S BROTHER FAILS.

Used to Be in the Tombstone Business and Owns a Ton of Steel.

George Weber, a brother of Joe Weber, the actor, has filed a petition in bankruptcy, with liabilities $2,356 and assets $375, consisting of a ton of steel for manufacturing tools in a shop at Washington Cemetery, Brooklyn. Mr. Weber was formerly in the monument and headstone business. He lives at 42 Attorney street.

FINANCIAL NOTES.

N. W. Harris & Co. are offering to investors $1,500,000 Chicago Junction Railroad Company First Mortgage 4 per cent. bonds, due March 1, 1945. The above road is leased to the South Side Elevated of Chicago, which agrees to pay interest on the bonds. The bonds are also guaranteed as to both principal and interest by the Chicago Junction Railways and Union Stock Yards Company.

At the meeting of the board of directors of the American Writing Paper Company held at Holyoke, Mass., yesterday the report and balance sheet submitted show the net earnings of the year to Jan. 1, 1905, to be $106,776, after charging off the sum of $482,604 for readjustment of real estate valuation and providing for all sinking fund requirements. Edwin Gould was elected a director and a vice-president of the company, in place of O. S. Greenleaf, resigned.

Business Troubles.

Joseph Fuller and John H. Jones (Fuller & Jones), commission merchants in grocers' specialties, condensed milk, &c., at Hudson street, have filed a petition in bankruptcy with liabilities $108,179 and nominal assets, $51,101. They handled the product of the Huron Condensed Milk Company, against which a petition in bankruptcy was filed last week.

A creditors' petition in bankruptcy has been filed against the Wolff & Walker Company, restaurants at 11 Warren street and at Thirty-sixth street and Sixth avenue. City Marshal Erskine closed the doors of 11 Warren street yesterday on a chattel mortgage.

A creditors' petition in bankruptcy has been filed against the George W. Willis Publishing Company, which published a weekly paper at 124 East Twenty-third street.

DAILY TREASURY STATEMENT.

WASHINGTON, Feb. 21.—The statement of the receipts and expenditures of the Government shows:

	This day.	This month.	Fiscal year.
Receipts	$1,169,838	$34,404,223	$355,464,361
Expenditures	1,350,000	31,070,000	380,727,744
Deficit	$140,162	Sur.$3,334,224	$25,263,383

The receipts from customs to-day were $526,141; from internal revenue, $550,155; miscellaneous, $52,542. National bank notes received for redemption, $751,856.

The cash statement of the United States Treasury for Feb. 21 shows:

RESERVE FUND.

Gold coin and bullion	$150,000,000

TRUST FUND.

To redeem outstanding certificates	$1,002,441,969

GENERAL FUND.

Gold coin and bullion	$11,203,248
Gold certificates	39,007,810
Silver dollars	14,016,457
Silver certificates	9,713,383
Silver bullion	3,316,115
United States notes	14,512,003
National bank notes	17,802,482
Subsidiary silver and minor coin	13,686,905
Total	$122,269,103
In national banks	107,354,073
Awaiting reimbursement	48,025
Total	$229,661,201
Liabilities	91,604,640
Cash balance	$138,056,561

GOSSIP OF WALL STREET.

The initiative or leadership that has been asserted this week in various low priced stocks, railroads and industrials, in which there is some general speculative interest, has already created a good deal of outside business. Commission houses were more active yesterday, perhaps, than at any previous time since the December break, and the general speculation broadened accordingly. This movement in Steel common, for example, touches a large body of outside speculative sentiment, and if operations such as have been seen this week in that stock and in Erie common and one or two others are continued, brokers say, they will lead to greater general interest in other directions. Since the December break the speculation has been of a highly professional character, and has converged largely upon high priced stocks in which the active public interest is relatively small. "We tried," said the head of a large brokerage house yesterday, "to get our people into St. Paul around 150 and again at 160, and into Northwestern common around 180 and into New York Central around 135 and we did get some of them into Union Pacific around 110, but these are not the stocks in which the general public has wanted to trade. Our people want to speculate in stocks like Steel common, Erie, and Southern Railway. It is in these and other low priced stocks, I believe, that we shall get the big speculation this year. This tendency has already begun to manifest itself. Many of the high priced stocks will sell a great deal higher, but it is not in them, apparently, that we shall see the great public speculation."

A big speculation this year in the low priced stocks is confidently expected by many of the Street's most astute observers. The idea has been under cultivation for some time. Brokers have been encouraging it. As often since the first of the year as activity has been developed in two or three well known low priced issues general business has shown immediate improvement, and as often, inversely, as the activity has gone out of these low priced stocks and into the higher priced issues again the business of commission houses has fallen off. The outside response this week to the leadership referred to as having been asserted in several low priced stocks of wide speculative distribution has been fully up to expectations, and for this reason it is thought that operations of the same character may be begun in other stocks.

Reference has been made several times recently to the unsatisfactory management of the market for Federal Smelting and Refining. The common stock sold on Monday as high as 120 and at the close it was quoted at 113 bid and 115 asked. On sales of 800 shares it declined yesterday to 107½ and closed at 110. After the close it was quoted at 110 bid and 112 asked. Bid and asked quotations during the day were frequently 5 points or more apart. So uncertain a market discourages active speculation in a stock. Buyers and sellers alike have not infrequently found no market for this stock at all, owing to the absence of open orders either way.

On transactions approximating 130,000 shares Steel common accomplished a further advance yesterday to 33⅞, and closed, as on Monday, at a recession of but ⅛ per cent. from the highest. No attempt was made to uncover the 34 stock. If the movement is to be continued the 34 stock will probably be disposed of as was that at 33 on Monday. There are no corresponding operations in the preferred stock. The present speculation seems to be all in the common. Transactions in the preferred yesterday amounted to less than 40,000 shares.

A group of men who put certain properties into the United States Steel Corporation at the time of its formation four years ago and who received in exchange very large amounts of Steel preferred and common shares, sold out their holdings on the big market of 1901. They were practically all out before the May panic of that year. Last year these same men, who had not been bullish on the steel situation since the formation of the United States Steel Corporation, took a position on the long side of the Steel stocks, accumulating both classes heavily. They benefited enormously by the rise last year, especially that in the preferred stock, and still they are holding their position. They expect confidently to see Steel preferred sell above par and believe also that the common stock, irrespective of any immediate dividend prospects, will swing into the 40s. They particularly favor the common stock as a speculation at this time, and are thought to be interested in the present campaign. Private comment on the prospects of the United States Steel Corporation for this year is much more enthusiastic than any that is being printed.

Union Pacific will sell ex dividend 2 per cent. on Thursday.

Persons who have been watching attentively the transactions in Union Pacific this week affirm that there has been enough long stock sold above 130 by speculative followers of the movement having enormous profits in their holdings to cause a setback under any ordinary conditions of 3 or 4 points. At least one very prominent bull crowd and several individual speculators operating in the stock on a large scale have unloaded on the last three or four points of the rise, and, overrating the consequence of their own operations, have expected the market to show the withdrawal of their support, but all this stock, together with large miscellaneous holdings offered for sale because the profits were so large as to be irresistible, has been absorbed. There seems no other way in which to refer to it than as absorption. One of the largest individual operators in the stock was reported on Monday to have said that in his judgment the movement had culminated for the time being. That was when the stock was selling around 131. It sold yesterday at 134. The highest price ever previously recorded for it was 133. That quotation was made in May, 1901, before the Northern Pacific panic. The stock went through 133 yesterday as easily as it had gone through 130 or 131 or any full point price lower down, and sold twice during the day at 134.

It is understood that foreign houses have been heavily short of Union Pacific, not only in the technical sense against certificates to arrive from the other side, but actually short of it for the account of foreign speculators acting merely on the assumption that the stock was selling too high. A good deal of the technical short interest was covered yesterday by the conversion of convertible bonds received from the other side.

German bankers cabled urgent instructions to their Wall Street correspondents yesterday to procure in this market large amounts of short term corporation notes. The investments were not procurable in the form desired, but this demand for them was so unusual that it attracted a good deal of attention in foreign banking circles. It would seem to show two things, viz., that short term notes have become very scarce and that financial conditions are much easier in Germany.

There is said still to be a large short interest in Amalgamated Copper.

The flagrant manipulation of Sloss-Sheffield shares, especially the common stock, which advanced more than 20 points yesterday, has caused a good deal of comment but very little surprise among those who know the origin of the activity. It is a Hoadley movement. Several weeks ago efforts were made to create the impression that the Alabama Consolidated Coal and Iron Company had bought in the interest of the United States Steel Corporation. This story was put out very definitely from the same source whence a few days later proceeded the official statement that the property had been taken over by the International Power Company, of which Mr. Hoadley is president. The desire evidently was to make it appear that the International Power Company had been able to get something which the United States Steel Corporation wanted. Stories of a consolidation of certain Southern coal, iron and steel properties, including the Sloss-Sheffield Steel and Iron Company, the Tennessee Coal and Iron Company and others are now coming from the same source. The manipulation of Sloss-Sheffield shares recalls that of International Power several years ago.

The operations in Missouri Pacific yesterday attracted some attention owing to the use of brokers to bid over the market for blocks of the stock. There was a report on the floor that the market management of Missouri Pacific had been intrusted to new hands. The stock is one of the most conspicuous laggards in the railroad list—a 5 per cent. stock selling under 110. Some bullish information was given out on it a few days ago from a source that was supposed to be original, but stock was so freely supplied around 109 that the movement was arrested at that point.

TEXAS LAND TRUST JUMPS.

Contest for Proxies Between Dividend Payers and Certificate Payers.

There is a contest under way for proxies for voting purposes at the special meeting of the Texas Land Trust Company on March 3, when a trustee is to be elected. The certificates have advanced sharply on the Stock Exchange, selling yesterday at $40 for each $100 certificate.

Spencer Trask & Co. have just issued a circular asking for proxies, announcing that they are committed to the policy of using the proceeds of land sales to reduce the outstanding certificates as against the plan of the opposition to use them for dividends. The certificates have been reduced from $9,591,000 to $7,658,000, and there are still 2,900,000 acres of land left. The circular adds that dividends would have averaged about 1 per cent. a year if that method had been followed with the proceeds of the land sales.

MARINE INTELLIGENCE.

MINIATURE ALMANAC THIS DAY.

Sun rises ....6:43 Sun sets .....5:41 Moon rises 9:28

HIGH WATER THIS DAY.

Sandy Hook, 9:28 Gov. Isl. .....10:00 Hell Gate 11:53

Arrived—TUESDAY, Feb. 21.

Ss Bluecher, Hamburg, Feb. 11.
Ss Ryndam, Rotterdam, Feb. 11.
Ss Perugia, Genoa, Jan. 23.
Ss Scania, Genoa, Jan. 5.
Ss St. Bede, Gibraltar, Feb. 4.
Ss British Prince, Santos, Jan. 21.
Ss Fontenelle, Demerara, Feb. 10.
Ss Allegheny, Savannah, Feb. 6.
Ss Maracaibo, Maracaibo, Feb. 11.
Ss Manzanares, Ciudad Bolivar, Feb. 8.
Ss Mexico, Havana, Feb. 18.
Ss Avalon, Jeremie, Feb. 14.
Ss Huron, Jacksonville, Feb. 17.
Ss Excelsior, New Orleans, Feb. 15.
Ss Mohican, Boston, Feb. 20.
Ss Navahoe, Georgetown, S. C., Feb. 16.
Ss Hamilton, Norfolk, Feb. 20.
Bark Mary C. Hale, Brunswick, Feb. 11.

ARRIVED OUT.

Ss Mesaba, from New York at London.
Ss Neckar, from New York at Gibraltar.

SAILED FROM FOREIGN PORTS.

Ss Kaiser Wilhelm der Grosse from Bremen for New York.

OUTGOING STEAMSHIPS.

	Mails Close.	Vessels Sail.
Sail To-day.		
Amsterdam, Rotterdam	7 30 A M	10 00 A M
Majestic, Liverpool	6 30 A M	10 00 A M
Texas, Copenhagen	.....	2 00 P M
Comus, New Orleans	.....	12 00 M
Mohican, Jacksonville	.....	3 00 P M
Hamilton, Norfolk	.....	3 00 P M
San Marcos, Galveston	.....	3 00 P M
Sail To-morrow.		
La Gascogne, Havre	7 00 A M	10 00 A M
Barbarossa, Bremen	.....	10 00 A M
Alene, Hayti	9 30 A M	12 00 M
Havana, Havana	10 00 A M	1 00 P M
Santiago, Nassau	12 00 M	3 00 P M
El Sirio, Galveston	.....	3 00 P M
Princess Anne, Norfolk	.....	3 00 P M
Sail Friday, Feb. 24.		
Cienfuegos, Guantanamo	12 00 M	3 00 P M
Jefferson, Norfolk	.....	3 00 P M
Apache, Charleston	.....	3 00 P M
Sabine, Brunswick	.....	3 00 P M

INCOMING STEAMSHIPS.

Due To-day.		
Martello	Hull	Feb. 1
Vincenzo Florio	Naples	Feb. 1
Capera	Barbados	Feb. 8
Manitou	London	Feb. 9
Wells City	Swansea	Feb. 4
Breiz Izel	Algiers	Feb. 15
Prinz Adalbert	Naples	Feb. 8
Bovic	Liverpool	Feb. 10
Federica	Gibraltar	Feb. 4
Laurentian	Glasgow	Feb. 10
United States	Copenhagen	Feb. 9
Apache	Jacksonville	Feb. 19
Sabine	Brunswick	Feb. 18
Bermudian	Bermuda	Feb. 20
Arkansas	Copenhagen	Feb. 4
Seisdon	Gibraltar	Feb. 7
Allanca	Colon	Feb. 15
El Sud	Galveston	Feb. 16
Due To-morrow.		
Vaderland	Antwerp	Feb. 14
British King	Antwerp	Feb. 9
Lugano	Hamburg	Feb. 8
Denver	Galveston	Feb. 15
El Alba	New Orleans	Feb. 18
Prins Willem IV	Hayti	Feb. 17
City of Atlanta	Savannah	Feb. 20
Iroquois	Jacksonville	Feb. 20
Due Friday, Feb. 24.		
Baltic	Liverpool	Feb. 15
Breslau	Bremen	Feb. 11
Graecia	Hamburg	Feb. 10
El Mar	Galveston	Feb. 18
Due Saturday, Feb. 25.		
Philadelphia	Southampton	Feb. 18
Etruria	Liverpool	Feb. 18
Shimosa	Algiers	Feb. 9
Lampasas	Galveston	Feb. 18
Due Sunday, Feb. 26.		
Menominee	London	Feb. 16
La Bretagne	Havre	Feb. 18
Città di Torino	Gibraltar	Feb. 16

FINANCIAL. FINANCIAL.

$1,500,000

Chicago Junction Railroad Co

First Mortgage Gold 4s

Guaranteed as to Principal and Interest by

CHICAGO JUNCTION RAILWAYS & UNION STOCK YARDS COMPANY

Dated March 1, 1905 Due March 1, 1945

Optional at 105 and Interest after March 1, 1910

Authorized $2,476,000
Issued 1,800,000

We are informed by the President of the Company that the above bonds will be secured by first mortgage on the valuable property, rights and franchises of the Company located in one of the most thickly settled districts of the South Side, Chicago, and crossing the tracks of many of the large trunk lines entering the City, including Illinois Central, Rock Island, Pennsylvania, Lake Shore & Michigan Southern, Wabash, Erie, Grand Trunk, etc.

The above property is leased to the South Side Elevated, which agrees to pay the interest on the bonds. These bonds will be additionally secured by the guarantee, as to both principal and interest, of the Chicago Junction Railways & Union Stock Yards Company.

The South Side Elevated, with a capital stock of $10,323,800, has paid 4 per cent. dividends for the past four years. This stock is now selling at about 95. The interest charge on the above bonds also precedes dividends on $6,500,000 6 per cent. preferred stock and $6,500,000 common stock of the Chicago Junction Railways & Union Stock Yards Company, upon which 8 per cent. has been paid for years. The preferred and common stocks are now quoted at 132 and 176, respectively.

The Combined Earnings of the Lessee and Guarantor Companies, Applicable to Interest on the $1,800,000 Bonds, is Over Twenty Times the Interest Charge

PRICE 101 AND INTEREST

Circular Upon Request

N. W. HARRIS & COMPANY

BANKERS

Pine Street, Corner William

CHICAGO NEW YORK BOSTON

THE TEXAS & PACIFIC RAILWAY CO.

TO THE HOLDERS OF

First Mortgage Eastern Division Bonds

OF THE

Texas and Pacific Railway Co.,

DATED MAY 15th 1875.

Notice is hereby given that the principal of said bonds will mature on March 1st, 1905, and that the bonds will be redeemed at par on presentation at the office of the MERCANTILE TRUST COMPANY, No. 120 Broadway, New York City, on and after that date.

CHARLES E. SATTERLEE, Treasurer.

LOST—Certificates Nos. F96683, F96684 and F96685 for 10 shares each, United States Steel Corporation common, and certificate No. C102744 for ten shares United States Steel Corporation preferred, in the name of Dr. S. E. Davenport. Stop transfer order has been issued. Address 51 West 47th street, New York City.

PROPOSALS.

NOTICE TO CONTRACTORS.

Sealed proposals suitably indorsed on envelop for dining room and employees' building, construction, heating, plumbing, electric light wiring and fixtures, at Manhattan State Hospital, Central Islip, N. Y., may be sent by mail or delivered in person up to 3 o'clock P. M., on Wednesday, the 8th day of March, 1905, to the State Commission in Lunacy, at the Capitol, Albany, N. Y., when the bids will be opened and read publicly.

Drawings and specifications may be consulted and blank forms of proposal obtained at the office of F. A. Wheeler, purchasing steward, No. 309 Broadway, New York City, or Dr. G. A. Smith, Central Islip, N. Y., or by application to G. L. Heins, State Architect, in the Capitol at Albany, N. Y.

Contracts will be awarded to the lowest responsible and reliable bidders unless the bids exceed the amount of funds available therefor, in which case the right to reject all bids is reserved.

T. E. McGARR,
Secy. State Commission in Lunacy.
Dated Albany, N. Y., February 10, 1905.

POST OFFICE DEPARTMENT, Washington, D. C., February 11, 1905.—Sealed proposals will be received at this Department until Saturday, March 25, 1905, at 2 P. M., for furnishing LETTER CARRIERS' SATCHELS, large size, for the Free Delivery Service, for a term of four years, commencing June 1, 1905. Specifications and blank forms of proposals, which will be ready for distribution March 1, 1905, will be furnished upon application to the Purchasing Agent, Post Office Department, Washington, D. C. R. J. WYNNE, Postmaster-General.

OFFICE OF THE CONSTRUCTING Q. M., Burlington, Vt., Feb. 20, 1905.—Sealed proposals in triplicate will be received here until 2 o'clock P. M., March 2, 1905, for constructing one Band Barrack at Plattsburgh Barracks, N. Y. Information furnished on application here. United States reserves the right to accept or reject any or all proposals or parts thereof. Envelopes containing proposals to be endorsed "Proposals for Band Barrack" and addressed Capt. T. B. LAMOREUX, Q. M.

PUBLIC NOTICES.

WANTED FOR ARMY.—Able bodied unmarried men between ages of 21 and 35; citizens of United States, of good character and temperate habits who can speak, read and write English. For information apply to Recruiting Officer, 25 Third av., 2309 Third av., 705 Sixth av., 2306 8th av., N. Y., or 363 Fulton st., Brooklyn.

MINING.

I HAVE a few standard mining shares yielding 20% on investment. Complete information furnished. W. T. GILBERT, Aparpabo, 58 Monterey, Mexico.

Court Calendars This Day.

Appellate Division—Supreme Court.—Nos. 47, 48, 44, 3, 35, 42, 49, 50, 51, 52, 53, 54, 55, 56, 57.

Supreme Court—Special Term.—Part I.—Motion calendar called at 10:30 A. M. Part II.—Ex part matters. Part III.—Clear. Motions. Preferred causes—Nos. 2291, 2296, 2357, 944. General calendar. Nos. 833, 1690, 1609, 1615, 1029, 1688, 1475, 1476, 699, 702, 1731, 1297, 1245, 1738, 635. Part IV.—Case unfinished. Cases from Part III. Part V.—Case unfinished. Cases from Part III. Part VI.—Clear. No. 1105—McPhillips vs. Interborough Rapid Transit Company. Part VII.—Case unfinished. Cases from Part III. Trial Term.—Part II.—Case unfinished. Short causes Nos. 3958, 3959, 3968, 4227, 3487, 4020, 2338, 4130, 3382, 3890, 3985, 4061, 3850, 3921, 418, 3250, 2082, 3934, 4177, 4195. Inquest—No. 4169. Part III.—Case unfinished. Nos. 602, 614, 623, 627, 640, 649, 116, 119, 576½, 508½, 1990, 584, 2178, 654, 655, 656, 657, 658, 660, 661, 662, 662½, 610, 693, 695, 699, 671, 673, 675, 676, 677, 678, 681, 233, 682, 684, 685, 687, 688, 689. 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 VIII.—Case unfinished. Nos. 175, 408, 2328, 193, 443, 2584, 146, 2492, 234, 2572, 1296, 294, 230, 311, 379, 454, 456, 457, 458, 490, 420. Part VIII.—Clear. Cases from Part VII. Part IX.—Clear. Cases from Part VIII. Part X.—Case unfinished. Nos. 1000, 624, 1236, 606, 2305, 713, 671, 1006, 845, 885, 1098, 1436, 1370, 1393, 1406, 1421, 1467, 987, 613, 1246, 796, 1433, 522, 898, 1097, 479, 1213, 421, 733, 3606, 3633, 3634, 3635, 3636, 3648, 3653, 3654, 3655, 3656, 3743, 3755, 3758, 3759, 3762, 3763, 3764, 3952, 3676, 3677, 3659, 3722, 3723, 3614, 3883, 3885, 3889, 3944, 3695, 3909, 3901, 3906, 3917, 3918, 3919, 3920, 3926, 3932, 3939, 1351. Part XI.—Case unfinished. Cases from Part X. Part XII.—Case unfinished. Cases from Part X. Part XIII.—Case unfinished. Cases from Part X.

Surrogates' Court—Chambers.—For probate—Wills of Margaret McGoldrick, Henrietta Hecht, John T. Farley, Netta Eckoff, August C. Heugel, Kasryel H. Sarasohn, John M. Campbell, John J. Barnett, Charles J. Hartman, Herbert S. Davis, Mary A. Smith, George W. Manson, Catharine A. Skennion, at 10:30 A. M.; Maria L. Shall, Margaret Kennedy, Dorothei Froehlich, at 2:30 P. M. Trial Term.—No. 2085. Will of Anna Kammann, at 10:30 A. M.

City Court—Special Term.—Court opens at 10 A. M. Motions. Trial Term.—Part I.—Case unfinished. No day calendar. Cases from Part IV. Part II.—Clear. No day calendar. Cases from Part IV. Part III.—Clear. No day calendar. Cases from Part IV. Part IV.—Clear. No day calendar. Cases from Part IV. Part V.—Clear. No day calendar. Cases from Part IV. Part VI.—Clear. Short causes. Nos. 10546, 10062, 10177, 10730, 10370, 10434, 9640, 10463, 8412, 10639, 10261, 10496, 6039, 10571, 10356, 10724, 10728, 10668, 10727, 10707, 9814, 10511, 10737, 10537, 10761, 10705, 10647, 10701, 10706, 8549, 10659, 10186, 7022, 9842, 10677, 10663, 10159, 10252, 4678, 10407, 10642, 10622, 9065, 8572, 10776, 10658, 4269, 10672, 10704, 9578, 10778, 10785, 9830, 9070, 10720, 6585, 2769. Equity cases—Nos. 820, 826, 822, 821, 824.

WINTER RESORTS.

NEW JERSEY.

Atlantic City.

Atlantic City, N. J.

Washington's Day

COME TO

CHALFONTE

CHELSEA ARTESIAN WELL

900 FEET DEEP

Absolutely pure. Used for all purposes at the

Hotel Chelsea

300 ocean-view rooms; 100 private baths. Thirty minutes to golf course by trolley 3 squares from hotel.

J. B. THOMPSON & CO.

MARLBOROUGH HOUSE,

Atlantic City, N. J.

STONE, IRON AND SLATE CONSTRUCTION. Claims preeminence for its location, construction, conveniences and best New York patronage. Whole Block on Ocean. Music throughout year. Sea water in all baths. Ice water and phones in rooms. Capacity 600. Golf Booklet. Ownership Management. JOSIAH WHITE & SONS.

GRAND ATLANTIC

NEVER CLOSED.

Virginia Ave. and Beach, Atlantic City, N. J. Rooms en suite with private baths, including hot and cold sea water. Delightful sun parlors, steam heated. Excellent table. Rates $2.50 per day; $10 weekly. Capacity 700. Write for 1905 booklet. Coach meets trains. N. Y. office, 263 4th ave. A. C. MITCHELL & CO.

HOTEL TRAYMORE

ATLANTIC CITY, N. J.

remains open throughout the year. Every known comfort and convenience. Golf privileges. Running water in bedrooms. TRAYMORE HOTEL CO
D. S. WHITE, President.

HADDON HALL,

ATLANTIC CITY, N. J.

Always Open. Hot and cold sea water baths. Long distance telephone in every bedroom; golf links.
Write for illustrated literature.
LEEDS & LIPPINCOTT.

HOTEL DUNLOP,

Ocean Ave. Directly on the beach. Most central location in Atlantic City. Thoroughly modern, completely equipped. High class service. Private baths. American and European plans.

CALEN HALL Atlantic City, N. J. Hotel and Sanatorium Always Open. Booklet. F. L. YOUNG, Genl. Mgr.

ATLANTIC CITY, N. J.

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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 PLYMOUTH and PILGRIM. Orchestra on each.

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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.

British Ambassador Leases a Lenox Cottage

PITTSFIELD, Mass., Feb. 21.—Sir Mortimer Durand, the British Ambassador, has leased of Dr. Francis P. Kinnicutt of New York his Lenox estate, Depedene, for the summer and autumn seasons. Ambassador Durand was a Lenox cottager last season, occupying the Bishop cottage on Main street. The Kinnicutt property is half a mile from the centre of Lenox, and was occupied last season by Baron von Sternburg, the German Ambassador.

Southern Pacific 4s to Be Paid for Monday.

Subscribers to the $75,000,000 of Southern Pacific 4 per cent. refunding bonds have been notified by the bankers that payment in full for the bonds will be required on Monday next. Speyer & Co. and Kuhn, Loeb & Co., the bankers, issued temporary certificates, and the payment for these will involve considerable shifting of loans, for which, however, arrangements have been made to obviate any disturbance.

Court of Appeals Calendar.

ALBANY, Feb. 21.—Court of Appeals calendar for to-morrow: Nos. 442, 446, 448, 451, 312, 115, 141 and 145.

RAILROADS.

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

FOR THE WEST.

*7:55 A. M. CHICAGO SPECIAL.
*9:55 A. M. ST. LOUIS LIMITED.
*10:25 A. M. THE PENNSYLVANIA LIMITED. 23 hours to Chicago.
*1:55 P. M. CHICAGO & ST. LOUIS EXPRESS.
*4:55 P. M. CHICAGO LIMITED.
*5:55 P. M. ST. LOUIS EXPRESS.
*5:55 P. M. WESTERN EXPRESS.
7:55 P. M. PACIFIC EXPRESS.
*8:25 P. M. CLEVELAND & CINCINNATI EXP.
*9:55 P. M. PITTSBURG SPECIAL.

WASHINGTON AND THE SOUTH.

7:55, 8:25, *9:25, *9:55, *10:55, a. m., *12:55, 2:10 (*3:25 "Congressional Limited"), *3:25, *4:25, *4:55, 9:25 p. m., 12:10 night. Sunday, 8:25, *9:25, *10:55 a. m., 12:55 (*3:25 "Congressional Limited"), *4:25, *4:55, 9:25 p. m., 12:10 night.

SOUTHERN RAILWAY.—12:55, 3:25, 4:25 p. m., 12:10 a. m. daily. "Southern's Palm Limited," 12:55 p. m. week-days.

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

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

NORFOLK & WESTERN RAILWAY.—3:25 p. m. daily.

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

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

ATLANTIC CITY.—9:55 a. m. and 2:55 p. m. week-days. Sundays, *7:55 a. m.

CAPE MAY.—12:55 p. m. week-days.

LONG BRANCH, ASBURY PARK (North Asbury Park Sundays) and Point Pleasant, 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.

FOR PHILADELPHIA.

6:05, 7:25, *7:55, 8:25, 8:55, *9:25, *9:55, *10:25, *10:55, 11:55 a. m., *12:55, *1:55, 2:10, 2:55, *3:25, 3:55, 4:25, *4:55, *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, *10:55, 9:55, *10:25, *10:55 a. m., *12:55, *1:55, *2:55, 3:55, *4:55, (*4:55 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.

*Dining car. †Extra fare train.

Ticket offices Nos. 461, 1351, 113 and 261 Broadway, 182 Fifth avenue (below 23d st.); 263 Fifth avenue (corner 29th st.); Astor House, and stations named above; Brooklyn, 4 Court Street, 369 Fulton Street, 238 Broadway, and Pennsylvania Annex Station. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

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