TWO BLAMED FOR 12 DEATHS.

ELEVATED TRAGEDY CAUSED BY MITCHMAN AND MOTORMAN.

Fall Stops at Ninth Avenue Grade Crossing Patrolled by Railroad Commission—All the Signals and Train Equipment in Good Order—Double Blunder Made.

In the report filed yesterday of its investigation into the recent accident on the elevated railway at Ninth avenue and Fifty-third street, the Board of Railroad Commissioners finds Paul Kelly, the missing motorman, largely to blame, but says that Towerman Cornelius A. Jackson also contributed to the accident, in which twelve persons were killed and 116 more or less injured.

The report recommends that a double block semaphore signal be installed at once at or near the curve, one of the blades to govern the operation of Ninth avenue trains, the other the operation of Sixth avenue trains. It also orders that a "slow" sign be placed before the switch and that all southbound trains on the local track come to a full stop before reaching the semaphore. This rule should be rigidly enforced, it says.

Regarding the facts disclosed by the investigation, the report says that these showed that the track, frogs and switches at the Fifty-third street junction were in good condition and that the elevation of the outside rail of the curve from which the car plunged was all that could be given under the conditions of a grade crossing. East of the Ninth avenue tracks the course has sufficient elevation for proper rates of speed. The curve was also properly equipped with guard rail and guard timber. Among other facts the board finds:

"That the signals and switch governing the movement of southbound trains were properly interlocked.

"That proper signals indicating a Ninth avenue train were displayed on the head car of the derailed train.

"That the switch and two signals were set for a Sixth avenue train when the train which was derailed was approaching.

"That Jackson, the towerman, was in the tower operating room about one minute before the accident occurred.

"That the derailed train was running more than fifteen miles an hour when the head car passed over the switch point and that no appreciable reduction in the speed of the train was made after the head car passed the switch point until the detailment."

The report goes on to say that all the testimony showed that the brakes and whole equipment of the train were in good condition and adds that the company's rules required the motorman to reduce speed and have his train under control when passing the signal located 350 feet north of the switch point. This signal showed yellow, a cautionary signal.

"As a result of our investigation," says the report, "we find that the accident was caused by Kelly violating the company's rules in running by this cautionary signal without reducing speed and by running by a signal showing that the switch was set for a Sixth avenue train, he running a Ninth avenue train carrying proper signals for that line.

"We also find that Cornelius A. Jackson, the towerman, contributed to the cause of the accident by having the signal set for a Sixth avenue train when a Ninth avenue train, displaying proper signals, was approaching the junction."

It will be remembered that Towerman Jackson stated after the accident that the signals of the train indicated a Sixth avenue train. This, the commission finds, wasn't true. Jackson is at present under $5,000 bail. He refused to testify before the commission.

It was said yesterday that the Interborough's operating officials would probably have something to say to-day concerning the recommendations in the report. The company, it was said, determined on some of them some time ago.

The announcement was made at the railroad commissioner's office that a report might be expected shortly covering other points on the line whose safety might be questioned on account of the recent accident. A general investigation of all the elevated roads is being made by experts at the present time.

OBJECTS TO BELLEVUE CONTRACT

Taxpayer Alleges That Rival Contractor Was Lower Bidder.

P. J. McNulty, who is the chief organizer of the Irish Fair now running at Madison Square Garden, applied yesterday through his lawyer, W. D. McNulty, to Supreme Court Justice Truax for an order restraining Dr. John W. Brannan, as president of the board of trustees of Bellevue and Allied Hospitals, from awarding to the John H. Parker Company the contract for the erection of the buildings to be known as Pavilions A and B, and enjoining the Comptroller from certifying any such contract.

McNulty sues as a taxpayer, and alleges that the Parker bid was not the lowest. He says that Patrick Gallagher, a contractor, submitted a bid of $639,949, as against the $645,526 bid of the Parker concern. The trustees say that Gallagher's bid was $605,094 and that the Parker bid was only $599,825. The contract is split up into several items, and according to McNulty the trustees favored the Parker firm by picking out the items on which its bid was the lowest, instead of awarding the whole contract to Gallagher, whose total bid was lower.

The Corporation Counsel has approved the action of the board, but McNulty says that he was not allowed to inspect the minutes of the meeting at which it was determined to split up the contract. Assistant Corporation Counsel Burr in opposing McNulty's application for an injunction said that the action was merely another one of the so-called taxpayers' suits which are now clogging the courts and in which the plaintiff is really an interested party who feels disappointed because his bid on some contract has not been accepted.

"The voice is the voice of McNulty," said Mr. Burr, "but the hand is the hand of Gallagher." The items accepted by the board, he went on to say, called for the complete erection of the two buildings, an the other items were merely alternative, for different work and material. Justice Truax reserved decision.

NOT A LINER, BUT A TANK,

That Was in Collision With the Steamship Cornwall on Wednesday.

It was not a liner that the big British freighter Cornwall was in collision with off Montauk Point in a fog on Wednesday night, as was thought, but the tank steamship Phœbus, which sailed hence for Flushing on Wednesday morning. The Phœbus was spoken on Thursday ten miles west of Nantucket lightship by the tank Ocean, in yesterday from Rotterdam, and reported that she had been struck by an unknown steamship on Wednesday night off Montauk. The Phœbus was proceeding as if she were not seriously damaged.

FINANCIAL NOTES.

Douglas Alexander, vice-president, treasurer and a director of the Singer Manufacturing Company, has been elected president in place of Frederick G. Bourne, resigned.

Stockholders of the New Haven road will have a right to subscribe for $[illegible],000,000 convertible bonds to be issued to retire temporary obligations issued for improvements.

J. Kennicutt & Potter are offering $500,000 of Oregon Short Line refunding 4 per cent. bonds of 1929, guaranteed by the Union Pacific and yielding 4.30 per cent.

William Solomon & Co. are offering $1,000,000 first mortgage 5 per cent. bonds of the Galveston Electric Company. The company is controlled and managed by Stone & Webster. It is said that since they took control the earnings amount to 2½ times the interest on the bonds. The bonds yield 5.17 per cent.

SOLITARY PRESIDENT RAMSEY.

Spoke to No One at the Wabash Offices Last Time He Was There.

President Ramsey of the Wabash Railroad, who is trying to get control of the road away from the Gould interests, has not entered the Wabash offices for several days. When he announced his intention of getting control of the road he said that he would continue to make his headquarters at its offices until the annual election on October 10. Although he is still president of the road he has not been allowed to exercise any of the functions of president. The last time he visited the offices was on Wednesday, and he said afterward that he had spoken to no one there.

NEW HAVEN ROADS REPORT.

Both the Passenger and Freight Departments Show Largely Increased Income.

NEW HAVEN, Conn., Sept. 22.—President Charles S. Mellen of the New York, New Haven and Hartford Railroad made public to-day the annual report of the board of directors to the stockholders for the year ended June 30, 1905. The total gross earning from operation were $40,991,947; passenger department, $24,146,454; freight department, $15,341,855. The operating expenses were $35,833,022, leaving an income from operation of $14,148,925. The income from other sources made the total income $15,273,376. After deducting income taxes, interest and rentals amounting to $8,644,324, there was left a balance of income applicable to dividends of $6,708,052. The 8 per cent. dividend on the $80,000,000 capital was $6,400,000, leaving a surplus for the twelve months of $308,052.

The passenger earnings increased $721,281 and the freight earnings $928,314, making the total increase in earnings $1,699,038. The operating expenses were increased $673,811, leaving an increase in income from operation of $1,025,236. The operating expenses included new bridges, new passenger stations and extensions and improvements at various points in the system. The total gross earnings of rail and boat lines were $54,530,606, an increase of $1,656,612 over 1904.

RETAIL COAL TRUST FORMED.

It Will Demand That the Big Trust Stop Selling Coal to Consumers.

BUFFALO, N. Y., Sept. 22.—The National Council of Retail Coal Dealers' Associations and the International Anthracite Merchants' Association, two bodies which represent about 15,000 retail dealers in the United States and Canada, amalgamated here to-day under the title of the International Council of Coal Merchants.

According to William F. Endress of Jamestown, N. Y., the president of the new body, the first thing the combine purposes to do is to demand of the coal trust that it stop selling coal directly to the consumer, and that it sell to none but members of the association. The granting of these demands would eliminate all competition in the retail coal trade.

DAILY TREASURY STATEMENT.

WASHINGTON, Sept. 22.—The statement of the revenues and expenditures of the United States Treasury shows:

	This day.	This month.	This year.
Receipts	$2,000,659	$35,808,767	$152,572,333
Expenditures	1,660,000	30,290,000	145,560,290
Surplus	$340,659	$5,518,767	Def. $12,996,957

The receipts from customs to-day were $1,115,297; from internal revenues, $803,987, and miscellaneous, $81,375. National bank notes received for redemption, $1,094,446.

The cash statement of the United States Treasurer for September 22 shows:

RESERVE FUND.

Gold coin and bullion	$150,000,000

TRUST FUND.

To redeem outstanding certificates	$1,004,446,989

GENERAL FUND.

Gold coin and bullion	$59,678,672
Gold certificates	40,087,250
Silver dollars	7,049,423
Silver certificates	5,559,626
Silver bullion	3,219,740
United States notes	11,224,513
National bank notes	18,555,302
Subsidiary silver and minor coin	11,003,294
Total	$156,318,726
In national banks	69,322,012
Awaiting reimbursement	25,468
Total	$225,667,106
Liabilities	90,885,169
Cash balance	$134,831,937

MARINE INTELLIGENCE.

MINIATURE ALMANAC THIS DAY.

Sun rises.....5:44 | Sun sets.....6:53 | Moon rises...—

HIGH WATER THIS DAY.

Sandy Hook 1:22 | Gov. I'd.....1:54 | Hell Gate.... 3:47

Arrived—FRIDAY, Sept. 22.

Ss Teutonic, Liverpool, Sept. 15.
Ss Ocean, Rotterdam, Sept. 6.
Ss St. Andrew, Antwerp, Sept. 10.
Ss Prins der Nederlanden, Surinam, Aug. 29.
Ss Fontabelle, Demerara, Sept. 11.
Ss Bermudian, Bermuda, Sept. 20.
Ss Royal Exchange, Cardenas, Sept. 16.
Ss Manoa, St. Croix, Sept. 15.
Ss Niagara, Cienfuegos, Sept. 16.
Ss Vigilancia, Vera Cruz, Sept. 13.
Ss Porto Rico, San Juan, Sept. 18.
Ss Ligonier, Port Arthur, Tex., Sept. 13.
Ss El Valle, Galveston, Sept. 16.
Ss Princess Anne, Norfolk, Sept. 21.

ARRIVED OUT.

Ss La Bretagne, from New York at Havre.
Ss Cedric, from New York at Liverpool.
Ss Potsdam, from New York at Boulogne.

SAILED FROM FOREIGN PORTS.

Ss Koenig Albert, from Naples for New York.
Ss Bluecher, from Boulogne for New York.
Ss Oscar II., from Christiansand for New York.
Ss Finance, from Colon for New York.

OUTGOING STEAMSHIPS.

Sail To-day.

	Mails Close.	Vessels Sail.
Campania, Liverpool	7 30 A M	11 00 A M
Caledonia, Glasgow	9 30 A M	12 00 M
Philadelphia, Southampton	6 00 A M	9 30 A M
Zeeland, Antwerp	8 30 A M	10 30 A M
Friesland, Antwerp	8 30 A M	11 00 A M
Pretoria, Hamburg	.....	12 00 M
Mesaba, London	.....	9 00 A M
Maravai, Grenada	10 00 A M	1 00 P M
Coamo, Porto Rico	9 00 A M	12 00 M
Silvia, Newfoundland	7 30 A M	11 00 A M
Alliance, Colon	9 30 A M	1 00 P M
Zulia, La Guaira	8 30 A M	12 00 M
Monterey, Havana	10 00 A M	1 00 P M
Alai, Jamaica	9 30 A M	12 00 M
Troquois, Charleston	.....	3 00 P M
Denver, Galveston	.....	3 00 P M
El Paso, New Orleans	.....	3 00 P M
El Mar, Galveston	.....	3 00 P M
Princess Anne, Norfolk	.....	3 00 P M

Sail Monday, Sept. 25.

Monroe, Norfolk	.....	3 00 P M

Sail Tuesday, Sept. 26

Kronprinz Wilhelm, Bremen	10 00 A M	1 30 P M
Cretic, Naples	.....	12 00 M
Hamilton, Norfolk	.....	3 00 P M
Comanche, Charleston	.....	3 00 P M

INCOMING STEAMSHIPS.

Due To-day.

Sicilian Prince	Naples	Sept. 7
Bordeaux	Havre	Sept. 11
Citta di Torino	Naples	Sept. 7
Ultonia	Gibraltar	Sept. 13
Comal	Galveston	Sept. 16
St. Paul	Southampton	Sept. 10
Umbria	Liverpool	Sept. 14
Celtic	Liverpool	Sept. 15
Comanche	Jacksonville	Sept. 20

Due To-morrow.

Hamburg	Hamburg	Sept. 14
La Gascogne	Havre	Sept. 16
Brooklyn City	Swansea	Sept. 10
Perugia	Gibraltar	Sept. 14
Camatense	Para	Sept. 12
Havana	Colon	Sept. 18
City of Washington	Havana	Sept. 20
Indramayo	Gibraltar	Sept. 9
Huron	Jacksonville	Sept. 21

Due Monday, Sept. 25.

Minneapolis	London	Sept. 16
Finland	Antwerp	Sept. 16
Ryndam	Rotterdam	Sept. 16
Astoria	Glasgow	Sept. 16
Dominic	Para	Sept. 13
Philadelphia	Porto Cabello	Sept. 15
El Rio	Galveston	Sept. 19
Parisian	Glasgow	Sept. 15
El Monte	New Orleans	Sept. 20

Due Tuesday, Sept. 26.

Kaiser Wilh'm der Grosse	Bremen	Sept. 19
Grosser Kurfuerst	Bremen	Sept. 16
Bovic	Liverpool	Sept. 16
Concho	Galveston	Sept. 20

Due Wednesday, Sept. 27.

Oceanic	Liverpool	Sept. 20
Caronia	Liverpool	Sept. 19
Gerty	Gibraltar	Sept. 13
El Dia	Galveston	Sept. 21

Due Thursday, Sept. 28.

Madonna	Naples	Sept. 16
Batavia	Hamburg	Sept. 16

Court Calendars This Day.

Appellate Division—Supreme Court—Recess.
Supreme Court—Special Term, Part II.—Court opens at 10:30 A. M. Ex parte matters. Surrogates' Court—Chambers. Court opens at 10:30 A. M. For probate—Wills of Anselm Loeb, John H. Thomas, Georg Zinn, at 10:30 A. M.
City Court—Special Term.—Court opens at 10 A. M. Motions.

PROPOSALS.

Office of the President of the Borough of Manhattan, City Hall, The City of New York.
SEALED BIDS OR ESTIMATES will be received by the President of the Borough of Manhattan at the above office until 10:30 o'clock A. M. on

TUESDAY, SEPTEMBER 26, 1905.

No. 1. REGULATING AND REPAVING WITH WOOD BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF ONE HUNDRED AND TWENTY-FIRST STREET, FROM FIFTH AVENUE TO SEVENTH AVENUE.
No. 2. REGULATING AND REPAVING WITH WOOD BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF ONE HUNDRED AND TWENTY-SECOND STREET, FROM FIFTH AVENUE TO SEVENTH AVENUE.
No. 3. REGULATING AND REPAVING WITH WOOD BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF ONE HUNDRED AND TWENTY-FOURTH STREET, FROM FIFTH AVENUE TO SEVENTH AVENUE.
No. 4. REGULATING AND REPAVING WITH WOOD BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF ONE HUNDRED AND TWENTY-SIXTH STREET, FROM FIFTH AVENUE TO SEVENTH AVENUE.
No. 5. REGULATING AND REPAVING WITH WOOD BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF ONE HUNDRED AND TWENTY-SEVENTH STREET, FROM FIFTH AVENUE TO SEVENTH AVENUE.
No. 6. REGULATING AND REPAVING WITH WOOD BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF ONE HUNDRED AND TWENTY-EIGHTH STREET, FROM FIFTH AVENUE TO SEVENTH AVENUE.
No. 7. REGULATING AND REPAVING WITH WOOD BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF ONE HUNDRED AND TWENTY-NINTH STREET, FROM FIFTH AVENUE TO SEVENTH AVENUE.
No. 8. REGULATING AND REPAVING WITH WOOD BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF ONE HUNDRED AND THIRTIETH STREET, FROM FIFTH AVENUE TO SEVENTH AVENUE.
No. 9. REGULATING AND REPAVING WITH WOOD BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF BECKMAN STREET, FROM THE EAST SIDE OF NASSAU STREET TO PARK ROW.
No. 10. REGULATING AND REPAVING WITH WOOD BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF BROADWAY, FROM VESEY STREET TO PARTRIDGE PLACE.
No. 11. REGULATING AND PAVING WITH ASPHALT BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF ONE HUNDRED AND TWELFTH STREET, FROM BROADWAY TO RIVERSIDE DRIVE.
No. 12. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF PARK ROW, FROM BROOKLYN BRIDGE TO CHAMBERS STREET, EXCEPTING THE STREET NOW TO CHAMBERS STREET AND THYNS ROW, FROM PARK ROW TO CHAMBERS STREET.
No. 13. FOR FURNISHING AND REPAVING WITH ASPHALT PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF LENOX AVENUE, FROM ONE HUNDRED AND TWENTY-FIFTH STREET TO ONE HUNDRED AND THIRTY-FIFTH STREET.
No. 14. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF LENOX AVENUE, FROM ONE HUNDRED AND THIRTY-FIFTH STREET TO ONE HUNDRED AND FORTY-FIFTH STREET.
No. 15. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF AMSTERDAM AVENUE, FROM THE NORTH SIDE OF SEVENTY-THIRD STREET TO THE SOUTH SIDE OF SEVENTY-SEVENTH STREET.
No. 16. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF LEXINGTON AVENUE, FROM SEVENTY-FIFTH TO SEVENTY-NINTH STREET (WHERE NOT ALREADY REPAVED).
No. 17. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF HUDSON STREET, FROM BARROW STREET TO CHRISTOPHER STREET.
No. 18. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF GREAT JONES STREET, FROM BOWERY TO BROADWAY.
No. 19. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF MONROE STREET, FROM PIKE TO MONTGOMERY STREET, AND FROM GOUVERNEUR STREET TO GRAND STREET.
No. 20. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF FOURTH STREET, FROM SIXTH AVENUE TO CHRISTOPHER STREET.
No. 21. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF THIRTEENTH STREET, FROM FOURTH AVENUE TO UNIVERSITY PLACE.
No. 22. REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAID AS FOUNDATION THE ROADWAY OF OLIVER STREET, FROM HENRY STREET TO CHATHAM SQUARE.
No. 23. REGULATING AND REPAVING WITH GRANITE BLOCK ON CONCRETE FOUNDATION THE ROADWAY OF JACOB STREET, FROM FERRY TO FRANKFORT STREET.
No. 24. REGULATING AND REPAVING WITH GRANITE BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF FERRY STREET, FROM GOLD STREET TO PEARL STREET.
No. 25. REGULATING AND REPAVING WITH GRANITE BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF CLIFF STREET, FROM FERRY STREET TO FRANKFORT STREET.
No. 26. REGULATING AND REPAVING WITH GRANITE BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF FORTY-THIRD STREET, FROM FIRST AVENUE TO EAST RIVER.
No. 27. REGULATING AND REPAVING WITH GRANITE BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF FIFTY-THIRD STREET, FROM AVENUE A TO FIRST AVENUE.
No. 28. REGULATING, GRADING, CURBING, RECURBING AND FLAGGING WEST ONE HUNDRED AND SIXTY-THIRD STREET, FROM BROADWAY TO FORT WASHINGTON AVENUE.
No. 29. REGULATING, GRADING, CURBING, RECURBING AND FLAGGING ONE HUNDRED AND SIXTY-FOURTH STREET, FROM BROADWAY TO FORT WASHINGTON AVENUE.
No. 30. REGULATING, GRADING, CURBING AND FLAGGING ONE HUNDRED AND SIXTY-NINTH STREET, FROM BROADWAY TO FORT WASHINGTON AVENUE.
No. 31. REGULATING, GRADING, CURBING AND FLAGGING WEST ONE HUNDRED AND SEVENTY-SEVENTH STREET, FROM ST. NICHOLAS AVENUE TO BROADWAY.
No. 32. REGULATING AND REGRADING SIDEWALKS ON BROADWAY, EAST AND WEST SIDES, FROM ONE HUNDRED AND FIFTY-FIFTH STREET TO ONE HUNDRED AND SIXTY-NINTH STREET, AND SET AND RESET CURB THEREON.
No. 33. FLAGGING SIDEWALKS ON BROADWAY, EAST AND WEST SIDES, FROM ONE HUNDRED AND NINETEENTH STREET TO ONE HUNDRED AND FORTY-THIRD STREET.
For full particulars see City Record.
JOHN F. AHEARN,
Borough President.

Department of Correction, No. 148 East Twentieth street, Borough of Manhattan, the City of New York.
SEALED BIDS OR ESTIMATES will be received by the Commissioner of Correction at the above office until 11 o'clock A. M., on

TUESDAY, OCTOBER 3, 1905.
Borough of Manhattan.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR PROPOSED NEW BRICK SUBWAY AND INSTALLATION OF NEW MAIN STEAM AND RETURN LINES AND CONNECTIONS TO THE PRESENT HEATING SYSTEMS OF THE VARIOUS PAVILIONS ON HART'S ISLAND.
For full particulars see City Record.
FRANCIS J. LANTRY,
Commissioner.

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

THURSDAY, OCTOBER 5, 1905.
Borough of Manhattan.

FOR FURNISHING AND DELIVERING FRESH BEEF FOR THE CENTRAL PARK MENAGERIE.
For full particulars see City Record.
JOHN J. PALLAS,
President;
HENRY C. SCHRADER,
MICHAEL J. KENNEDY,
Commissioners of Parks.

Department of Correction, No. 148 East Twentieth street, Borough of Manhattan, the City of New York.
SEALED BIDS OR ESTIMATES will be received by the Commissioner of Correction at the above office until 11 o'clock A. M., on

TUESDAY, OCTOBER 3, 1905.
Borough of Manhattan.

No. 2. FOR FURNISHING AND DELIVERING HARDWARE, IRON, LUMBER AND MISCELLANEOUS ARTICLES.
For full particulars see City Record.
FRANCIS J. LANTRY,
Commissioner.

ARMY BUILDING, WHITEHALL STREET, NEW YORK CITY, September 22, 1905.—Sealed proposals, in triplicate, subject to the usual conditions, will be received here until 12 o'clock noon, October 2, 1905, when they will be opened, for furnishing and delivering at the New York Depot of the Quartermaster's Department one (1) 50 H. P. Boiler. Information and blanks for bidding furnished upon application. The United States reserves the right to reject any or all proposals or any part thereof. Envelopes containing proposals should be marked "Proposals for Boiler, to be opened October 2, 1905," and addressed to G. S. BINGHAM, Major & Qr. Mr., U. S. A., Depot Q. M.

OFFICE OF THE COMMISSIONERS, D. C. Washington, D. C., Sept. 19, 1905.—Sealed proposals will be received at this office until 12 o'clock noon, October 14, 1905, to lay cement sidewalks in the District of Columbia. Blank forms of proposal and specifications, together with all necessary information, may be obtained at the office of the Engineer Commissioner, D. C. HENRY B. F. MACFARLAND, HENRY L. WEST, JOHN BIDDLE, Commissioners, D. C.

SEALED PROPOSALS, in duplicate, will be received at the office of the Commissioner of Immigration, Ellis Island, N. Y., until 2:30 P. M., Friday, September 29, 1905, and then opened, for the installation of high pressure steam heating apparatus in four Railroad Ticket Office, Harlem Hall (910). Will be received by the Commissioner of Docks at Pier "A," Battery Place, until 2 o'clock P. M., September 29, 1905. (For particulars see City Record.)

FORT HANCOCK, N. J., September 23, 1905.—Sealed proposals for sinking one tubular deep well here will be received until 12 M., October 2, 1905. Information furnished on application. U. S. reserves right to reject any or all proposals. Proposals should be marked "Proposals for Deep Well," addressed ABE. S. BICKHAM, Q. M.

PROPOSALS.

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.
SEALED BIDS OR ESTIMATES will be received by the Fire Commissioner at the above office until 10:30 o'clock A. M. on

WEDNESDAY, OCTOBER 4, 1905.
Borough of Manhattan and the Bronx.

No. 1. FOR FURNISHING AND DELIVERING ONE (1) FIRE ENGINE, HOOK AND LADDER TRUCK.
No. 2. FOR FURNISHING AND DELIVERING ONE (1) FIRE ENGINE, HOOK AND LADDER TRUCK.
No. 3. FOR FURNISHING AND DELIVERING ONE (1) FIRE ENGINE, HOOK AND LADDER TRUCK.
No. 4. FOR FURNISHING AND DELIVERING ONE (1) FIRE ENGINE, HOOK AND LADDER TRUCK.
No. 5. FOR FURNISHING AND DELIVERING ONE (1) FIRE ENGINE, HOOK AND LADDER TRUCK.
For full particulars see City Record.
THOS. W. CHURCHILL,
Deputy and Acting Fire Commissioner.

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.
SEALED BIDS OR ESTIMATES will be received by the Fire Commissioner at the above office until 10:30 o'clock A. M. on

FRIDAY, SEPTEMBER 29, 1905.
Borough of Manhattan and the Bronx.

No. 1. FOR FURNISHING AND DELIVERING METAL SIGNS, BRACKETS AND TIMBER (BOROUGHS OF MANHATTAN AND THE BRONX).

Borough of Brooklyn and Queens.

No. 2. FOR FURNISHING AND DELIVERING FIRE ALARM HORN LAMPS, BATTERY JARS AND AVALANCHE CHARGERS, FOR FIRE ALARM TELEGRAPH BUREAU.

Borough of Richmond.

No. 3. FOR FURNISHING AND DELIVERING THREE (3) FOURTH SIZE STEAM FIRE ENGINES.
For full particulars see City Record.
THOS. W. CHURCHILL,
Deputy and Acting Fire Commissioner.

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.
SEALED BIDS OR ESTIMATES will be received by the Fire Commissioner at the above office until 10:30 o'clock A. M. on

MONDAY, OCTOBER 2, 1905.
Boroughs of Brooklyn and Queens.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR ADDITIONS AND ALTERATIONS TO BUILDING LOCATED ON THE SOUTH SIDE OF BOULEVARD, 125 FEET EAST OF BAYVIEW AVENUE, ROCKAWAY, BOROUGH OF QUEENS, FOR HOOK AND LADDER COMPANY 71.
No. 2. FOR FURNISHING AND DELIVERING ONE SECOND SIZE STEAM FIRE ENGINE, FOR THE BOROUGHS OF BROOKLYN AND QUEENS.
For full particulars see City Record.
NICHOLAS J. HAYES,
Fire Commissioner.

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.
SEALED BIDS OR ESTIMATES will be received by the Fire Commissioner at the above office until 10:30 o'clock A. M. on

MONDAY, OCTOBER 2, 1905.
Boroughs of Brooklyn and Queens.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR PLACING CONDUITS OF THE FIRE DEPARTMENT TELEGRAPH AND ALARM SYSTEMS UNDERGROUND IN THE BOROUGH OF BROOKLYN.
No. 2. FOR FURNISHING AND DELIVERING EIGHT THIRD SIZE HOSE WAGONS (TWENTY-FIVE PER CENT. MORE OR LESS), FOR THE BOROUGHS OF QUEENS.
For full particulars see City Record.
THOS. W. CHURCHILL,
Deputy and Acting Fire Commissioner.

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

THURSDAY, OCTOBER 5, 1905.
Borough of Manhattan.

FOR FURNISHING ALL MATERIALS AND PERFORMING ALL THE LABOR REQUIRED FOR THE ERECTION AND COMPLETION, SO FAR AS SPECIFIED, OF FIRE LINES, SPRINKLER SYSTEM, FIRE ESCAPES AND KALAMEIN DOORS, FOR THE AMERICAN MUSEUM OF NATURAL HISTORY AT MANHATTAN SQUARE.
For full particulars see City Record.
JOHN J. PALLAS,
President;
HENRY C. SCHRADER,
MICHAEL J. KENNEDY,
Commissioners of Parks.

PROPOSALS—NEW LONDON, Conn., Sept. 20, 1905. Sealed proposals in triplicate will be received at office of Constructing Quartermaster, New London, Conn., until 12 M., Oct. 6, 1905, for Construction, Heating, Plumbing and Electric Wiring Hospital at Fort Michie, Conn. Information furnished on application. Envelopes containing proposals should be marked "Proposals for Hospital," and addressed Constructing Quartermaster, New London, Conn.

THE DEPARTMENT OF DOCKS AND FERRIES will sell at public auction old material at the Wallabout Basin, Brooklyn, at 10:30 A. M., Sept. 25, 1905. (For particulars see City Record.)

HOTELS AND RESTAURANTS.

WHERE TO DINE
Travelers' Co., 3 Park Pl., Tel. 6950 Cort.
Ale., a la carte—Tdh., Table d'hote

CAFE MARTIN
26TH ST. AND 5TH AV.
Dinner, $1.50.
6 to 9 P. M.
Cabs from Cafe Martin to all Theaters up to 45th Street, 50c.
SUPERB APPOINTMENTS FOR AFTER-THEATER PARTIES.

CAFE DES AMBASSADEURS,
THIRTY-EIGHTH ST. WEST, near Broadway
Cuisine Francaise. Specialties a la Carte.
DINNER, $1.25.
Royal Hungarian Orchestra. Tel. 5518—38th St.

HOTEL LAFAYETTE, Old Hotel Martin, University Pl. & 9th St. — Tdh. Dinner, $1.25. Cuisine Francaise. Also service a la carte. Music by Amato Orch.

BURNS'
45th Street and 6th Avenue.
A la Carte Specialties KALIL'S Grand Orchestra Noon & evenings.
RESTAURANT, RATHSKELLER & CAFE.
14-16-18 Park Place, near Broadway.

HEALY'S Restaurant, Junction Broadway and Col. Ave. 60th St. Music.

CAFE FRANCIS 54-56 West 38th St. Ale. Table d'Hote Dinner, $1. Music.

LITTLE HUNGARY 257 East Houston St. Tdh. Wine. Hungarian Gypsy Band & Royal Neapolitan Mandolinists & S'g's Enjoy.

HERALD SQUARE HOTEL 34th St., just west of Broadway. A la carte.

NEW GRAND B'way & 31st St. Music. Ale. Sunday Table d'Hote, $1.25.

HOTEL NORMANDIE B'way & 38th St. Ale. Music. (6-9, 11-1)

FLORENCE HOUSE 5th Ave & 18th St. Beautiful new dining room. A la carte.

HIPPODROME CAFE
Cafe and Restaurant.
A la Carte. Specialties. Music.

Table d'Hote every eve., 6 to 9, $1.
Special table d'hote dinner SUNDAYS, 12 to 9, $1.
AFTER-THEATER SUPPER, $1.25
Service a la carte.
BEEFSTEAK GARRET—RIGHT UNDER THE RAFTERS—IT'S UNIQUE.

REISENWEBER'S,
S. W. Corner 58th St. and 8th Av.
Private dining rooms. Banquet hall. Handsome large hall suitable for weddings, parties, balls or receptions. Catering for every kind of private function.

"MOTOR CAR RUNS."
Delightful drives from N.Y. Touring Cars supplied. Road maps ($2). "Automobile Tours" ($250). Booklets (gratis). Travelers' Co., 3 Park Place, N. Y.

ATLANTIC INN Fine run from S. I. St. George ferry. Ale. GRANT CITY
BAY VIEW HOTEL 12 m. 42d St. Shore Dinner CITY ISLAND
BEECHWOOD Tel. 3 Summit. 21 miles. SUMMIT, N. J.
Blossom Heath Inn Boston Rd., N.Y. 18m from 42d St. Larchmont
EDGEWOOD INN 28 miles. Greenwich, Conn. Fine road. On the Sound.
FRANCFORT'S S. B'way, Yonkers. Auto stan. Cuisine Francaise. Tdh. Ale.
GARDEN CITY HOTEL L. I. Fine road 18 miles. GARDEN CITY
HARLEM CASINO SEVENTH AVE. DRIVE, cor. 124th Street. Music.
HTL. GLENWOOD Open all yr. 20 m. Hungarian, L. I. GLENWOOD
HUCOT'S HOTEL Op. all yr. 35 m. Hdqts. Auto Club ST. GEORGE
HUNTER'S ISLAND INN 15 m. East Entrance Pelham Park, N.Y.
INDIAN HEAD Larchmont, N.Y. Boston Post Rd. Cafe & Restaurant. Chicken dinners.
LAKEVILLE HOTEL L.I. 1½m. Ale. Success Lake
MASSASOIT HSE. A. Flaherty, Prop. 147 m. Fine road A. & E. P. Mass. Great Neck SPRINGFIELD
MOSELEY'S NEW HAVEN HSE. New Haven, Conn. 72 m. Good roads.
PALATINE HOTEL 60 miles. N. Y. Fine drive NEWBURGH