BIG ORDER FOR STEEL RAILS.

HARRIMAN ROADS TO BUY 75,000 TONS FROM U. S. STEEL.

"Iron Age" Says the Pig Iron Market Is Quiet—Steel Billets Are Scarce—Demand for Structural Material Heavy—Eight Boats Ordered in Delaware.

According to the *Iron Age*, the Harriman roads have placed an order in the past week with the United States Steel Corporation for 75,000 tons of steel rails. Other heavy orders for rails are recorded. The iron and steel situation is thus summarized:

"In pig iron the week has been rather quiet, taking the country as a whole. The purchases of the United States Steel Corporation will probably not be made until early in September. In the East there has been a further moderate movement in basic pig, one interest taking 10,000 tons at a concession, while another buyer took 4,000 tons in addition to previous purchases of 8,000 tons. In the Pittsburg district a leading maker of cast iron pipe has bought 10,000 tons of gray forge pig, while in the Chicago district one foundry is in the market for 15,000 tons.

"Steel billets are scarce and the situation is rather acute, particularly in the Chicago district. At some points accessible to tidewater small lots of foreign billets have been sold.

"The pressure upon the structural mills is exceedingly heavy, and the payment of premiums for prompt delivery and the importing of occasional lots of foreign shapes seem to foreshadow an upward movement. In nearly all the heavy lines the tonnage on the books is enormous, and further work can not be taken in many instances from sheer inability to meet even distant deliveries.

"It has developed that in all eight boats were ordered from Delaware shipyards. The shapes went to an eastern Pennsylvania mill, while the plates were divided between Pittsburg and central and eastern Pennsylvania works. During the week car builders have gathered in additional work. It is expected that the order for 12,000 steel cars for the Pennsylvania lines west of Pittsburg will be put in hand either this week or early next week."

STATISTICS OF THE RAILROADS.

Interstate Commission's Tabulation for the Year Ended June 30, 1904.

WASHINGTON, Aug. 16.—Statistics of the railways of the United States for the year ended June 30, 1904, issued to-day by the Interstate Commerce Commission, show that on that date the single track mileage was 213,904 miles, having increased 5,927 miles during the previous twelve months. This increase is the largest for any year since 1890.

Nineteen States and Territories each reported new track in excess of 100 miles. The total mileage under operation, including tracks of all kinds, was 297,073 miles, being an increase of 13,252 miles in the year.

The number of locomotives in service was 46,743, an increase of 2,872, and the cars numbered 1,798,561, or 45,172 more than on June 30, 1903. The cars owned by private companies or firms, however, are not included in these totals.

Practically all the passenger locomotives and cars were fitted with train brakes and automatic couplers, while 258,808 freight cars were still lacking train brakes and 18,767 in couplers.

There was a comparative increase of 80,402 in the number of passenger miles per passenger locomotive and a decrease of 351,096 miles in the number of ton miles of freight per freight locomotive, while the employees for 100 miles of line decreased twenty-eight.

The total number of employees was 1,296,121, or a decrease of 16,416 compared with 1903, and their wages aggregated $817,598,810. During the year 10,046 persons were killed and 84,155 injured, of whom 3,682 killed and 68,067 injured were employees, 441 killed and 9,111 injured were passengers, and 5,973 killed and 7,977 injured were other persons, traspassers, &c.

One trainman for every 120 was killed and one for every nine was injured. One passenger was killed for every 1,622,267 carried, against one in 1,957,441 in the preceding year, while one in 78,523 was injured, as compared with 84,424.

The passengers carried numbered 715,419,682, an increase of 20,528,147, and the tons of freight 1,309,899,165 an increase of 5,504,842 tons. The average revenue per ton per mile was 0.780 cent, against 0.763 cent in 1903. The earnings per mile for passenger trains showed an increase and for freight trains a decrease.

Achievements in Liabilities.

Judge Holt in the United States District Court yesterday granted discharges to the following bankrupts:

Lemonoff, Saxe & Co., skirt manufacturers, 11 East Seventeenth street, liabilities $24,843.

Michael Rowan, bartender, 448 West Forty-eighth street, formerly liquor dealer, liabilities $21,989.

William W. Cullimore, bartender, 342 Bleecker street, formerly liquor dealer, liabilities $14,170.

Gottlieb Hummel, 38 East Ninety-eighth street, formerly liquor dealer, liabilities $12,062.

Morris Reichman, 163 Avenue B, formerly liquor dealer, liabilities $6,995.

Max Doewe, dry goods, 3033 Third avenue, liabilities $10,612.

Charles Price, clerk, 307 West Ninety-ninth street, formerly dealer in cloaks in Brooklyn, liabilities $11,142.

Charles Goldberg, real estate broker, 29 East 111th street, liabilities $6,028.

Charles M. Mead, grocery clerk, Peekskill, liabilities $2,353.

Israel Wolf, clothing, 3678 Eighth avenue, liabilities $7,369.

DAILY TREASURY STATEMENT.

WASHINGTON, Aug. 16.—The statement of receipts and expenditures of the Treasury shows:

	This day.	This month.	Fiscal year
Receipts	$2,373,330	$24,131,303	$73,404,437
Expenditures	1,610,000	28,680,000	91,808,796
Surplus	$763,330	Def. $4,548,697	Def. $18,404,359

The receipts from customs to-day were $1,480,835; from internal revenue, $851,006; miscellaneous, $41,389. National bank notes received for redemption, $761,778.

The cash statement of the United States Treasurer for Aug. 16 shows:

RESERVE FUND.

Gold coin and bullion	$150,000,000

TRUST FUND.

To redeem outstanding certificates	$995,264,989

GENERAL FUND.

Gold coin and bullion	$58,770,398
Gold certificates	22,290,580
Standard silver dollars	17,404,268
Silver certificates	6,685,054
Silver bullion	3,420,888
United States notes	15,777,822
National bank notes	17,718,481
Subsidiary silver and minor coins	13,355,401
Total	$150,372,887
In national banks	72,474,481
Awaiting reimbursement	327,653
Total	$223,184,021
Liabilities	98,206,154
Cash balance	$126,978,767

Live Stock Market.

WEDNESDAY, Aug. 16.

Receipts of beeves were 1,657 head, including 61 cars consigned direct and 28 for the market; making, with the stale cattle, 30 cars on sale. Good steers were firm to a shade higher; others slow but steady; bulls generally unchanged; good cows firm to 10c. higher; common cows easier. The yards were cleared. Common to choice steers sold at $3.70@$5.80 per 100 lbs.; bulls at $3.50@$4.20; cows at $1.50@$3.80. Dressed beef steady and in fair demand at 7@9c. per lb. for native sides, and 4@7c. for Texas beef. Liverpool and London cables quoted live cattle slow at 10¼@11¼c. per lb.; dressed weight; refrigerator beef selling at 8¼@8½c. per lb. Exports, 91 beeves and 105 sheep.

Receipts of calves were 1,738 head, including 93 for butchers and 1,645 for the market; making, with the stale calves, 1,916 head for sale. Veals were active and 50@75c. higher on light supply; buttermilks firm to a shade higher; the pens were cleared. Common to choice veals sold at $5@$8.25 per 100 lbs.; a few head at $8.50; throwouts at $4@$4.50; grassers and buttermilks at $3@$4; Western calves at $6@$6.50. Dressed calves firm; city dressed veals sold at 8@11½c. per lb.; extra at 12c.; country dressed at 5@10c.

Receipts of sheep and lambs were 3,028 head, including 3 cars for slaughterers and 9 for the market; making, with the stale stock, 15½ cars on sale. Good handy sheep were firm; heavy sheep slow; lambs on light receipts, 25@40c. higher, quality considered. Two cars were held over. Common to prime sheep sold at $3@$4.75 per 100 lbs.; culls at $2@$2.50; common to prime lambs at $6.25@$8; culls at $4@$5. Dressed mutton steady at 6@8½c. per lb.; dressed lambs firmer at 8½@12c.

Receipts of hogs were 4,866 head, including 870 for the market. Prices easier. State hogs sold at $5.50@$6.75 per 100 lbs.; top sales at $6.85.

GOSSIP OF WALL STREET.

Union Pacific occupies so peculiar a position in the market that so heavy buying of the stock as was seen yesterday, or so heavy selling as was seen some weeks ago below 130, when certain members of the Western crowd abandoned their bullish position on it, instantly commands the attention of the financial community. After the stock crossed 130 on this advance it was plain that leading interests in the company looked with disfavor on any immediate outside efforts to advance the stock to higher figures. The first week in July the stock sold above 131, and five weeks later it was selling no higher, although the stocks of other roads in the West and Northwest had made considerable advances. A check was placed on the stock, and on all advances above 131 buyers discovered that they were getting stock from banking interests associated in the management of the property. This check was apparently removed this week when the price was forced up to 133. Those who have studied the action of the stock in the market during the past few weeks believe that it was held in check for a purpose, although they are in doubt as to what this purpose was. Yesterday the buying which has gradually forced the price up day by day by fractions became very aggressive. The opposition became correspondingly weaker. After the 135 stock had been taken there appeared to be less stock to oppose the advance than had been in sight at any time during the advance. The advance from 135 to 136¾ was very impressive. The stock moved up on heavy purchases, with only slight setbacks. There was less stock at 136 than had been met at any previous even figure.

The character of much of the buying of Union Pacific for some days has been such that there is some reason for believing that the members of the Hill party have been buying into the property. If the houses which appeared yesterday as the most prominent buyers were not acting for Mr. Hill and his colleagues then they were very cleverly employed by some of the leaders of the bull market to give the buying a gilt edged appearance.

It is to be remembered that accompanying every outburst of bullish enthusiasm on this stock during its long advance last autumn and winter, when the Standard Oil party was conducting its campaign in the stock, there were rumors of deals, consolidations and changes in the railway map, all of which vanished in thin air. The people who were the largest holders of the stock, and who are to-day the dominant interests in the property, believed in it, and bought it all the way up on its long advance with the knowledge that the future of the property warranted higher prices for the stock than it had ever sold at. These interests are more bullish on the property than they have ever been before and they expect to see the stock selling above 150. In the big speculation last winter, when Wall Street, which had thought Union Pacific high enough at 100, became wildly bullish on it at 135, certain large owners of the stock did not like the character of the speculation in the stock, nor did they feel encouraged to make further speculative commitments for the rise pending certain disquieting developments in the financial world, and they withdrew for the time from the market. One of the leading owners of the stock made such reductions in his holdings that his bankers seriously questioned his ability to recover his stock. But he did recover it. The dominant interests in the property have not taken any such part in the market this summer as they did last winter, and it is largely because of their passive attitude that there is some reason for believing that the strength of Union Pacific in the market just now is due to accumulation by other interests. The Hill people, who have the best means of knowing in what measure Union Pacific has benefited by its investments in the Hill roads, might very naturally be the large buyers of the stock at this time.

A 20 point decline in Lackawanna and a 10 point decline in Delaware and Hudson cause no comment.

One of the stories that accompanied the sharp rise in Reading was that the Lake Shore would guarantee 6 per cent. on the stock. It will be recalled that some months ago the Lake Shore sold a considerable part of its holdings of Reading in the open market at prices very much below those now quoted. It is a feature of speculation in stocks that every marked advance or decline in the price of a stock must have a particular explanation. When Reading broke several weeks ago on selling by Western operators, who were frightened by the talk of rust in the Northwest, the Street was entertained by the story that a strike in the anthracite fields might be expected next spring, at the expiration of the agreement between the mine owners and the miners. But this story was forgotten in a day, and a little while after all the hard coal stocks were aggressively bought on the outlook for peace in the coal regions. The professional speculators, who are not content with the profits to be made from following a 60 point advance such as has been seen in Reading, but must trade in and out of the market, are the chief manufacturers of the tales, alternately favorable and unfavorable to values, with which the speculative community is entertained. The most prolific source of these stories is a Western clique, which sees everything through rose glasses when it is loaded up with stocks, and hears nothing but disquieting rumors when it is out of them.

On purchases of 600 shares American Locomotive preferred was bid up to from 112½ to 115. It reacted later to 114¼, showing a net gain for the day of 1¾. The common stock advanced 1¼, following its advance of 2½ on Tuesday. The buying of the common stock was for a large stockholder in the company, who has been behind previous moves in the Locomotive stocks. He tells his friends that Locomotive preferred is one of the cheapest industrial preferred stocks in the market and he is talking considerably higher prices. The 7 per cent. dividend on the preferred stock, which calls for only $1,750,000 out of gross earnings considerably in excess of $30,000,000, is very well secured.

A 150,000 share day in Union Pacific was all that was needed to convince the weak-kneed section of the bear party that this is really a bull market.

It was an interesting feature of the heavy trading of Union Pacific that it had no special reflection in other railway stocks, more or less allied to it, which are usually linked with Union Pacific in stories of deals. Illinois Central, which is bought periodically by the Union Pacific, while it advanced 1½, was traded in only to the extent of a few thousand shares. New York Central, in which there was very heavy speculation last winter on stories of "closer relations" with Union Pacific, advanced only ⅝ on moderate transactions. Chicago & Northwest, another pawn in the railway game, was neglected, and made no advance for the day. St. Paul was moderately traded in and advanced 1½. The trading in the two Hill stocks—Northern Pacific and Great Northern—was merely nominal. But, in the language of one of the principal buyers of Union Pacific, "the market closed with a firm conviction that some important announcement in regard to the Union Pacific property would be made public within the next forty-eight hours, and its effect would be to carry the price of the stock above 140."

Rumblings of internal strife in some of the minor industrials, which stagger under excessive capitalization even in these days of plenty, continue to echo to the floor of the Stock Exchange.

The marking up of high priced stocks and of stocks of which there is only a moderate floating supply is having the effect desired by the leaders of the bull campaign. The speculative public is making comparisons of prices, and it is beginning to make purchases of stocks which seem cheap in comparison with stocks which have been advanced. One stock that is the basis of many comparisons is American Smelting. Although it is an industrial stock and is paying only 6 per cent., it is selling on a lower income basis than some of the standard railway stocks. It is expected, of course, that the dividend will be increased at the next quarter, but even then it will look high as compared with many other stocks, both railways and industrials. Steel preferred is a 7 per cent. stock of four years standing, but it is selling $25 lower than Smelting common, which has only a prospect of paying 7 per cent. Locomotive preferred is a 7 per cent. stock, but it sells more than $15 below Smelting. On the other hand, Locomotive preferred, selling $10 higher than Steel preferred, is in turn a "bull argument" on the latter stock. Missouri Pacific, a 5 per cent. stock, sells more than $30 below Union Pacific, another 5 per cent. stock, and $7 below Reading, which is only a 4 per cent. stock. These comparisons, which brokers find their customers are making, just as they did in the big bull market four years ago, run through the railway preferred stocks and even into the bond market. Comparisons are made, for example, between the Rock Island collateral bonds and the Japanese war bonds. Most of these comparisons are highly superficial, and they go no deeper than actual dividend and interest disbursements, with no thought of surplus earnings, equities and values arising out of factors in railway strategy.

CREDITORS OF CAREY & SIDES

File Petition in Bankruptcy Against Instalment Clothing Men.

A petition in bankruptcy has been filed against John S. Carey and Charles O. Sides (Carey & Sides), dealers in clothing on the instalment plan at 80 and 82 Fourth avenue. The following are the creditors: New York Bill Posting Company, $135; I. Golland's Sons, $353; and Philip Stiefel & Co., $68. They allege that the firm is insolvent, and during June and July transferred part of the property to certain creditors to prefer them. Carey & Sides have been in business since May, 1886, when they started on Grand street. Their inventory of Jan. 31, 1905, showed liabilities, $24,700, and assets, $68,700, of which $42,000 were outstanding accounts. Judge Holt of the United States District Court appointed Malcolm D. Whitman receiver of the assets on the application of James N. Rosenberg, attorney for two of the creditors, who estimated the assets at $15,000. The receiver is authorized to continue the business for twenty days. He is a well known tennis player.

A creditors' petition in bankruptcy has been filed against the American Type-Bar Machine Company, formerly of 9 to 15 Murray street. It is a West Virginia corporation, organized seven years ago with a capital stock of $6,000,000, and has done no business, it is said, for a long time. Chauncey Marshall is president.

CREDITORS SUMMON POLICE.

But the Owners of Bankrupt Concern's New Presses Get Them Back.

Deputy Sheriff Max Porges had to call upon the police yesterday to assist him in a levy upon the property of the Ebbets Press, 15 Vandewater street. He found on going to the place about twenty creditors, every one accompanied by a lawyer and all protesting vigorously because some workmen were around moving the new and valuable presses. Porges added his protest, but the workmen kept on dismantling the presses and removing the parts.

Policemen Curtayne and Hamshire of the Oak street station were sent to Porges's assistance. About the same time reenforcements also came in the person of Maurice S. Hyman, just appointed receiver by United States District Judge Holt. The moving stopped then, but the arguments of the lawyers and creditors became more violent than before.

It finally was shown that the disputed presses had been set up only the day before the firm failed, and the creditors consented to their removal. The receiver was appointed on the application of Maurice S. Hyman. His bond was fixed at $5,000. Before the removal of the new presses the assets were estimated at $20,000.

To Enlarge R. T. Wilson, Jr.'s, House.

Plans have been filed for the enlargement of the city house of Richard T. Wilson, Jr., at 15 East Fifty-seventh street. It is to be made over into a five story edifice, with a frontage of 43 feet and a depth of 82½ feet, and will have a new façade of granite, brick and terra cotta in the Colonial design, with a balcony at the second story and four Corinthian pilasters supporting a cornice at the fourth story.

MARINE INTELLIGENCE.

MINIATURE ALMANAC THIS DAY.

Sun rises	5:07	Sun sets	6:51
Moon rises	8:21		

HIGH WATER THIS DAY.

Sandy Hook	9:02	Gov. I'd	9:34
Hell Gate	11:27		

Arrived—WEDNESDAY, Aug. 16.

Ss Vera, Port Antonio, Aug. 11.
Ss Algonquin, Jacksonville, Aug. 13.
Ss Hamilton, Norfolk, Aug. 15.
Ss El Dia, Galveston, Aug. 10.
Ss Bluefields, Baltimore, Aug. 14.
Ss Winyah, Philadelphia, Aug. 15.
Ship Queen Elizabeth, Hull, July 1.

ARRIVED OUT.

Ss Oceanic, from New York at Liverpool.
Ss Minneapolis, from New York at London.
Ss Caronia, from New York, at Liverpool.
Ss Koenigin Luise, from New York at Gibraltar.

SAILED FROM FOREIGN PORTS.

Ss Kronprinz Wilhelm, from Cherbourg for New York.
Ss Teutonic, from Liverpool for New York.
Ss Koenig Albert, from Naples, for New York.

OUTGOING STEAMSHIPS.

Sail To-day.

	Mails Close.	Vessels Sail.
La Bretagne, Havre	7 00 A M	10 00 A M
Barbarossa, Bremen		10 00 A M
Moltke, Hamburg		11 00 A M
Numidian, Glasgow		12 00 M
Planet Mars, Argentina	5 30 A M	8 00 A M
Orizaba, Havana	9 00 A M	12 00 M
Matanzas, Progreso	12 00 M	3 00 P M
El Valle, Galveston		3 00 P M
Hamilton, Norfolk		3 00 P M
Sail To-morrow.		
Cedric, Liverpool		8 00 A M
Tjomo, Yucatan	12 00 M	3 00 P M
Jamestown, Norfolk		3 00 P M
Sabine, Brunswick		3 00 P M
Algonquin, Charleston		3 00 P M
Sail Saturday, Aug. 19.		
St. Louis, Southampton	6 00 A M	9 30 A M
Kroonland, Antwerp	8 30 A M	10 30 A M
Etruria, Liverpool	8 00 A M	12 00 M
Prinzess Irene, Naples	8 30 A M	11 00 A M
Graf Waldersee, H'mb'g		8 00 A M
Furnessia, Glasgow	8 30 A M	11 00 A M
Minnetonka, London		8 30 A M
Mexico, Colon	9 30 A M	1 00 P M
Morro Castle, Havana	10 00 A M	1 00 P M
Caracas, La Guayra	8 30 A M	12 00 M
Parima, St. Thomas		12 00 M
Sibiria, Jamaica	9 30 A M	12 00 M
Rosalind, Newfoundland	7 30 A M	11 00 A M
Maraval, Grenada	10 00 A M	12 00 M
Rygja, Pernambuco	12 00 M	3 00 P M
Jefferson, Norfolk		3 00 P M
Concho, Galveston		3 00 P M
El Monte, New Orleans		3 00 P M
El Rio, Galveston		3 00 P M

INCOMING STEAMSHIPS.

Due To-day.

Egyptian Prince	Rio Janeiro	July 28
Nubia	Gibraltar	July 31
Sagamore	Gibraltar	Aug. 2
Deutschland	Hamburg	Aug. 10
Baltic	Liverpool	Aug. 9
Citta di Napoli	Palermo	Aug. 4
Marienfels	Gibraltar	Aug. 3
Rosalind	Halifax	Aug. 15
City of Macon	Savannah	Aug. 14
Due To-morrow.		
La Savoie	Havre	Aug. 12
Slavonia	Gibraltar	Aug. 9
Batavia	Hamburg	Aug. 5
Algeria	Palermo	Aug. 9
Graecia	Pagua	Aug. 13
Esperanza	Vera Cruz	Aug. 10
El Cid	Galveston	Aug. 12
El Dorado	New Orleans	Aug. 13
Alamo	Galveston	Aug. 12
Cosmo	San Juan	Aug. 14
Bayamo	Havana	Aug. 14
Due Saturday, Aug. 19.		
Philadelphia	Southampton	Aug. 12
Campania	Liverpool	Aug. 12
Etruria	Gibraltar	Aug. 5
Sicilia	Gibraltar	Aug. 6
Ponce	Porto Rico	Aug. 18
Arapahoe	Jacksonville	Aug. 16
Saratoga	Nassau	Aug. 15
Due Sunday, Aug. 20.		
Caledonia	Glasgow	Aug. 12
Regina Elena	Gibraltar	Aug. 8
Wells City	Swansea	Aug. 5
Byron	Pernambuco	Aug. 7
Due Monday, Aug. 21.		
Ryndam	Rotterdam	Aug. 12
Zeeland	Antwerp	Aug. 12
Oscar II	Copenhagen	Aug. 9
Louisiana	Copenhagen	Aug. 6
Zulia	Maracaibo	Aug. 6
El Sud	Galveston	Aug. 15
Due Tuesday, Aug. 22.		
Grosser Kurfuerst	Bremen	Aug. 12
Kronprinz Wilhelm	Bremen	Aug. 15
Mesaba	London	Aug. 12

PROPOSALS.

PROPOSALS FOR CLOTHING AND EQUIPAGE. Depot Quartermaster's Office, 39 Whitehall St., New York City, August 14, 1905.—Sealed proposals, in triplicate, subject to the usual conditions, will be received at this office until 11 o'clock P. M., August 28, 1905, and will then be opened, for manufacturing and delivering at either the New York, Boston, Chicago or Philadelphia depots of the Quartermaster's Department, U. S. Army, free of drayage and securely packed for shipment, the following articles of clothing, equipage and materials, they being the same for which bids will be opened at each of the depots above named, viz.: 80,000 Khaki Coats. All the articles must conform to existing standard samples and specifications. Standard samples can be seen at this office and specifications obtained here. Quantities specified are subject to increase of 20 per cent. if desired by the Department. Both early commencement and completion of delivery is absolutely essential, and bidders must state how soon they can commence delivery, and the rate per day and week until final completion of contract, including also the 20 per cent. increase of same, if required. The Government reserves the right to reject or accept any or all proposals or any part thereof, as the interests of the service may require. A GUARANTEE of 10 per cent. of the value of the articles bid for must accompany each proposal. Certified check will be accepted in lieu of written guaranty. UNGUARANTEED bids, bids based upon samples differing from standards or specifications, or bids for delivery at a place other than specified above will not be considered. Preference will be given to articles of domestic production or manufacture conditions of quality and price (including in the price of foreign productions or manufactures, the duty thereon), being equal. Bidders or their representatives are invited to be present. Bidders are warned against collusion for maintaining prices. Bids upon less quantities than advertised for will be considered. Bids received after the hour set for opening will not be considered. Blanks for proposals and full information will be furnished upon application to this office. Envelopes containing proposals to be endorsed "Proposals for Clothing and Equipage to be opened at 1 o'clock P. M., August 28, 1905." G. S. BINGHAM, Major and Quartermaster U. S. Army, Depot Quartermaster.

SEALED BIDS OR ESTIMATES will be received by the President of the Borough of Manhattan at the City Hall, Room No. 16, until 3 o'clock P. M., on

WEDNESDAY, AUGUST 23, 1905.

No. 1. FOR REPAIRING THE PUBLIC COURT AND ROOMS BELONGING TO SAME, ALSO VESTIBULE AND LOBBY, TOILETS, ETC., IN BUILDING KNOWN AS JEFFERSON MARKET, AT THE SOUTHWEST CORNER OF SIXTH AVENUE AND TENTH STREET, BOROUGH OF MANHATTAN.

No. 2. FOR PLUMBING WORK IN THE POLICE COURT ON THE GROUND FLOOR OF THE BUILDING KNOWN AS THE JEFFERSON MARKET, AT THE SOUTHWEST CORNER OF SIXTH AVENUE AND TENTH STREET.

No. 3. FOR REPAIRING THE COURT-HOUSE LOCATED AT NO. 153 EAST FIFTY-SEVENTH STREET, BOROUGH OF MANHATTAN.

No. 4. FOR PLUMBING WORK IN THE COURT-HOUSE LOCATED AT NO. 153 EAST FIFTY-SEVENTH STREET, BOROUGH OF MANHATTAN.

For full particulars see City Record.

JOHN F. AHEARN, Borough President.

SEALED BIDS OR ESTIMATES will be received by the President of the Borough of Manhattan, at the City Hall, Room No. 16, until 1 o'clock P. M., on

MONDAY, AUGUST 28, 1905.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR BUILDING SEWER AND APPURTENANCES IN WEST ONE HUNDRED AND FORTIETH STREET, between Riverside Drive and Broadway.

No. 2. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR BUILDING SEWER AND APPURTENANCES IN WEST ONE HUNDRED AND SEVENTY-FIRST STREET, from Fort Washington avenue to Broadway.

No. 4. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR BUILDING SEWERS IN WEST ONE HUNDRED AND SEVENTY-SEVENTH STREET, between St. Nicholas avenue and Broadway.

For full particulars see City Record.

JOHN F. AHEARN, Borough President.

SEALED BIDS OR ESTIMATES will be received by the Park Board at the Office of the Department of Parks, Arsenal Building, Fifth avenue and Sixty-fourth street, Borough of Manhattan, the City of New York, until 3 o'clock P. M. on

THURSDAY, AUGUST 24, 1905.

Borough of Brooklyn.

No. 1. FOR REGULATING, GRADING AND PAVING OR REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF PITKIN AVENUE, between Stone avenue and Eastern Parkway Extension, BOROUGH OF BROOKLYN.

No. 2. FOR FURNISHING ALL THE LABOR AND MATERIALS NECESSARY TO ALTER AND REPAIR TERRACE BRIDGE, PROSPECT PARK, BOROUGH OF BROOKLYN.

For full particulars see City Record.

JOHN J. PALLAS, President;
HENRY C. SCHRADER,
MICHAEL J. KENNEDY,
Commissioners of Parks.

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES will be received at the office of the Supervisor of the City Record, in The City of New York, until 11 o'clock A. M. on

THURSDAY, AUGUST 24, 1905,

FOR SUPPLYING STATIONERY, ETC., FOR THE USE OF COURTS AND THE DEPARTMENTS AND BUREAUS OF THE CITY OF NEW YORK DURING 1906.

For full particulars see City Record.

GEORGE B. McCLELLAN, Mayor.
JOHN J. DELANY, Corporation Counsel;
EDWARD M. GROUT, Comptroller;
Board of City Record.

The City of New York, July 27, 1905.

SEALED BIDS OR ESTIMATES will be received by the Fire Commissioner at the Headquarters of the Fire Department of the City of New York, Nos. 157 and 159 East Sixty-seventh Street, Borough of Manhattan, the City of New York, until 10:30 o'clock A. M., on

TUESDAY, AUGUST 22, 1905.

Boroughs of Manhattan and The Bronx.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR THE ERECTION AND COMPLETION OF THE PLUMBING, GAS AND ELECTRIC SYSTEMS OF A NEW BUILDING FOR ENGINE COMPANY NO. 23, TO BE LOCATED ON THE NORTH SIDE OF FIFTY-EIGHTH STREET, 225 FEET WEST OF SEVENTH AVENUE, MANHATTAN.

For full particulars see City Record.

THOS. W. CHURCHILL, Deputy and Acting Fire Commissioner.

SEALED BIDS OR ESTIMATES will be received by the Fire Commissioner at the Headquarters of the Fire Department of the City of New York, Nos. 157 and 159 East Sixty-seventh Street, Borough of Manhattan, the City of New York, until 10:30 o'clock A. M., on

TUESDAY, AUGUST 22, 1905.

Boroughs of Brooklyn and Queens.

No. 2. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR PLACING CONDUITS OF THE FIRE DEPARTMENT TELEGRAPH AND ALARM SYSTEM UNDERGROUND IN THE BOROUGH OF BROOKLYN.

For full particulars see City Record.

THOS. W. CHURCHILL, Deputy and Acting Fire Commissioner.

SEALED BIDS OR ESTIMATES will be received by the Fire Commissioner at the Headquarters of the Fire Department of the City of New York, Nos. 157 and 159 East Sixty-seventh Street, Borough of Manhattan, the City of New York, until 10:30 o'clock A. M., on

TUESDAY, AUGUST 22, 1905.

Borough of Richmond.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR ALTERATIONS AND ADDITIONS TO THE FIRE ALARM TELEGRAPH SYSTEM IN THE BOROUGH OF RICHMOND.

For full particulars see City Record.

THOS. W. CHURCHILL, Deputy and Acting Fire Commissioner.

GENERAL DEPOT, Q. M. DEPARTMENT, JEFFERSONVILLE, IND., July 22, 1905. Sealed proposals in triplicate, endorsed on cover "Proposals for Q. M. Supplies," and addressed to undersigned, will be received here until 10 o'clock A. M., August 21, 1905, for Lanterns, Lamps, Chimneys, Globes and Wicks, required for replenishment of stock, as per schedule, which will be furnished on application to this Depot and the Depot at New York City. Preference given to articles of domestic production or manufacture. The right is reserved to reject or accept any or all bids or any part thereof. J. M. MARSHALL, Asst. Q. M. General, Depot Q. M.

PUBLIC NOTICES.

Notice.—The advertisements, prospectuses and circulars which are being published and circulated concerning the stock and properties of the Elmore Mines Consolidated of South Dakota, are being published and circulated wholly without the authority and approval of the said Company. Eugene M. Jerome, President.

FINANCIAL.

UNION TYPEWRITER CO. STOCK.

WM. WILLIS MERRILL, Room 419 Produce Exchange.

STEAMBOATS.

TROY LINE

Str. "City of Troy" or "Saratoga" Leave Pier 44, West 10th St., Daily (except Saturday), 6 P. M.
—SUNDAY STEAMERS TOUCH AT ALBANY—
Direct connection at Troy with trains to all points. Dining rooms on main deck. Searchlight display. Illustrated Booklet, Excursion Tours Free.
EXCURSION: TROY, $3.50; SARATOGA, $4.50; LAKE GEORGE, $6.25; WILMINGTON, VT., $3.60.

HARTFORD LINE.

From New Pier 19 East River, foot of Peck Slip, daily, except Sunday, at 5 P. M. for Connecticut River landings. Write for illustrated folder.

FINANCIAL NOTES.

The American Smelters Securities Company has declared an initial quarterly dividend of 1¼ per cent. on the preferred stock, series B. The company was formed in March. The dividends are guaranteed by the American Smelting and Refining Company.

STEAMBOATS.

BOSTON AND POINTS IN NEW ENGLAND

FALL RIVER LINE for Newport, Fall River, Boston and all Eastern and Northern points. Leave Pier 19, N. R., foot of Warren st., week days and Sundays, at 5:30 P. M. Strs. PRISCILLA and PURITAN. Orchestra on each.
PROVIDENCE LINE for Providence, Boston, East and North. Leave Pier 18, N. R., foot Murray St., week days only, at 5:00 P. M. Strs. PROVIDENCE (new) and PLYMOUTH. Orchestra on each.
NEW BEDFORD LINE for New Bedford, Cottage City and Nantucket. Leave Pier 40, N. R., foot Clarkson St., week days only, at 6:00 P. M. Strs. MAINE and NEW HAMPSHIRE.
NORWICH LINE for New London, Block Island, Norwich, Stonington, Watch Hill, Narragansett Pier, Worcester, East and North. Lve. Pier 40, N. R., ft. Clarkson St., week days only, 6:00 P. M. Strs. CITY OF LOWELL and CHESTER W. CHAPIN.
NEW HAVEN LINE for New Haven, Springfield, and North. Week days Str. RICHARD PECK lvs. Pier 20, E. R., 2:45 P. M.; foot 31st St., E. R., 3:00 P. M. Steamer CITY OF LAWRENCE lvs. Pier 20, E. R., 12:00 midnight. Sundays, Str. RICHARD PECK lvs. Pier 20, E. R., 9:30 A. M., foot East 31st St., 10:00 A. M.; return, due New York 8:45 P. M.
Tickets and Staterooms at 261, 673, 1185 and 1354 B'way, 25 Union Sq., 182 Fifth Ave., 245 Col. Ave., 273 W. 125th St., 2798 Third Ave., and at Piers, New York: 342 and 880 Fulton St. and 390 B'way, B'klyn.

HUDSON RIVER BY DAYLIGHT

Palatial steamers "NEW YORK" and "ALBANY" of the Hudson River Day Line, fastest and finest river boats in the world.
Leave Brooklyn, Fulton St. (by Annex) . 8:00 A.M.
Leave Desbrosses St. Pier . 8:40 "
NEW PIER WEST 42D ST . 9:00 "
West 129th St . 9:20 "
Landing at Yonkers, West Point, Newburgh, Poughkeepsie, Kingston Point, Catskill, Hudson and Albany. Daily except Sunday. Special Trains to Catskill Mtn. resorts and Saratoga, and easy connections to all points East, North and West. Through tickets and baggage checked at offices of N. Y. Transfer Co. Through rail tickets bet. N. Y. and Albany accepted. Most delightful one day outings to West Point, Newburgh or Poughkeepsie, returning on down boat.
Restaurant open at 7 A. M. MUSIC.

Steamer Mary Powell

Leaving Desbrosses St. at 3:10 P. M. (Saturdays, 1:45 P. M.), W. 42d St., 3:20 P. M. (Saturdays, 2 P. M.), West 129th St., 3:50 P. M. (Saturdays, 2:20 P. M.), for Highland Falls, West Point, Cornwall, Newburgh, New Hamburg, Milton, Poughkeepsie, Rondout and Kingston. Orchestra on board.

New Jersey Central — SANDY HOOK ROUTE — New Jersey Coast Resorts
From Pier 81, Foot W. 42d St.: 9.00, 9.35, 10.30 a.m., 12.30, 1.30, 3.00, 4.15, 5.40, 7.45 p.m.; Sundays, 9.25 a.m., 12.35, 3.35, 7.45 p.m.
From Pier 10, Foot Cedar St., N.R.: 9.20, 10.00, 11.00 a.m., and 1.00, 2.00, 3.45, 4.45, 6.00, 8.10 p.m.; Sundays, 10.00 a.m., 1.00, 4.00, 8.10 p.m.

PEOPLES LINE

NEW YORK—ALBANY.
Hudson River by Searchlight.
Steamers C. W. MORSE, even dates August and ADIRONDACK leave Pier No. 32, N. R., foot of Canal St., 6 P. M., and West 129th St. at 6:30 P. M., week days and Sundays. Direct connection at Albany with express trains for Saratoga, Lake George, Lake Champlain, Adirondack Mountains, Thousand Islands, Niagara Falls, Sharon Springs and all Northern and Eastern summer resorts. Orchestra on steamers. Automobiles carried. Time table and excursion book free. "Beautiful Hudson by Searchlight," 10c.

"THE NEW LINE"

$1. $1.20 $2.20 — N. Y. to FALL RIVER .. .. PROVIDENCE .. .. BOSTON
LOW RATES TO ALL EASTERN POINTS.
PALATIAL STEAMER "FRANK JONES" sails from Pier 29 (new) East River, foot of Market St., Mondays, Wednesdays, Fridays, 4:30 P. M. 'Phone 3106 Orchard.
Daily freight service.

BY SEA TO MAIN