New-York Tribune.

NEW-YORK DAILY TRIBUNE, SATURDAY, MAY 19, 1906.—PAGES NINE TO SIXTEEN.

IVINS BAITS GIBSON.

CAPTAIN SHOWS TEMPER.

Street Cleaning Investigation at Times Like "Rough House."

Captain Gibson, deputy street cleaning commissioner, went on the stand before the investigating committee yesterday with a blazing eye. He met the cold insinuations against his integrity made the day before by Messrs. Cowles and Spier, of the new snow machine, with fiery denials. He banged the table with his hand so frequently that Mr. Ivins begged for order. Mr. Ivins early in the hearing gave the committee an insight into Cowles's statements on and off the witness stand. He declared that Cowles had told him in his office that he would not do business with Gibson because he believed him to be a thief.

"I asked Mr. Cowles to repeat his statement under oath," Mr. Ivins declared, "but he refused."

Captain Gibson jumped up again and again banged the table, emphatically denying the insinuations.

William P. Maloney, his counsel, also jumped to the floor, and for nearly half an hour the hearing threatened to be a "rough house."

Mr. Maloney wanted to speak in behalf of his client, but was ordered to sit down. After Captain Gibson had nailed as a "malicious lie" the insinuations on his integrity, and said that it was unprofessional to ask such questions, Mr. Ivins asked him:

"Well, do you wish me to ask you if you are a thief?"

"Do you put that as a question?" demanded Captain Gibson angrily, and rising in his seat.

"Do you wish me to ask the question?" asked Mr. Ivins.

"I would be impressed if you did," was the reply.

"I think such a question is unprofessional," said Mr. Maloney.

"You have no standing here," said Chairman Grifenhagen.

"I want to know if it is the unanimous consent of the committee?" asked Mr. Maloney.

"No, it is not," said Alderman Dowling.

"Well, the majority rules in this country," said Chairman Grifenhagen.

"But you can't muzzle me," said Alderman Dowling.

"I want to say that I shall make the question a matter for the Bar Association," said Mr. Maloney.

"You may do as you please," said Mr. Ivins.

Captain Gibson then said: "When people have business with the department they are told to 'see Captain Gibson,' but that does not mean that I am receiving anything from being seen."

"There is no such insinuation here," said Mr. Ivins.

Touching on snow removal, Captain Gibson said that an unscrupulous commissioner could ruin a contractor.

Commissioner Woodbury was recalled, and, being asked to explain why he had changed the present system of snow removal, replied:

"The old system led to the employment of many employes of the department away from their regular duties. Then if there was to be any stealing done, as there was under the old system, such stealing under the new system would fall upon the contractor."

In exploring the system of snow removal Commissioner Woodbury said that the first streets cleared are the fire streets, the next the hospital streets, and then the food supply streets, the last being the streets through which the traffic of food supply passes.

"It cost the city nearly $2,000,000 to remove the snow this year. Did you remove snow from one-tenth of the street area?" asked Mr. Ivins.

"Not more," answered Commissioner Woodbury.

"So that to clean all the streets would cost the city about $20,000,000 a year?"

"Yes; and if you had a string of carts reaching from here to Syracuse you could not remove the snow from New York."

Figures which Mr. Ivins submitted to Commissioner Woodbury on the cost of snow removal the Commissioner said were not the figures of his department, but "pipe dreams."

"They are your own figures," said Mr. Ivins, "and they condemn your whole system."

"Your ipse dixit, Mr. Ivins, does not make it so."

Bradley went on the stand again and defied the committee to make him produce his books. The hearing was adjourned until 10:30 o'clock next Wednesday morning.

REPLIES TO GARFIELD.

Vice-President of Pennsylvania Denies Statements in Letter.

Philadelphia, May 18.—Vice-President Thayer of the Pennsylvania Railroad to-day issued a statement in reply to the letter of Commissioner Garfield made public yesterday. Mr. Thayer denies vigorously the statements of fact made by Mr. Garfield respecting the granting of rebates to the Standard Oil Company, and reiterates his interview of May 5, in which the Pennsylvania Railroad's relation with Standard Oil and other corporations was defended.

The statement follows:

Mr. Garfield questions, first, the accuracy of my statement as to the relative volume of refined oil moving from Olean to Rochester at the rate of nine cents a barrel, which rate has been in existence for eighteen years, and in proof of his contention says that in one year, 1904, there were over one thousand cars of finished oil products shipped from Olean to Rochester and Buffalo. I did not refer to Buffalo. That is another proposition. Our records do not show the different kinds of oil, but they do show that, in 1904, 3,787 cars were shipped from Olean to Rochester, of which over 60 per cent stopped at Rochester, and only 199 cars were reshipped to the Vermont points mentioned. The question of relative volume of refined oil, however, is unimportant in this discussion. The rate was as necessary to retain the traffic to the railroad. Had it not been made all the products would have moved by pipe line, the refineries thus securing all the advantages which they were said to possess, to the loss only of the railroad. Confirming the judgment of the railroad as to this, there was a pipe line constructed between two refineries of the Standard Oil Company at other points, some sixty miles apart, notwithstanding that the railroad offered an eight cents a barrel rate.

The fact that some oil, whether refined or unfinished products, was reshipped from Rochester to points in New York State or Vermont at the sum of the local rates does not affect in a particle the correctness or the value of my statement.

The important question is whether the railroad made a secret rate, or secretly or unfairly discriminated in favor of the Standard Oil Company. In my previous statement I said positively that the rate was issued in precisely the same manner as every other rate is issued in the State of New York or any other state in which our lines run. It is impossible to conceive that this rate, in effect for eighteen years, was unknown to independent shippers, unless it was because it did not affect their business, and they, therefore, never made inquiry.

As to the words upon the tariff, "not to be posted," referred to, they are the same precisely as used upon every tariff and every special or commodity rate issued in every state in which our lines run, and generally by all other lines in this section of the country, and have been so used ever since the Interstate Commerce law was passed. They are for the sole purpose of advice to agents, the state laws not requiring posting in the stations, whereas the interstate rates must be posted. These interstate rates bear the words "to be posted." This is so well known to every one at all familiar with railroad practice, and was so fully explained to Mr. Garfield's representative that the obvious misconstruction placed upon it cannot be ascribed to ignorance.

As to the matter of "blind billing," Mr. Garfield's reference to the statement of the vice-president of the Vacuum Oil Company, apparently as contradicting my statement, is almost unintelligible, as that statement is in no way contradictory, unless it be that Mr. Garfield does not understand the difference between a secret rate and a special or commodity rate. It is safe to say that the larger volume of tonnage over all the railroads of this country moves at special or commodity rates, but they are not secret rates. If this is the explanation, it shows a woful ignorance of business methods universally practised by railroads.

An opportunity, I hope, will be offered in a few days at the hearing in Cleveland to present all the facts in this case and the Buffalo case, when, we believe, the action of the old Western New York & Pennsylvania Railway, in originally making the rates, and that of the Pennsylvania Railroad (its successor) in continuing them, will be sustained.

TUBE DEFECTS SMALL

NO TWO YEARS' DELAY.

Mr. Jacobs Denies Statement Alleged by Mayor McClellan.

Charles M. Jacobs, in charge of the Pennsylvania and the McAdoo tunnels under the Hudson River, yesterday disclaimed responsibility for the statement that the defects in the Brooklyn tunnel will cause a delay of two or three years in the completion of the structure.

Mayor McClellan, at the meeting of the Rapid Transit Commission Thursday, said he had been informed that Mr. Jacobs had estimated the delay at two or three years, but did not name his informant.

Mr. Jacobs said yesterday that there were no defects that could not be remedied in a comparatively short time. He seemed to think, however, that there would be a delay of more than six months.

Second in interest to the disclaimer of Mr. Jacobs was the development that certain powerful financial interests seem to be unduly elated at the alleged serious defects in the Brooklyn tunnel. Mayor McClellan is investigating this latest phase of the situation. At the City Hall yesterday it was said that the discovery of the sagging in the tunnel might play an important part in future subway building, and would be used as an argument against municipal construction of tunnels under the East River; and, in fact, as a sort of wet blanket on tunnel building in general for years to come.

Mr. Jacobs, when seen yesterday at the office of William G. McAdoo, No. 111 Broadway, in the presence of the latter, said:

It would be discourteous on my part to discuss for publication the work of others in the same line in which I am engaged. I will say, however, that there are, in my opinion, no defects in the East River tunnel that cannot be remedied. As far as any danger which the public may fear when it comes to riding through them, there is positively no occasion for apprehension. There will be tests of every description, and plenty of them, so that the public may feel assured that when they are ready for service they will be perfectly safe. Of course, every tube will flatten a little, theoretically. If you place a billiard ball or any other sphere on the surface, without any outside pressure, there will be a perceptible flattening.

I wish to say that, although his honor the Mayor seems to have quoted me at yesterday's meeting of the Rapid Transit Commission, I have not had the pleasure of talking with him for two years. So I don't know where he got the sentiments he expressed. All I can say with reference to the East River defects is that they are not so serious but that they can be remedied in time.

In response to a question as to whether there was any truth in the rumor that similar conditions existed in the McAdoo tunnels, the following statement was issued jointly by W. G. McAdoo, president of the tunnel companies; Mr. W. G. Oakman, president of the Construction Companies, and Mr. Jacobs, chief engineer:

So far as the North River tunnels are concerned, they have been built of exceedingly massive material and are structurally perfect. They have been built true to line and diameter throughout. There is absolutely no foundation for any rumor to the contrary.

Charles Sooysmith, one of the experts called in by the contractor when it was discovered that the tube was flattening, said yesterday that the conditions in the tunnel were not so bad as at first reported. He would not go into details, but said that his opinion on the tunnel would be forthcoming shortly.

Chief Engineer George S. Rice, although much chagrined that the Mayor brought the tunnel matter before the commission in the way he did, stands by his guns, asserting that the defects are not so serious as reported, and that the sagging occurred nearly two years ago. He said:

It is not an easy matter to make clear to the mind of the layman just what happened to the tubes. The section of the tunnel in which the principal defects are to be found is being constructed by the New York Tunnel Company, which took up the work after Andrew Onderdonk, the contractor, died. The depression is near the waterfront on the Brooklyn side, between Henry and Furman streets, and running out under the river a short distance. The shield mechanism weighs about thirty tons, and naturally, when it is at the extreme end of an iron tubing, it pulls down, the tendency being the same in principle as putting a heavy pressure on the open end of a tin waterspout, thereby causing a flattening of the tube from the top and bottom. As soon as the contractor began to deviate from the true engineering course, we discovered it, and informed him that he was off the course. Of course he knew this as well as we did. From day to day, as he went ahead and veered from the course, he was officially informed of his departures by this office. That is why we have held back enough of the money which otherwise would have been due him to cover the cost of correcting the defects.

President Orr a long time ago suggested that we insist upon a change in the method of driving the tunnel so as to avoid a flattening of the tube. I told him that the minute we insisted upon a change in the method we would make the city responsible for all the damage. Controller Grout agreed with this view of the case, and we let the contractor go ahead with his work until he got far beyond the point where he left his "thank-y'-ma'ams," for that is what they are on a small scale.

About a month ago the contractor began the work of remedying the defective work, and satisfactory progress is being made. I notice the references to the judgment of Mr. Jacobs. When Mr. Jacobs looked over the depressions he suggested a plan for the corrections. It would have involved a delay of perhaps a year and a half and a cost of perhaps $1,000,000. We are making the corrections satisfactorily at a cost that will bring them within the $200,000 withheld from the responsible contractor.

Mayor McClellan, in referring to the matter yesterday, said:

My information about the defects in the tunnel came from a city official. The admissions by Mr. Rice seemed to confirm the information. I certainly regard it as a very serious matter, but as Mayor I am powerless to do anything. The work is under the control of the Rapid Transit Commission. Chief Engineer Rice has been directed to make a complete report to the board.

I assume that the board will take the proper action as soon as his report is received. I understand that the contractors are disposed to blame all the trouble on the engineers of the Rapid Transit Commission. But that is a matter to be settled after a full investigation.

LEASES CINCINNATI GAS COMPANY.

Consolidated Gas and Electric Company Guarantees Dividends on Rising Scale.

The recently organized Consolidated Gas and Electric Company, which is controlled by local interests, has leased the Cincinnati Gas and Electric Company, it was announced yesterday by A. S. White, of No. 38 Wall street, who has conducted the negotiations leading up to the lease.

The Consolidated company guarantees to pay the Cincinnati Gas and Electric Company 4½ per cent a year on its stock for the first two years, 4¾ per cent for the following two years, and 5 per cent thereafter. The Cincinnati company has $31,000,000 capital stock, upon which annual dividends of 4½ per cent have been paid.

The Consolidated company has $20,000,000 stock, half common and half preferred. A large part of the preferred stock has been underwritten, among the principal underwriters being the Guaranty Trust Company, the Windsor Trust Company and George W. Young & Co.

NEW LINE FOR BURLINGTON SYSTEM.

The Burlington and the Missouri, Kansas & Texas, according to an unconfirmed report from Chicago, have bought the Guthrie, Fairview & Western road, thus securing "a line from the Northwest to the Gulf." This road is under construction from Guthrie, Okla., to Fairview, on the Kansas City, Mexico & Orient road, and is to be seventy miles long.

WATER PLAN APPROVED

State Commission Hands Down Its Decision.

The State Water Supply Commission handed down its decision yesterday on the application of the city of New York for approval of its plans to take an additional water supply from the Catskill Mountains at a cost to the city, as estimated, of $160,000,000. The decision of the State Commission reviews the water supply situation in this city and dwells on the vast importance of the project.

The State Commission admits that if a series of dry years should be experienced, New York would be in danger of a disastrous water famine, and it urges the city authorities to pay immediate attention to the stoppage of preventable waste and the removal of legislative restrictions which interfere with the taking of water from Dutchess and Suffolk counties, and Ten Mile River in the Croton section. The commission says that "all available sources of water within easy reach of the city of New York are nearly exhausted, and each borough is in immediate need of an additional supply."

The decision emphasizes the fact that under the statute it (the State Water Supply Commission) has but three questions to pass upon: First, as to the public necessity of adding to New York's water supply; second, whether the plans proposed by the city are just and equitable to other municipalities of the state, and, third, whether they make fair provision for the payment of damages, direct and indirect.

It answers the first question in the affirmative, because of the rapid increase in the city's population, which, under existing conditions, means an annual increase in the consumption of water of 15,000,000 gallons a day, while the present supply scarcely meets the existing needs. The commission concedes that an available supply might be obtained from the Hudson River, but regards this as objectionable, whether filtered or not.

The petition of the New York City authorities for the four sources of supply from the Catskill watershed is discussed at great length, and consent is given to the use of all but the Schoharie watershed.

The Catskill watershed is estimated to yield an additional supply of water to the city of about 500,000,000 gallons daily, and the Ashokan reservoir, to be built in the Catskills, will impound 70,000,000,000 gallons of water.

The second question is also answered in the affirmative, but the commission says that the plans were not just and equitable as originally presented, and that this city agreed with the commission to unite in securing the necessary remedial legislation, at the recent session in Albany, by amending the act creating the Board of Water Supply of New York City and defining its duties. These amendments provide indemnities to any municipality for expenses incurred for pauper or indigent employes brought into it by contractors for the city's waterworks extension. They also provide police protection and enable municipal corporations within the watersheds of the Esopus, Rondout and Catskill creeks to take water from the city's aqueduct on paying a fair water tax.

These amendments, with certain modifications of the plans, make them acceptable to the state board, and, the latter declares, justify their approval.

In reference to the third requirement, the commission recites the widespread devastation which the building of the great Ashokan dam by the city must inevitably occasion, "destroying or causing the removal of all houses, business places, schools, churches, cemeteries and railway stations within a submerged area of over ten thousand acres."

In giving its consent to the application of the city for a new and additional supply of water the state board recites the modifications embraced in the legislation referred to, discusses them at length, and then unanimously approves the application as so modified.

NEW BOSTOCK ACTS.

Fifteen Royal Bengal Tigers in Perfect Subjection.

That Frank C. Bostock has torn open the jungle in his effort to give the public a show this summer at Coney Island was demonstrated in the arena before a specially invited audience of friends, newspaper men and professionals last night. He has discarded all the conventional animal acts, such as a herd of trick elephants, dogs, monkeys and cats, and has brought with him from Paris one of the most extraordinary exhibitions ever seen here. Even the famous lion act has undergone a change, and the animals are now kept under better control, by a Frenchman named Gaillard, than they ever were before. Baltimore, the lion who tore the right arm of Captain Jack Bonavita, can be recognized only by the peculiar battle he puts up before taking his position on the pedestal.

The greatest act offered by the Bostock show in the arena this season is with fifteen royal Bengal and Malayan tigers by Hendrickson, the German trainer. It is the only tiger act in existence and last night it was impossible to take more than eight of the jungle breds into the arena, as the others had not yet recovered from the recent trip across the ocean. Hendrickson also displayed unusual nerve last night by going alone into the arena with the big Bengal Tammany. Several trainers have failed in their efforts to handle this tiger, but now Hendrickson is its master.

A mixed group of polar, Siberian and Himalayan sloth bears and Russian wolves were exhibited by Jeonescu. The centrepiece of attraction last night in the menagerie was the "gorimphanzee," or hybrid gorilla-chimpanzee, which is the only one known to be in existence.

Muck Rake, the baby elephant, and first of its kind ever brought to America, was also exhibited last night. The baby elephant is not a year old and was captured in an Indian jungle soon after its birth.

PLEADS TO ELKINS LAW INDICTMENT.

Detroit Sugar Man Answers Not Guilty to Charge of Rebating.

The last of the defendants indicted by the April federal grand jury for alleged violations of the Elkins Anti-Rebating law appeared yesterday in the person of Edwin Earle, of Detroit, Mich., who pleaded not guilty and was released by Judge Thomas, of the United States Circuit Court, on $10,000 bail, pending a hearing next Thursday. Mr. Earle, accompanied by United States Marshal Henkel, then appeared before Federal Commissioner Shields and gave the required security, which was furnished by the Illinois Surety Company.

Mr. Earle was indicted with his partner, C. Goodloe Edgar, the firm being one of the largest sugar concerns in the West, on two separate charges. The first and most serious charge accuses Mr. Earle and Mr. Edgar, with Vice-President Guilford and General Traffic Manager Pomeroy, of the New York Central Railroad, with having conspired to violate provisions of the Elkins Anti-Rebating law. The crime of conspiring to violate a federal statute carries with it, upon conviction, a much more serious punishment than a conviction for the commission of the actual crime itself. As a corporation cannot be imprisoned, and, in the opinion of many lawyers, even the legality of the indictment of a corporation is yet to be finally passed upon, the punishment fixed by the Elkins law for actual violations is a substantial fine. For a conspiracy of individuals to violate the law a term of imprisonment may be imposed.

The other defendants, the New York Central & Hudson River Railroad, the American Sugar Refining Company, and Messrs. Guilford, Pomeroy and Earle have appeared, either by attorney or in person and entered formal pleas of not guilty, reserving the right to withdraw them at the hearing on the 24th, and substitute any demurrer or motions to dismiss or quash, as they see fit.

TO ADVISE LINCOLN TRUST BRANCH.

The downtown branch of the Lincoln Trust Company, Broadway and Lispenard street, will be advised by the following committee: John Degener, jr., Stuart Duncan, U. T. Hungerford, Arthur Iselin, Decatur M. Sawyer, Charles H. Simmons, Horace C. Stebbins, Morton Whitman and John Currie Wilmerding.

LOCAL BUSINESS TROUBLES.

The Sheriff yesterday received two executions for $368 against property of Luigi Parlato, dealer in groceries and wines at No. 359 West 40th street—one for $495, in favor of Lachman & Jacobi, of New York, and the other, for $473, in favor of the California Wine Association.

AUCTION SALES.

MORTGAGE SALE.—Samuel Newwitter, auctioneer, will sell to-day, at 9 o'clock, at 322 East 101st st., Borough of Manhattan, the fixtures and chattels of a saloon formerly at No. 323 East 101st st., Manhattan. By order of mortgagee.

BY virtue of several chattel mortgages, Samuel Newwitter, auctioneer, will sell Monday, May 21, 1906, at 9 o'clock in the forenoon, at No. 401 to 403 East 23d st., Borough of Manhattan, the fixtures of several saloons, formerly at 110 MacDougal st., 54 West End ave., 1751 3d ave. and 2161 1st ave., Manhattan. By order of mortgagee.

BOARD AND ROOMS.

Single insertions 5 cents per line. Sixteen words, seven times consecutively, $1, which entitles advertiser to have rooms entered in The Tribune's Directory of Desirable Rooms for a period of fourteen days. Write for circular.

Full information concerning these rooms may be had, free of charge, at the Uptown Office of The New York Tribune, 1364 Broadway, between 36th and 37th sts.

1.—ELEGANTLY FURNISHED APARTment, private bath, $1.50 daily; including meals, two, $25 weekly; one, $15. THE VAN RENSSELAER, 15 East 11th st.

5TH AVE., 25.—Refined surroundings; beautiful large and small, light, airy rooms, with board.

1.—ELEGANTLY FURNISHED APARTment, private bath, $1.50 daily; including meals, two, $25 weekly; one, $15. THE VAN RENSSELAER, 15 East 11th st.

34TH ST., 45 EAST.—Very attractive room, with board; private baths; parlor dining room; references exchanged.

879 WEST END AVE., corner 103d st., block from Riverside Park subway station and surface cars; beautifully furnished rooms, overlooking West End ave., and southern exposure; superior table; most beautiful location in New York City.

FURNISHED ROOMS TO LET.

Single insertions 5 cents per line. Sixteen words, seven times consecutively, $1, which entitles advertiser to have rooms entered in The Tribune's Directory of Desirable Rooms for a period of fourteen days. Write for circular.

Full information concerning these rooms may be had, free of charge, at the Uptown Office of The New York Tribune, 1364 Broadway, between 36th and 37th sts.

29TH ST., 43 WEST.—Gentlemen only; large, small rooms, private bath; breakfast; telephone; references.

WEST SIDE, private family; large room, running water; use of bath. X. Y. Z., Box 2, 153 6th ave.

7 EAST 30TH ST.—Large pleasant room, second floor, with private bath; gentleman; references.

71ST ST., 68 WEST.—Furnished room for gentlemen only; references required.

49TH ST., 110 WEST.—Comfortable rooms; very clean; every convenience; also back parlor; $3 up.

201 WEST 95TH ST—Comfortably furnished bright airy rooms; near "L" and subway; gentlemen; references. CRAVEN.

473 PARK AVE. (57th st.).—Large and small rooms; running water; telephone; reasonable; first class neighborhood.

UNFURNISHED ROOMS TO LET.

23D ST., 20 EAST (opposite Madison Square Park).—Suite two rooms and bathroom; references.

BILLIARD AND POOL TABLES.

MANUFACTURERS of billiard and pool tables; high grade bowling alley builders; lowest prices. MARX BROS., 24 Union Square.

CARPET CLEANING.

N. Y. Carpet Cleaning Co
Oldest, Largest, Most Modern.
437 AND 439 WEST 43TH ST.
Tel. 288—Bryant. Established 1887.
W. H. JORDAN. EDWIN LENTZ.

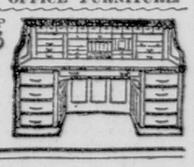
J. & J. W. WILLIAMS,
353 W. 54TH ST. Tel 366 Columbus.
CARPET CLEANING. Established 1875.

WILLIAMS'
CARPET CLEANING CO.,
210 WEST 77TH ST.
Largest Works. Excellent Facilities.
TELEPHONE 2,285—RIVERSIDE.

CAREFUL CARPET CLEANING CO.—Cleans by compressed air, steam, hand or on floor. 1558 Broadway, 421 East 48th st. COE & BRANDT. Tel. 132—38th.

DESKS AND OFFICE FURNITURE.

"ROLL TOP DESKS
OFFICE FURNITURE
in great variety of style and price.
T. G. SELLEW,
111 Fulton St.



EMPLOYMENT AGENCIES.

MRS. L. SEELY
HAS REMOVED
HER EMPLOYMENT BUREAU TO
23 West 39th St.
'Phones 2434, 2435—Bryant.
BROOKLYN OFFICE: 34 NEVINS ST.

ST. BARTHOLOMEW'S
EMPLOYMENT BUREAU,
211 East 42d st.—First class domestics are supplied; also managing housekeepers, matrons, governesses, tutors, etc.

MORROW'S EMPLOYMENT BUREAU
For Select Male and Female Help has removed to 721 Lexington ave., corner 58th st. Tel. 1928—Plaza.

FOR SALE.

DESKS.—Rolltop; partitions, railings, tables, safes, letter presses, counters, shelving; stores, offices fitted; 350 dozen chairs. FINN BROS., 28-32 Centre st.

MACHINERY.

AT REDUCED PRICES.—500 second hand wood and iron working machines; fully guaranteed; machinery bought and exchanged. GEO. B. EDDY, 398 Madison st.

RESTAURANTS.

WHERE TO DINE

CAFE MORETTI 51 W. 35th. Under new management. Lch. 40c. Din. 50c., wine Sat., Sun., Hol., 60c. Old Moretti Dinner, $1.00. Music. Priv. rooms.

STORAGE.

O'BRIEN'S STORAGE, EXPRESS & VAN CO.'S Office, 65th st. and Amsterdam ave.; telephone, 52—Columbus; warehouse, 510 West 53d st.; telephone, 804—Columbus; separate rooms for storage, household effects, pianos, trunks, merchandise, &c.; entire charge taken; removals city or country.

YORKVILLE STORAGE WAREHOUSE, 163 and 165 East 84th st.—To Mrs. Burrell, P. Brady, Mrs. Coakley, P. Cushlag, C. Dempsey, Mrs. H. Engelhart, Mrs. Fisher, Mr. Geerson, Mrs. Gies and Holzwasser & Co., Miss Gorman, Mrs. Heath, G. Herter, A. Krollman, Mrs. Lennon, J. McCahill, James McKenna, Mr. Perry, C. Smith, C. H. Smith, Martha Schuler, Sadie Sterling, Mr. Seegerson, S. Hatton, Traders' Express: You are hereby notified that the time for the payment of my lien upon the property hereinafter described having expired and, after due notice thereof had been given you, I will cause such property, to wit, household goods, personal effects and merchandise stored by you in my warehouse, to be sold at public auction, according to the statute in such case made and provided, in G. Merel's Auction Rooms, 155 East 125th st., May 29, 1906, commencing at 10:30 a. m., and continuing every Tuesday until the sale is complete. YORKVILLE STORAGE WAREHOUSE, 163 and 165 East 84th st. N. W. WOOD, Proprietor.

LOST.

LOST.—Bankbook No. 372,383 on Dry Dock Savings Bank. Any person having claims upon said book is called upon to present the same to the bank within thirty days or the said book will be declared cancelled and extinguished and a new one issued in lieu thereof.

LOST OR STOLEN.—Bankbook No. 338,835 of the German Savings Bank in the City of New York, corner 4th ave. and 14th st., issued to Richard Hermle. All persons are cautioned against negotiating the same. If not returned to the bank on the 9th day of June, 1906, a duplicate will be issued.

LOST.—Bankbook No. 613,448, Bank for Savings, 280 4th ave., New York. Payment stopped. Please return book to bank.

TYPEWRITING.

TYPEWRITERS.—All makes sold, rented, repaired, exchanged; reliable service. GORMAN, 79 Nassau st. Telephone 2740—Cortlandt.

TYPEWRITERS.—Remington, $10; Crandall, $5; Densmore, Yost or Hammond, $7.50. Expert repairing. GAY, 121 West 125th st.

HELP WANTED.

Male.

ANY INTELLIGENT PERSON may earn $40 to 50 monthly at home in spare time corresponding for newspapers; no canvassing; experience unnecessary. Send for particulars. PRESS SYNDICATE, Lockport, N. Y.

BLACKSMITH. — Good horseshoer and wagon ironer; country shop. Address, stating wages, JAMES JACKSON, Hunter, N. Y.

FIRST CLASS AWNING CUTTER.—Man to take charge of shop. 672 Fulton st., Brooklyn.

DRUG CLERK WANTED in Newark; Ph. G. or registered in N. J.; permanent position; must be reliable and all around man; good salary; name references, state age and experience. Address PHARMACIST, care John Mitchell, 450 Broad st., Newark, N. J.

WOOD ENGRAVERS, apply with proofs. W. H. LELAND & CO., Providence, R. I.

Female.

ANY INTELLIGENT PERSON may earn $40 to 50 monthly at home in spare time corresponding for newspapers; no canvassing; experience unnecessary. Send for particulars. PRESS SYNDICATE, Lockport, N. Y.

EXPERIENCED DEMONSTRATOR for department store. M. LOEWENSTEIN, 71 Washington Square South.

WORK WANTED.

Situations Wanted—Male and Female—Four lines (not exceeding 24 words), three insertions, 15 cents; seven insertions, 30 cents. Exceeding 24 words and less than 40 words, three insertions, 30 cents; seven insertions, 60 cents.

Male.

AD. WRITER or DESIGNER.—By Powell graduate; reference. George H. Powell, New York. Personal address, A. C. WADE, Suddersville, Mo.

BAKER.—Cake; work alone; steady position. 239 East 78th st.

BOY.—Age, 17; living with parents; stenographer and typewriter; one year's experience; law office preferred; first class references. MORRIS CHANIN, 140 Rivington st.

CLERK.—Receiving or shipping; sixteen years' experience in large door, sash and blind manufacturing concern. J. RINGGER, Jr., 709 Hignpoint ave., West Hoboken, N. J.

CARPENTER and POLISHER.—By South American; cannot speak English, helper in any shop; also furniture maker and repairer; has tools. GABRIEL SALAS, 174 South st.

CARPENTER'S HELPER.—Young man; or learn trade; building line; best references. J. D., 437 5th ave., Brooklyn.

COLLECTOR.—Young man as collector for some reliable firm on salary; can give security. G. S. GLEASON, 1426 Franklin ave., Bronx.

COLORIST.—First class Japanese colorist, on all kinds of photographs. Address COLORIST, 794 Broad st., Newark, N. J.

CHAUFFEUR.—Young man of good habits; private preferred; experienced in repairing and operating both foreign and domestic cars. CHAUFFEUR, Box 31, Tribune Office.

CHAUFFEUR—Technically educated young man; experienced in repairing; strictly temperate; experienced; best references. CHAUFFEUR, Box 118, Tribune Office.

CHAUFFEUR.—Experienced on foreign and domestic cars; private family preferred; can do all repairing; licensed; A1 references. CHAS. M. AMES, 605 Gates ave., Brooklyn.

CHAUFFEUR.—German; machinist; married; age, 30; licensed; experienced repairing and running foreign and American cars; best references; willing to travel. ALFRED HERBERT, 9 Fernbrook st., Yonkers, N. Y.

CHAUFFEUR.—By young man, American; private family; careful driver; run and repair foreign or American cars; references. CHAS. POTBURY, 318 Grand ave., B'klyn.

CHAUFFEUR and COACHMAN, or either; married; good all around man, with shop experience; thorough horseman; 17 years' personal references; disengaged June 1. WEBER, 146 West 90th st.

CHAUFFEUR.—Or coachman; married; thoroughly understands both lines of business; first class references; present employer can be seen. M'DONNELL, 221 East 85th st.

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CHAUFFEUR.—American, 35; licensed; experienced; will run any car and keep in repair daily after 3 p. m. and Sunday; very reasonable. REFERENCES, 2302 B'dway.

CHAUFFEUR.—German, married, aged 32; experienced repairing and road man; city or country; recommendation from last employer; 6 years' experience. R. BISCHOFF, 314 East 66th st., basement bell.

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DRIVER.—Middle aged, experienced shipper; delivery wagon or light truck; or light porter and packer; best references as to honesty and ability. H., 108 Hart st., Brooklyn.

DRUGGIST.—Competent, registered American; can manage store or do relief work. Address C. R. A., 27 4th Place, Brooklyn.

DENTIST.—Mechanical; salary, $10 per week. J. C., care Davis, 460 Grand st.

ELECTRICIAN.—Age, 28; six years' experience in electrical repair shop; familiar with motors and elevators. J. BROADHURST, 938 Herkimer st., Brooklyn.

ELEVATOR RUNNER.—By young man, 25; hours from 8 to 5; office building preferred; best reference. J. GONZALES, 71 West 48th st.

ELEVATOR RUNNER or DOORMAN.—By settled colored man; in apartment house or office building. HERBERT, 68 West 99th st., care Pullins.

EXPERIENCED elevator attendant, in large building; references; lives home. BAILEY, 347 East 65th st.

ENGINEER.—Middle aged; small steam plant; wages moderate; steady, reliable; references. WILLIAM MALONE, 48 Bremen st., Brooklyn.

FIREMAN or helper; single, steady man. FRANK SCHUTZE, 319 10th ave.

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MACHINIST'S HELPER, &c.—By young man, 20; has taken charge of dynamos. GEORGE LARSON, 73 Johnson ave., Union Course, Long Island.

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To come here and see the wonderful stocks and assortments is to question how such quantities can ever be sold!

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Cheviots, Homespuns, Wool Crashes, Tweeds, Serges and Flannels—single and double breast—full or half lined with mohair or serge—deep vents—sizes 15 to 20 years—30 to 36 chest.
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Straight, Bloomer and Knickerbocker—Worsted, Cheviot, Homespuns, Tweeds, Serges and Corduroys—.50 to 1.75
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Tan and olive Coverts and Whipcords—navy serges and fancy mixtures—lined with Venetian Serge or Sateen—military, fancy or pearl buttons—some with sleeve emblems—3 to 10 years—Value $6.00..... 3.98

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Red, brown, royal and navy Serges—also Fancy Mixtures—Eton, military or sailor collars—side or box pleated, also surplice styles—emb'd shield and collar, or braid and button trim; some Russian Suits half-lined—3 to 10 yrs.—worth $6.00..... 3.98

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Coverts and Whipcords—tan and olive invisible Stripes and Overplaids; deep vents—Venetian Serge or Sateen lining—worth 8.98, 10.98, 12.98.
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Men's Imported Plain Gauze Lisle—double heel, sole and toes—Hermsdorf dye—3 pairs for a dollar. .39
Children's Fine Ribbed Black Cotton—double heel, knee and toes—Hermsdorf dye—s