M'CURDY SUITE DISMANTLED.

AND LET AS PLAIN OFFICES TO A RAILROAD COMPANY.

The $100,000 Furnishings Amid Which the Late President Ruled Have Been Stored and Some May Be Sold—Varied Views On Policyholders' Voting.

The magnificently furnished offices occupied by Richard A. McCurdy when he was president of the Mutual Life have been dismantled and the floor space rented to the Delaware and Hudson Railroad Company. The furnishings, which were imported from France at an expense to the policyholders of almost $100,000, have been stored away in the Mutual building. It is not known what will be done with them ultimately, but the present management of the company will undoubtedly take steps to dispose of such pieces as are not available for use.

Only a comparatively small number of persons ever saw Mr. McCurdy's offices until after he retired from the company. Visitors in search of the president had to pass muster before a series of gray uniformed guards before they reached the inner offices, and most of them went down and out before they got anywhere near the chief executive.

The offices were finished in Renaissance style. The woodwork was painted pure white and highly polished. The walls were white and gold and heavily set with medallion work. In renovating the rooms for the railroad company the expensive gold work has been all painted out. Even the electric light fixtures with which the room was furnished were imported from Paris.

The recent report of the Truesdale investigating committee said that this furniture was paid for out of the funds at the Paris office and that the payments were never passed on by a committee of the board of trustees. The report recommended that the responsibility for the extravagance be placed definitely.

The Truesdale committee report, made public a few days ago, said that the committee had communicated with twenty-seven Insurance Commissioners for the purpose of getting their views on the question of how the policyholders may have a more effective voice in the management of the company.

The answers of the Commissioners were made public yesterday. They cover a wide range of suggestions, but the general opinion seems to be that there ought to be State elections by the policyholders and representation by States on the governing boards of the companies.

Supt. Hendricks's views are particularly interesting in view of his own record as head of the New York State Insurance Department. He suggests for one thing that policyholders who are unable to attend the meetings of the companies should give their proxies to the Insurance Commissioners of their respective States.

Mr Hendricks says that it depends entirely on the personal character of those in charge of the companies whether the principle of mutuality of ownership and control can be carried out. Mr. Hendricks thinks that it is extremely unwise to publish a list of the policyholders. What Mr. Hendricks adjudges unwise is one of the reforms embodied in the Armstrong committee bills.

Commissioner David Martin of Pennsylvania says that there are so many conditions entering into and affecting this matter, with many of which he is entirely unfamiliar, that he would prefer not to "hazard an opinion."

Zeno M. Host of Wisconsin says that every policyholder under any form of contract ought to be entitled to vote by mail but not by proxy. Mr. Host thinks it not expedient to publish the names of the policyholders.

Edward L. Leggett of Idaho says that he can see no way in which the voting of policyholders can be made general in any of the large insurance companies. He thinks that the Insurance Commissioner ought to be an insurance man and an accountant.

Frederick L. Cutting of Massachusetts gives it as his opinion that when there is no exciting issue raised the members of mutual insurance companies will not exercise their right to vote. He thinks voting by proxy should be prohibited, but a list of the policyholders eligible to vote ought to be accessible to all policyholders, and voting places might be established in each State.

Morton Mayre of Virginia says frankly that "his views would be of no value to the committee."

FOR FEDERAL INSURANCE LAW.

The President May Send Special Message to Congress on the Subject.

WASHINGTON, April 4.—Representative Ames (Rep., Mass.) to-day reintroduced his so-called model measure for the regulation of insurance companies in the District of Columbia. The measure, which is drawn upon the lines of the recommendations of the Armstrong committee, has the indorsement of the sub-committee of fifteen of the Safe Insurance Commissioners, and it is intended that the companies doing an interstate business shall conform to its requirements.

Mr. Ames saw the President this morning, and it is expected that the President will shortly send a special message to Congress on the subject, recommending legislation along the lines of the Ames bill.

DAILY TREASURY STATEMENT.

WASHINGTON, April 4.—The statement of the receipts and expenditures of the Treasury shows:

	This Day	This Month	Fiscal Year.
Receipts	$2,199,383	$5,7,4,881	$452,240,628
Expenditures	1,758,000	4,810,000	445,321,938
Surplus	$419,383	$994,881	$6,927,685

The receipts from customs to-day were $1,461,114; from internal revenue, $467,921, and miscellaneous, $77,348. National bank notes received for redemption, $389,341.

The cash statement of the United States Treasurer for April 4 shows:

RESERVE FUND.	
Gold coin and bullion	$150,000,000
TRUST FUND.	
To redeem outstanding certificates	$1,023,667,869
GENERAL FUND.	
Gold coin and bullion	$80,809,019
Gold certificates	56,248,430
Silver dollars	8,359,761
Silver certificates	4,013,982
Silver bullion	1,6[illegible]3,117
United States notes	9,138,119
National bank notes	12,610,039
Subsidiary silver and minor coin	8,077,061
Total	$180,863,897
In national banks	82,300,787
Awaiting reimbursement	386,788
Total	$263,547,167
Liabilities	102,012,988
Cash balance	$161,534,179

DIVIDEND DECLARATIONS.

Company and Term.	Stock.	Amt.	Payable
Consolidated Ice Company of Pittsburg, quar.	pfd	1½	April 20
City Investing Company	—	3	April 12
H. B. Claflin Company, quar.	com	2	April 16
Development Company of Cuba, semi-annual	—	4	April 16
Eastman Kodak Company, extra	com	2½	May 1
Atchison, semi-annual	com	2	June 1
Pacific Coast Steamship, quar.	com	1½	May 1
Pacific Coast Steamship, quar.	1st pfd	1¼	May 1
Pacific Coast Steamship, quar.	2d pfd	1½	May 1
Chartiers Valley Railroad, semi-annual	—	5	May 1
Alliance Realty, quar.	—	1¾	April 16

Alfred Walter President of Seaboard.

J. M. Barr resigned yesterday as president of the Seaboard Air Line Railway, and Alfred Walter of Baltimore was elected in his place. Mr. Barr's resignation takes effect on April 30. At the offices of the company it was stated that it was "in conformity with a determination reached by him in December last to engage in work that will give him more leisure." He will continue to be a director of the company. Mr. Walter was president of the Lehigh Valley from 1897 to 1902 and has been connected at times with the Pennsylvania, Baltimore and Ohio and Erie in various capacities.

IRON AND STEEL.

Fair Demands for Pig Iron East and West—Good Conditions for Steel Products.

A fair amount of business is going on between makers and sellers of pig iron in Eastern and Western distributing centres. In this vicinity the larger consumers do not expect to see higher prices for foundry iron, except under conditions which might bring about a prolonged labor disturbance in the fuel trades. Already a few iron makers have made inconsiderable advances on certain grades, but by so doing did not, as they hoped, stimulate buying. Such considerable contracts for forward delivery as are reported in this market are at quotations set forth last week. Quite a number of important sales made this week by Northern and Southern furnace operators are for account of future production—the ore is in the ground, and the performance of the obligation is contingent upon all such trade difficulties as may ensue through labor troubles and car famine. Under these aspects the sellers of iron for forward delivery are protecting themselves by such clauses as this: "Shipments and deliveries subject to strikes, accidents, deficient transportation and all other causes beyond our control." Under such terms of sale consumers have a flimsy foundation upon which to base prices and deliveries of foundry iron contracts.

Southern iron makers in town in connection with plans for the betterment of plants state that the prospect is good for the full employment of their furnaces through this year and well into 1907. They report no large stocks anywhere in the South. The president of one of the largest foundry iron making corporations in Alabama says that a marked feature of this year's business is the enormous demand for iron within the South and the increase in the markets of the West for Southern iron. Another Southern ironmaster says: "The purchasing power of the Southern people in the industrial districts is several hundred per cent. more than it was a few years ago. One effect of this state of affairs is the very great activity in present building of dwelling houses and shops and public buildings in the Southern manufacturing towns and cities. In proportion to population a dozen Southern cities can show a higher percentum in new building operations than Chicago or New York. Our Southern foundry interests, especially in pipe making, plumbers' fittings and general jobbing, are making proportionally larger gains than the foundry interest of the growing West. The South is building a mighty empire, based on solid foundations of rich, natural resources and good brawn and muscle. In steel making we are going to take a place well to the fore. Every recent advance in the sciences of metallurgy applied to iron and steel has made for placing higher values on the iron ore deposits of the South. Since the making of open hearth steel has begun to largely displace the Bessemer process at home and abroad the South has awakened to the fact that the future supremacy in steel making may in time pass from the West and the East to Dixie's land.

Good conditions of sales and deliveries mark the steel trades generally. Spring trade is shaping out in larger volume than most of the larger steel working corporations expected to see. Reports from the distributing agencies for steel products in Chicago, St. Louis, Cleveland, Detroit, Buffalo, Philadelphia, Baltimore and Boston relate that for most steel manufactures business is as good as it was a year ago. In the heavy machinery trades the demand for steel is insistent, and in hundreds of instances manufactories in the textile and metal and wood working lines are operating overtime. In the local steel trades markets business is lively. Sellers of domestic steel say that business is remarkably good, especially for account of electric railroads and industrial plants. Three local agencies for foreign steel, used mostly by machinery and tool makers, say that business is better than it was a year ago, and they are further behind in contract deliveries than ever before, owing to the good trade conditions in Europe.

It is learned that one of the larger steel corporations has lately booked a very large order for foreign account. At present the sellers are disinclined to communicate particulars, except to say that full prices were asked and obtained and that the order came to this side chiefly because the buyers found it impossible to get on time deliveries from the British makers to whom they ordinarily apply for requisitions. The shipments are to be made from Baltimore. There is a general improvement in export trade, as reported by four of the larger export steel agencies in the local market.

The likelihood that the steel business is going to be good for a long time to come has induced a number of interests which for some years past have been operating run down plants to decide to bring these manufactories up to the highest level of efficiency by installing new tools and apparatus. An instance of this is the placing in this market of contracts for several hundred thousand dollars worth of machinery to provide new equipment for an old machinery making plant that after being idle a long time was started up last year to help out the repairing department of a modern plant. In several parts of New England and the Middle States old shops long shut down in the metal working trades have been started up and are now being brought up to date, as their proprietors are convinced that business is going to be good for several years. Several long shut down steel working plants in Massachusetts have recently been reorganized and are working full time, buying semi-manufactured steel in the West and converting it into products for which the demands are months ahead of the supplies. In cast steel lines the market continues active. Lathe makers are particularly well employed. Manufacturers who in ordinary times require two to three months for the making of a metal working lathe now condition four to six months. Because of a congestion of orders several lathe makers have called their travellers from the road.

COPPER, TIN AND LEAD.

Phenomenal Prosperity of Electrical Trades Induces Heavy Copper Buying.

Domestic and foreign contracts for electric power and lighting apparatus are pouring in so rapidly on manufacturers that the certainty of the very great prosperity of these trades for two years ahead is now assured. One corporation which consumes a million pounds of copper a week has just booked contracts that will call for 27,000,000 pounds of copper for power transmission lines. Four other concerns in the same line are booking much more business than they anticipated at the beginning of the year. These manufacturers are all in this week's market for heavy purchases, running in deliveries to the end of the year. The manager of one of these corporations informs THE SUN that when he placed its first order for copper with a John street firm, about twenty-five years ago, the annual production of domestic copper was 27,000 tons, of which the Lake Superior mines produced 82.2 per cent. Last year the electrical apparatus makers in this State consumed much more copper than was produced in and imported by the United States when the first electric lighting plant was established in this city. Twenty years ago copper refineries of Baltimore and Boston induced a number of commercial and daily papers to agitate for the repeal of the duty on copper, on the ground that this country would never produce sufficient copper to keep the refineries at work all the year round.

For lake copper quotations are 18⅝@18¾c. for June and July deliveries. Electrolytic is held at 18½@18¾c. for forward delivery. Two of the largest producers of electrolytic are out of the market till September, and their estimated outputs for that month are over 70 per cent. sold. Casting copper continues in large demand by the foundry interests and is in small supply for thirty days delivery at 18@18½c. Foreign markets reflect scarcity of G. M. B. metal. Standard copper warrants are: Spot, £84 5s.; futures, £82 5s. The London pig tin market is on a high plane of speculation, with actual trade conditions warranting high prices—London quotes spot, £173 5s.; three months, £169. The local market is firm at 38¾@38½c. Pig lead is steady at 5.35@5.45c.

STEEL MILLS HAVE COAL.

Most of the Manufacturers Would Not Be Closed by a Strike.

CLEVELAND, Ohio, April 4.—The *Iron Trade Review* to-morrow will say:

Reports indicate that nearly all manufacturers are well supplied with coal, and the miners' strike will probably not cause much inconvenience unless long continued. There are, however, some exceptions, among which are a number of bar iron mills which will not be able to continue operations more than a few weeks.

The pig iron market is a little more lively. Inquiry for 12,000 tons from Westinghouse interests is pending and is likely to develop strong competition. The principal recent sale of pig iron was 10,000 tons of basic taken by the Inland Steel Co. of Chicago. Inquiries from malleable interests in the Chicago district have been withdrawn on account of prices not being satisfactory.

Steel bar manufacturers have reaffirmed prices, and very little business is appearing. Implement manufacturers are inclined to await developments, as most of their contracts for the year ending July 1 are $4 per ton below present quotations.

The rail market continues active, and the principal producer cannot guarantee delivery earlier than the last quarter of the year. During the last week about 30,000 tons have been sold, including 10,000 tons to the Père Marquette.

The new business of the American Bridge Company for March has been slightly in excess of 60,000 tons. Railroads are buying extensively for track elevation and bridges, the demand for eliminations of grade crossings in many cities being shown in the orders. Active preparations are being made throughout the country for building operations, and it is expected that the showing for the year will make a new record.

P. & W. WON'T ENTER PHILA.

Talk of Its Competition Was Only a Trick, It Is Now Believed.

PHILADELPHIA, April 4.—It has now become almost a certainty that the Philadelphia and Western Railroad, which was looked upon as the liberator of Philadelphia from the monopoly of the Rapid Transit Company and the Pennsylvania Railroad, giving active competition in both electric and steam service, will never enter the city. The opinion is rapidly gaining that the whole offer was the shrewdest kind of a game by the Rapid Transit Company to gain its three year extension of time for the completion of its Market street subway, a privilege it would never have gained under the changed political conditions without throwing dust into the eyes of the people.

In an interview George R. Sheldon, the New York financier, repudiated connection with the Philadelphia and Western Company except as a stockholder. Sheldon was the man who, the backers of the project said, had charge of the "untold millions" that were to be spent in competition. Sheldon's close connection with John M. Mack, the asphalt promoter and transit director, also was revealed. It was current report also that the Pennsylvania Railroad is negotiating with Philadelphia and Western to buy its completed line from Parksburg to Sixty-third street, Philadelphia. It was over this route that the Wabash was supposed to come.

TEWKSBURY CONTESTS ARREST.

Alleges Warrant Was Defective to Avoid Being Brought Here.

PHILADELPHIA, April 4.—On the ground that the fugitive warrant on which he was arrested here was defective Lewis G. Tewksbury, one of the most nimble of the acrobats of finance, to-day asked Judge Carr to annul his arrest. The Court reserved decision.

Tewksbury was arrested in this city on March 16 on the charge of grand larceny. The indictment alleges that in 1900 he stole ten one thousand dollar bonds from his wife, now divorced and known as Mrs. Mary Mills Greenhut. Since the alleged theft he has been skipping about the world, out of reach of the New York authorities. The proceedings to-day were on a writ of habeas corpus taken out by John R. Scott to save his client from being taken to New York.

At first Mr. Scott opposed the surrender of his client on the ground that Tewksbury was not in New York at the time of the alleged theft. This objection was quickly overcome by the appearance of Mrs. Greenhut. She testified positively that the defendant was in New York from July, 1899, to June, 1900.

"Are you sure," asked Mr. Scott, "that Tewksbury was in New York on January 18, 1900, the date of the alleged theft?"

"I am," said Mrs. Greenhut, "for I had dinner with him that night."

The defence then fell back on the technical objection that Gov. Pennypacker's warrant was defective because the Governor had omitted to mention the date when it was issued and the further fact that Magistrate Kochersperger had omitted to sign his name to the warrant on which Tewksbury was arrested.

GERMAN-AMERICAN ALLIANCE.

Mr. Hepburn Objects to Its Incorporation on Account of Its Purposes.

WASHINGTON, April 4.—Mr. Bartholdt of Missouri asked unanimous consent of the House of Representatives to-day to take up his bill to incorporate the National German-American Alliance, but Mr. Hepburn of Iowa, after a brief statement of the purposes of the alliance, objected. The purposes objected to as set forth in the bill are:

"The conservation of the principles of representative government and the protection and maintenance of all civil and political rights; the protection of German immigrants against imposition and deception and to assist in their naturalization."

Mr. Hepburn said he would like to know what were the defects in the laws which required the organization of a society like this to enable immigrants to obtain their rights under them; what were the defects in the naturalization laws, in a system presided over by the courts, which denied their benefits to any class of applicants. It seemed to him that the bill constituted a serious reflection upon the legislation of Congress and the administration of the laws. He seriously questioned the policy of Congress incorporating organizations along national lines, and for these reasons, without further information as to the necessity for such organizations, Mr. Hepburn said he felt compelled to object.

Metropolitan West Side Elevated's Good Year.

CHICAGO, April 4.—At the annual meeting of the Metropolitan West Side Elevated to-day a statement was submitted to shareholders showing gross earnings, net earnings and surplus for stock the highest for any one year in the history of the road. The surplus was $322,681, compared with $241,425 the year before and $303,475 in the previous high record year of 1901. The year's surplus is equal to 3.58 per cent. on the preferred stock, but the total surplus of $791,013 is nearly 8.8 per cent. The statement as at the close of business February 28 shows a reduction of notes by $500,000.

Railroads Help Chicago Grain Shippers.

CHICAGO, April 4.—All the Chicago roads have now yielded to the pressure brought to bear upon them by Board of Trade interests and have placed this city on a par with Kansas City and other places in regard to the facilities extended for handling and transshipping grain. All the roads have abolished the switching charge of $2 a car and have granted transit privileges, the luck of which gave shippers at other cities a decided advantage over Chicago.

Flax, Hemp and Jute Industries.

WASHINGTON, April 4.—According to a bulletin issued at the Census Bureau to-day, flax, hemp and jute products were manufactured in 1905 to the value of $62,939,329. The principal products of the industry were: Cordage and twine, valued at $48,017,139; jute and jute goods, $9,065,802; linen goods, $5,856,388.

HELP WANTED—FEMALE.

A.—A.—A.—
We require experienced sales clerks for our
TRIMMINGS, MILLINERY, LACES AND EMBROIDERIES.
JOHN DANIELL SONS & SONS,
DRY GOODS,
BROADWAY, 8TH AND 9TH STS.

COMPETENT, educated and reliable young woman stenographer to act as confidential secretary. $20. Call THE OLIVER TYPEWRITER COMPANY, 310 Broadway.

WANTED—Expert stenographer; state age, experience and salary wanted and give reference. F. S., box 104 Sun uptown office, 1393 Broadway.

WANTED—Trimmer on tailored hats. KNOX, 194 5th av.

HELP WANTED—MALE.

COMPOSITORS, stone hands and make-up men, linotype and monotype keyboard operators and machinists wanted for permanent positions in the large book and job offices of New York city; highest wages paid to competent men willing to work in "open shops." Call or address, giving as reference former employer, TYPOTHETÆ OF THE CITY OF NEW YORK, Room 1320, 320 Broadway, New York, N. Y.

A.—A.—A.—
We require a first class Picture Frame Joiner.
JOHN DANIELL SONS & SONS,
DRY GOODS,
BROADWAY, 8TH AND 9TH STS.

SPLENDID POSITIONS NOW OPEN. SUPERINTENDENT, Department Store, $5,000. SALESMEN: Electrotyping Machinery, $3,000; Laces $2,500; Engines and Boilers, $2,500. MANAGERS: Western Office, Subscription Book House, $2,500; Office, Department Store, $2,500. DRAUGHTSMEN of all kinds, $780-$1,800. BOOKKEEPERS and CLERKS, $780 to $1,500. HAPGOODS, Suite 508, 309 Broadway.

AUTOMOBILE SCHOOLS OF AMERICA. First, largest and best in the world. Write for particulars. 742 Seventh Ave. Tel. 3531 Col.

WANTED—Single and married men; also families to work on farms, New York State; immediate employment. ROOM 22, 23 Park row.

WANTED—A good automobile salesman for retail business in up-State city. Address U. M. C., box 106 Sun office.

CYLINDER FEEDERS WANTED. JERSEY CITY PRINTING CO., 68 York st., 2 blocks from Cortlandt street ferry.

MEN WANTED to run between New York and England, feeding cattle; no fee charged; return ticket given. Americans preferred. Apply to WM. HUTCHINS, 630 Greenwich st.

CAPABLE AND RELIABLE YOUNG MAN stenographer and telegrapher; $25. Call THE OLIVER TYPEWRITER COMPANY, 310 Broadway.

BRASS FINISHER—First-class man. W. G. CREAMER & CO., 504 Smith st., Brooklyn.

WANTED—A good locksmith; good salary for a good man. J. G. WOLF, 185 Greenwich st.

START MAIL ORDER BUSINESS—You easily make $10 daily; we furnish supplies and teach free. ALUMINUM HANGER CO., Chatfield, Minn.

SITUATIONS WANTED—MALE.

JANITOR, tinsmith and plumber, understanding all steam and electric work, wishes position in apartment house; own tools; references. BASSLER, 297 Wythe av., Brooklyn.

EXPERT STENOGRAPHER; thoroughly experienced in publishing and commercial lines; rapid and accurate; executive ability; best references. Address S., 2101 8th av.

WANTED—Situation in law office; have four years experience; college graduate; best of references; moderate salary. Address R. S., 207 East 25th st.

PAINTER, paperhanger and decorator; has all tools; first class work. METROPOLITAN, 13 West 42d. Telephone 461 Bryant.

EXPERIENCED ELEVATOR MAN wishes position; can furnish the best of references. J. RALPH, 810 Pacific st., Brooklyn.

LEGAL NOTICES.

SUZANNE BOURA vs. CHARLES BOURA. } ORDER OF NOTICE.
STATE OF CONNECTICUT, Fairfield County, ss. Superior Court. Bridgeport, March 19th, A. D. 1906.

Upon the complaint of the said Suzanne Boura, praying for reasons therein set forth for a divorce and change of name; returnable to the Superior Court in and for Fairfield County, on the first Tuesday of April, A. D. 1906. It appearing to and being found by the subscribing authority that Charles Boura, the said defendant, is absent from this State and gone to parts unknown:

"THEREFORE ORDERED, that notice of the pendency of said complaint be given by publishing this order of notice in the New York Sun, a newspaper printed in the City, County and State of New York, once a week for three successive weeks, commencing on or before the 22d day of March, A. D. 1906.

WM. R. SHELTON,
Clerk of the Superior Court for Fairfield County.

FOR SALE.

SAFES—New and second hand of all kinds and sizes; safes bought, exchanged and repaired. YORK SAFE & LOCK CO., formerly J. M. Mosman, 55 Maiden Lane. Tel. 1423 John.

SAFES Stifel & Freeman Standard Safes. Large stock of second hand safes. Safes bought, moved, repaired. REYNOLDS & HEIBERGER, Agents, 78 Duane St.

DESKS—Rolltop, partitions, railings, tables, safes, letter presses, counters, shelving; stores, offices fitted; 350 doz. chairs. FINN BROS., 26-32 Centre.

New Corporations.

ALBANY, April 4.—Viele, Cooper & Blackwell of 49 Wall street, New York city, formed to carry on business as mechanical, electrical and hydraulic engineers and to do general contracting, was incorporated here to-day with a capital of $1,500,000. The directors are Maurice A. Viele of New York, Hugh L. Cooper of Stamford, Conn., and Francis O. Blackwell of Englewood, N. J.

The Hudson Trust Company of New York city has filed articles of incorporation with Supt. F. D. Kilburn of the State Banking Department. The institution is to have a capital of $1,000,000. The directors include O. F. Thomas, E. R. Chapman, E. R. Thomas, William L. Moyer, John Gerkin, William J. Lewis and Henry C. Stranahan of New York.

Court Calendars This Day.

Appellate Division—Supreme Court—Nos. 89, 12, 15, 28, 31, 41, 42, 47, 48, 49, 52, 55, 57, 58, 60.

Supreme Court—Appellate Term.—Recess. Special Term.—Part I.—Motion calendar called at 10.30 A. M. Part II.—Ex parte matters. Part III.—Case unfinished. Motions. Demurrers—Nos. 1144, 1158. Preferred causes—Nos. 4612, 3093. General calendar—Nos. 2851, 3063, 3066, 3116, 2598, 2488, 2520, 3302, 3318, 3319, 3356, 3417, 3391, 3407, 3358, 3357, 3401, 3074, 3729, 3786, 3760, 3559, 3861, 3890, 3937, 3950, 3965, 1148, 2421, 2883, 2833, 3064, 3079, 2966, 642, 442, 2600, 1208, 3247, 3270, 2207, 2044, 3388, 3496, 3574, 3766, 3725, 3893, 4082, 4085, 4135, 4154, 4263, 4273, 4275, 4277, 4304, 4309, 4315, 4330, 4423, 4469, 4491, 4505, 4507, 4599, 4603. Part IV.—Recess. Part VI.—Case unfinished. Cases from Part III. No elevated railroad cases. Trial Term—Part II.—Clear. Short causes—Nos. 6437, 6562, 6025, 6175, 6577, 6549. Part III.—Case unfinished. Nos. 1950, 3247, 1431, 1593, 2236, 1487, 1608, 1362, 1454, 1457, 1891, 1460, 1440, 1624, 1626, 1657, 1665, 1666, 1667, 1668, 1670, 1672, 1680, 1682. Part IV.—Case unfinished. Cases from Part III. Part V.—Case unfinished. Cases from Part III. Part VI.—Case unfinished. Cases from Part VII. Part VII.—Case unfinished. Nos. 1123, 1185, 481, 4462, 1260, 1070, 1074, 1172, 1272, 1289, 1283, 4080, 4263, 2956, 2921, 971, 1253, 4541, 4587, 4562, 4550, 1240. Parts VIII and IX adjourned until Monday, April 16, 1906. Part X.—Case unfinished. Nos. 3098, 4119, 2947, 4084, 5802, 3727, 1688, 3640, 3095, 3949, 2686, 2450, 3550, 3728, 3590, 3587, 2147, 3734, 3058, 2458, 3546, 1891. 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 Martin A. Penchol, Henry C. Sturdivant, John Muldoon, Edward M. Condon, Sarah A. Walker, James R. Parsons, Jr., Elizabeth Spengler, Adolph Rowette, Mary W. Ketchum at 10.30 A. M.; Anthony Yeoman, John P. Barron, Mary B. Snow at 2.30 P. M. Trial Term—No day calendar.

City Court—Special Term. Court opens at 10 A. M. Motions. Trial Term—Part I.—Clear. Nos. 1412, 927, 839, 222[illegible], 2276, 2231, 2244, 1202, 1023, 4003, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326. Part II.—Case unfinished. Nos. 1594, 2122, 2113, 2074, 2076, 6981½, 2155, 2156. Part III.—Clear. Nos. 1970, 1949, 1976, 2190, 2205, 1661, 2209, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307. Part IV.—Case unfinished. Short causes—Nos. 7665, 7584, 7147, 7259, 7270, 7431, 7432, 7553, 7749, 7753, 7766, 5886, 7530, 7639, 7692, 7693, 6513, 7580, 6540, 7527, 5548, 7624. Equity case—No. 358. Part V.—Case unfinished. Nos. 848, 2053, 2290, 2291, 980, 2159, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2335½, 2336, 2337.

Court of Appeals Calendar.

ALBANY, April 4.—Court of Appeals calendar for to-morrow: Nos. 87, 89, 98, 104, 107, 108, 110 and 112.

PUBLIC NOTICES.

SUPREME COURT, APPELLATE DIVISION, FIRST DEPARTMENT.
In the Matter of the Application of the Board of Rapid Transit Railroad Commissioners for the City of New York for the appointment of three commissioners to determine and report whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by the Board, ought to be constructed and operated.
VAN CORTLANDT PARK ROUTE.
Public notice is hereby given that the undersigned, James A. Donnelly, Paul L. Kiernan and Julius G. Kremer, having by an order of the Appellate Division of the Supreme Court for the First Judicial Department entered in the above entitled matter on the 23d day of March, 1906, bearing date on that day, been appointed commissioners to determine and report after due public hearing whether a railway or railways mentioned in the petition of the said Board, presented to the said Appellate Division on or about the 9th day of February, 1906, and filed in the office of the Clerk of said Court on or about the same day, ought to be constructed and operated, do hereby appoint Friday, the 20th day of April, 1906, at two o'clock in the afternoon of that day, at the office of James A. Donnelly, No. 31 Nassau Street, in the Borough of Manhattan, City of New York, as the time and place of the first sitting, and at such sitting and such adjourned sittings as may be thereafter held they will hear all persons interested in said matter.
Dated New York, March 27, 1906.
JAMES A. DONNELLY,
PAUL L. KIERNAN,
JULIUS G. KREMER.
GEORGE L. RIVES, 32 Liberty Street, New York City.
BOARDMAN, PLATT & SOLEY, 35 Wall Street, New York City, Attorneys for Board of Rapid Transit Railroad Commissioners, for the City of New York.

SUPREME COURT, APPELLATE DIVISION, FIRST DEPARTMENT.
In the Matter of the Application of the Board of Rapid Transit Railroad Commissioners for the City of New York for the appointment of three commissioners to determine and report whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by the Board, ought to be constructed and operated.
THIRTY-FOURTH STREET ROUTE, IN THE COUNTY OF NEW YORK.
Public notice is hereby given that the undersigned, Frederick J. Phillips, William F. Grell and Abraham S. Gilbert, having by an order of the Appellate Division of the Supreme Court for the First Judicial Department entered in the above entitled matter on the 23d day of March, 1906, bearing date on that day, been appointed commissioners to determine and report after due public hearing whether a railway or railways mentioned in the petition of the said Board, presented to the said Appellate Division on or about the 9th day of February, 1906, and filed in the office of the Clerk of said Court on or about the same day, ought to be constructed and operated, do hereby appoint Tuesday, the 10th day of April, 1906, at 2 o'clock in the afternoon of that day at the office of Boardman, Platt & Soley, No. 35 Wall Street, in the Borough of Manhattan, City of New York, as the time and place of the first sitting, and at such sitting and such adjourned sittings as may be thereafter held they will hear all persons interested in the said matter.
Dated New York, March 28th, 1906.
WILLIAM F. GRELL,
A. S. GILBERT,
FREDERICK J. PHILLIPS.
GEORGE L. RIVES, 32 Liberty Street, New York City.
BOARDMAN, PLATT & SOLEY, 35 Wall Street, New York City, Attorneys for Board of Rapid Transit Railroad Commissioners.

SUPREME COURT, APPELLATE DIVISION, FIRST DEPARTMENT.
In the Matter of the Application of the Board of Rapid Transit Railroad Commissioners for the City of New York for the appointment of three commissioners to determine and report whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by the Board, ought to be constructed and operated.
GERARD AVENUE ROUTE.
Public notice is hereby given that the undersigned, John C. Coleman, Isaac Bell Brennan and William Halpin, having by an order of the Appellate Division of the Supreme Court for the First Judicial Department entered in the above entitled matter on the 23d day of March, 1906, bearing date on that day, been appointed commissioners to determine and report after due public hearing whether a railway or railways mentioned in the petition of the said Board, presented to the said Appellate Division on or about the 9th day of February, 1906, and filed in the office of the Clerk of said Court on or about the same day, ought to be constructed and operated, do hereby appoint Thursday, the 19th day of April, 1906, at two o'clock in the afternoon of that day, at the office of Boardman, Platt & Soley, No. 35 Wall Street, in the Borough of Manhattan, City of New York, as the time and place of the first sitting, and at such sitting and such adjourned sittings as may be thereafter held they will hear all persons interested in said matter.
Dated New York, March 27th, 1906.
WILLIAM HALPIN,
ISAAC BELL BRENNAN,
JOHN C. COLEMAN.
GEORGE L. RIVES, 32 Liberty Street, New York City.
BOARDMAN, PLATT & SOLEY, 35 Wall Street, New York City, Attorneys for Board of Rapid Transit Railroad Commissioners.

SUPREME COURT, APPELLATE DIVISION, FIRST DEPARTMENT.
In the Matter of the Application of the Board of Rapid Transit Railroad Commissioners for the City of New York for the appointment of three commissioners to determine and report whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by the Board, ought to be constructed and operated.
BROOKLYN AND MANHATTAN LOOP LINES, Manhattan Sections.
Public notice is hereby given that the undersigned, Charles Bulkley Hubbell, Harry W. Alden and Warren Leslie, having by an order of the Appellate Division of the Supreme Court for the First Judicial Department entered in the above entitled matter on the 23d day of March, 1906, bearing date on that day, been appointed commissioners to determine and report after due public hearing whether a railway or railways mentioned in the petition of the said Board, presented to the said Appellate Division on or about the 9th day of February, 1906, and filed in the office of the Clerk of said Court on or about the same day, ought to be constructed and operated, do hereby appoint Tuesday, the 10th day of April, 1906, at 2 o'clock in the afternoon of that day at the office of Boardman, Platt & Soley, No. 35 Wall Street, in the Borough of Manhattan, City of New York, as the time and place of the first sitting and at such sitting, and such adjourned sittings as may be thereafter held they will hear all persons interested in said matter.
Dated New York, March 27, 1906.
CHAS. BULKLEY HUBBELL,
HARRY W. ALDEN,
WARREN LESLIE.
GEORGE L. RIVES, 32 Liberty Street, New York City.
BOARDMAN, PLATT & SOLEY, 35 Wall Street, New York City, Attorneys for Board of Rapid Transit Railroad Commissioners for the City of New York.

SUPREME COURT, APPELLATE DIVISION, FIRST DEPARTMENT.
In the Matter of the Application of the Board of Rapid Transit Railroad Commissioners for the City of New York for the appointment of three commissioners to determine and report whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by the Board, ought to be constructed and operated.
FOURTEENTH STREET ROUTE.
Public notice is hereby given that the undersigned, William E. Wadhams, James O. Farrell and John B. Pine, having by an order of the Appellate Division of the Supreme Court for the First Judicial Department entered in the above entitled matter on the 23d day of March, 1906, bearing date on that day, been appointed commissioners to determine and report after due public hearing whether a railway or railways mentioned in the petition of the said Board, presented to the said Appellate Division on or about the 9th day of February, 1906, and filed in the office of the Clerk of said Court on or about the same day, ought to be constructed and operated, do hereby appoint Wednesday, the 11th day of April, 1906, at 2 o'clock in the afternoon of that day at the office of William H. Wadhams, No. 32 Liberty Street, in the Borough of Manhattan, City of New York, as the time and place of the first sitting, and at such sitting and such adjourned sittings as may be thereafter held they will hear all persons interested in said matter.
Dated New York, March 26, 1906.
WILLIAM H. WADHAMS,
JOHN B. PINE,
JAMES O. FARRELL.
GEORGE L. RIVES, 32 Liberty Street, New York City.
BOARDMAN, PLATT & SOLEY, 35 Wall Street, New York City, Attorneys for Board of Rapid Transit Railroad Commissioners for the City of New York.

U. S. ENGINEER OFFICE, Army Building, New York, March 31, 1906. A public hearing will be held before a Board of Engineers in the Town Hall, Point Pleasant, N. J., at 2:30 P. M., Friday, April 6, 1906, in the matter of the filling in the Manasquan River, N. J., on the south end of the trestle on the line of the New York & Long Branch Railroad. All parties interested are requested to attend and be heard, and are invited to submit their views in writing. AMOS STICKNEY, Col., Engrs.

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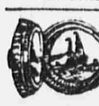
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