BRIDGE TROLLEY PLANS.

THE NEW ARRANGEMENTS FOR HANDLING THE CARS.

They Will Cross on the Inside of the Roadways and Make the Turn at the New York Terminal Without Leaving the Station—Likely to Cross the Plaza at the Brooklyn End.

Of the plans for bringing both the elevated railroad trains and the trolley cars of Brooklyn clear to the New York end of the Brooklyn Bridge nothing now remains to be arranged except the route by which the trolley cars are to leave the south roadway of the bridge on their return to Brooklyn, and that matter will probably be fixed at the next meeting of the bridge trustees. When the contracts were drawn between the railroad companies and the trustees, and approved, some weeks ago, it was arranged that the trolley cars should enter upon and leave the bridge at the Brooklyn end from outside structures beside the roadways, which were to run alongside the bridge for about 400 feet before they joined the roadways at the curve above Prospect street. Then the cars were to run on tracks on the outside edge of the carriageways until they neared the New York terminal. At this point they were to be curved outside the roadways again and carried along in that manner on an independent structure until, through the rise in grade of this structure and the falling away of the roadway beneath the tracks could be brought back over the outer edge of the roadway, leaving headway for trucks to pass beneath. From here the tracks were to enter upon a floor to be laid above the floor where the bridge cars come in, on a deck fifty feet in the air. This deck was to have been reached by a system of twelve elevators, nine reaching to the ground floor and three to the gallery deck, where passengers arrive from the bridge across Park row and from the Third avenue elevated trains.

All of this arrangement has been changed in the plans since adopted. Under the new plans the trolley cars will arrive and leave upon the ground floor of the New York terminal, only a few steps from Park row. The plans for this and for the alterations which will have to be made in the New York terminal have been completed to the satisfaction of the bridge authorities, the railroad authorities, Chief Engineer C. C. Martin, and the railroad engineers, and there does not seem to be any reason for supposing that there will now be any delay in making the changes. Under the old plan the trolley companies promised Mayor Strong that he should have a ride over the bridge in a trolley car on Jan. 1, 1898. The new plans are much more simple, and will involve an expenditure of perhaps $200,000 less than the older ones would have called for, and there is therefore no reason why the work under them should not be completed by even an earlier date.

That they offer great advantages to the trolley companies and to the millions of passengers who will use the trolley cars no one can question. To be able to step into a car upon the street level and without walking more than from 25 to 105 feet from the Park row sidewalk and be taken without change of cars and for a single fare to any part of Brooklyn will be a great boon to those who cross and recross the bridge day by day. To accomplish this result the engineers have been obliged to exhibit great skill, for they had to provide for maintaining proper facilities for all other classes of traffic over the great trans-river highway. They had to consider proper means for passengers to get to and from the present railroad, where the cars of all the Brooklyn elevated roads are to run as well as the bridge trains. They were obliged to guard against making any obstruction to the great stream of trucks, carriages, and bicycles which go over the roadways, and also to see that the thousands of foot passengers who cross over the promenade daily could continue to do so without undue inconvenience. All of these requirements seem to have been met in the new plans.

It was evident to the engineers at once, when it was proposed to bring the trolley cars into the New York terminal on the ground floor, that it would not do to bring the cars across the bridge on tracks laid on the outer edge of the roadways, for this would involve a crossing of the carriage ways near the entrance which would create no end of trouble. Under the new plans the outside structures contemplated at the Brooklyn end have been abandoned and the cars will enter upon the roadways directly from Sands street, but the tracks there and all across the bridge will be laid on the inner edge of the carriage ways, next to the trusses which separate the roadways from the bridge railroad. As the tracks approach the New York terminal there will be no need for them to be diverted in any way, but instead they will continue right down the roadways, still on the inside next to the station building, until, with a series of curves, they will sweep into the station, cross its floor, and sweep outside again to make their return to Brooklyn.

The curves upon which the cars will go through the station will be four in number, each leading out by switches from the single tracks which will follow each roadway. To admit these tracks into the station building a section of the side walls on either side eighty feet long will be removed, together with four of the steel columns on each side which now help to support the roof of the station. In place of these columns a steel truss 80 feet long in the clear will be put up on each side, the trusses forming a part of the side walls of the building on the gallery floor and supporting the columns above these.

The first curve of track will come into the station building just back of the head of the main stairway, which now leads to the gallery deck from the ground floor in the centre of the station. The cars, as they go around this curve, will freely clear the line of columns which stand just back of the stairs, the centre of the track being designed to be seven feet clear of these columns. The second curve will clear in the same manner the next set of columns twenty feet further to the east, and so in turn each track will come into and cross the station.

In order to provide a straight piece of track thirty feet long in the centre of each of these loops, from which to start the cars on their return journey to Brooklyn, and proper curves on each side, the tracks will have to be carried out about five feet further outside the station walls than if they were brought straight down from their positions on the roadways beyond. If nothing were done to provide against this the roadways at the entrances would be thus restricted. This trouble will be met by widening out the roadways at either side of the entrance for just about the same distance, carrying their boundaries out to the full width of the bridge property. On the south side the big iron ornamental column which marks the division between the stairway and the roadway will not be moved, but the widening will take an oblique line until it attains its full limit. On the north side the big post will be either moved or removed, and the line of the widening will be straight.

Superintendent Martin says the trolley cars will come from Brooklyn on the north side of the bridge, and as soon as they are clear of the roadway they will stop to let off passengers. Then they will move forward to the straight bit of track in the centre of the station and wait there to take on passengers. During the time that they are standing, there will be a space to the south of them on the floor about 40 feet wide over which passengers can pass to get to their respective cars. When the cars start, all four of those on the loops will probably move off at about the same time, and as they get out on the track leading to Brooklyn on the south side they will move forward at different speeds until, before they pass the New York anchorage, they will have a space between each two of at least 102 feet, as is required by the contracts. The maintenance of this space is required so as not to run any risk of overloading the bridge. It is also believed that this spacing will facilitate traffic on the roadways, for the heavy, slow-moving trucks will naturally seek the reserved space of ten feet in width outside of the trolley cars, while light wagons and bicyclists, all of whom can travel as fast as the trolley cars, will sandwich themselves in the procession of cars.

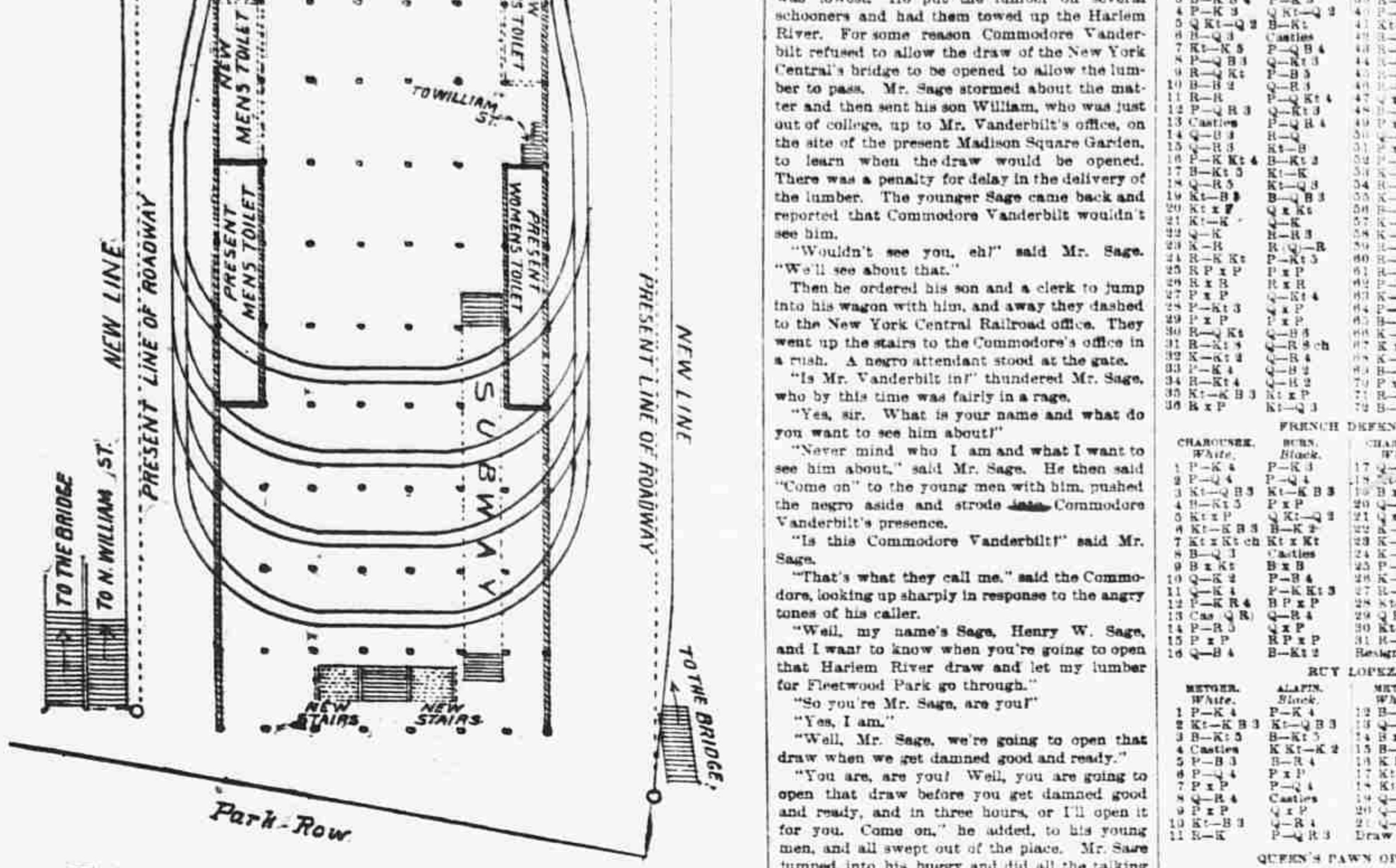
It will be seen that the placing of four lines of cars and tracks upon the ground floor of the station will cut off the present entrance for foot passengers to the promenade, and also force the passengers who want to reach the bridge and elevated cars above to use the front stairways exclusively instead of relying in part on the back stairways, as at present. To provide for this several things are to be done. For those going to the cars above the main stairway is to be made 39 feet wide, three times what it is now. The present stairway to William street, on the south side of the station, will remain.

For foot passengers two new ways will be opened to the promenade. One of these will be a subway, 13 feet wide and about 110 feet long, which will pass entirely under the four loop tracks. The stairway to enter this will be beside the main central stairs. The other route will be up either of the front stairs to the gallery deck, and then along this deck to the end of the station building where this deck joins the grade of the promenade by going down three steps. The only change which will have to be made on the gallery deck will be to make the landing a little wider in front of the main central stairs, to take the ticket chopping boxes out of the passageway and put them at the foot of the stairways leading to the upper deck and to open the end of the station to the promenade. All of these changes, it is estimated, will cost only about $200,000 or $250,000, instead of $450,000, which the older plan would have involved.

The arrangements for foot passengers are believed to be ample because these number only about 10,000 or 12,000 a day now, and it is thought the number will be decreased when one can take a car or train directly for home from the New York terminal. The fourth loop on the main floor would cut off twenty feet of both the men's and women's waiting rooms as they now stand. These rooms are each sixty feet long. Superintendent Martin's plans contemplate moving the men's room enough to the east to escape the loop and the women's room will probably be moved into the space now empty to the east of the William street stairs, and between there and the room where the electric light plant is now situated.

The problem which is still to be solved at the Brooklyn end of the bridge is as to how the trolley cars shall get away from the south roadway after they get to the street level at Sands street. Two plans are before the Trustees. One is to have the cars curve right into Sands street and run from there to Fulton street. This is objectionable, because of the curve and the likelihood of interfering with carriages and trucks. The other plan, which is favored by Superintendent Martin, is to bring the tracks out in almost a straight line across the plaza and then into Liberty street. At Liberty street the tracks would branch into two sets and these again a little further along would spread out into the various routes along which the cars would be bound. This plan would help to prevent a further congestion of traffic on Fulton street, which is already crowded.

For entering the bridge on Washington street the plans are fixed. All lines of trolley cars will be brought into Washington street upon two tracks some distance beyond Sands street, and then the two tracks will join into one before the cars cross Sands street. At the curve of the bridge roadways, between Sands and Prospect streets, the roadways will be widened slightly also.



TRACK ARRANGEMENT AT THE NEW YORK TERMINAL.

An Alliance Between the Canadians and A. A. U.

TORONTO, Sept. 26.—The Canadian A. A. A. will join the A. A. U. of the United States. C. C. Hughes of New York was introduced at a meeting of the Canadian Association last night, and presented a proposal for an alliance between the two organizations. The matter was referred to a committee and will probably go into effect at once. The Canadian Association adopted a very strict resolution dealing with suspected violations of the amateur rule, and as a result half a dozen members of the Capital Lacrosse Club of Ottawa, the winners of the lacrosse championship this year, have been divested of their amateur standing.

Model Yachts Racing.

The postponed model yacht race between the Red Man No. 2, Edward E. Flynt of the Wave Crest Miniature Yacht Club, the challenger, and the Water Witch, A. Moore of the American Model Yacht Club, the defender, for the Perpetual Challenge Cup of the American Model Yacht Club, was sailed yesterday off the Americans' clubhouse, foot of Thirty-seventh street, South Brooklyn. Red Man was well handled and won two of the three heats and the trophy. The wind was steady, and the course was the regulation half mile, dead to windward and return.

The race for the Commodore's Cup, a pretty brass reproduction of the America's Cup, was next sailed. The Comet, owned by Townley & Piggott, won handily. A special race, open to all boats enrolled in the club, followed. The prize was a piece of silverware presented by Vice-Commodore Van Ness. The course sailed was three legs, each a quarter mile long. This was covered three times. The starters were the Edna, O. L. Gray; Water Witch, A. Moore; Eagle J. C. Bengard; Phoenix, George Olsen. It was a nip and tuck contest for the first round. Then several of the craft met with accidents, and the Water Witch finally won the trophy in 1 hour 17 minutes and 45 seconds.

Baseball Notes.

Duffy leads the League players in home runs.

Jones stole ten bases in the last eight games.

Lachance has not made a sacrifice hit in his last thirty five games.

The Bostons scored 139 runs against the St. Louis team, and the latter players got 54.

Eighty-three runs were scored by the Baltimores and 88 runs by the Pittsburgs in the series between them.

More games were played between the Baltimores and Chicagos than between any other League teams. All told, fifteen games were played, three resulting in a tie.

FLINT'S FINE FURNITURE.

PARLOR TABLES.

(OAK OR MAHOGANY FINISH,)

$1.85.

STORIES OF HENRY W. SAGE.

A STORMY FIRST ENCOUNTER WITH COMMODORE VANDERBILT.

Rammed a Central Drawbridge Rather Than Wait on the Commodore's Convenience—His Benefactions to Cornell—His Friendship with Beecher—Characteristics of the Man.

The determination and will power which brought success to Henry W. Sage, who died recently at Ithaca, and which marked his rise from the canal tow-path to the status of a millionaire, had probably no better illustration than in Mr. Sage's first meeting with Commodore Vanderbilt. Mr. Sage was then in the wholesale and retail lumber business in this city. He had made enormous purchases of lumber at the beginning of the civil war and in the rise of prices had become rich. He was a man of high influence in Brooklyn church affairs and in New York business circles. The wagons of his lumber firm were seen all over town. His shipments of lumber by river and sea were large. He worked early and late at his business, and at the beginning of middle age had the right to be known as a representative citizen.

When the contract was given out to put up the grand stand and other buildings and fences at Fleetwood Park, above the Harlem, Mr. Sage's bid for supplying the needed lumber was lowest. He put the lumber on several schooners and had them towed up the Harlem River. For some reason Commodore Vanderbilt refused to allow the draw of the New York Central's bridge to be opened to allow the lumber to pass. Mr. Sage stormed about the matter and then sent his son William, who was just out of college, up to Mr. Vanderbilt's office, on the site of the present Madison Square Garden, to learn when the draw would be opened. There was a penalty for delay in the delivery of the lumber. The younger Sage came back and reported that Commodore Vanderbilt wouldn't see him.

"Wouldn't see you, eh?" said Mr. Sage. "We'll see about that."

Then he ordered his son and a clerk to jump into his wagon with him, and away they dashed to the New York Central Railroad office. They went up the stairs to the Commodore's office in a rush. A negro attendant stood at the gate.

"Is Mr. Vanderbilt in?" thundered Mr. Sage, who by this time was fairly in a rage.

"Yes, sir. What is your name and what do you want to see him about?"

"Never mind who I am and what I want to see him about," said Mr. Sage. He then said "Come on" to the young men with him, pushed the negro aside and strode ~~into~~ Commodore Vanderbilt's presence.

"Is this Commodore Vanderbilt?" said Mr. Sage.

"That's what they call me," said the Commodore, looking up sharply in response to the angry tones of his caller.

"Well, my name's Sage, Henry W. Sage, and I want to know when you're going to open that Harlem River draw and let my lumber for Fleetwood Park go through."

"So you're Mr. Sage, are you?"

"Yes, I am."

"Well, Mr. Sage, we're going to open that draw when we get damned good and ready."

"You are, are you? Well, you are going to open that draw before you get damned good and ready, and in three hours, or I'll open it for you. Come on," he added, to his young men, and all swept out of the place. Mr. Sage jumped into his buggy and did all the talking that was done on the way to his office. It is said that he kept muttering something about 'If it costs me $100,000. Commodore Vanderbilt, eh? Damned good and ready! I'll show him."

Straightway Mr. Sage went to the owner of the stoutest tug he could find that could go up the Harlem River.

"I'll pay all the damages; you do as I say," he said to the Captain.

Mr. Sage was on the tug with his young men. They went up the Harlem past the schooners with the Fleetwood Park cargo and approached the draw. They looked the draw over, and Mr. Sage picked out its weakest spot.

"Now back off," he said, "and hit that draw at full speed right in that place."

The tug went back some distance and came up the river with a rush. It hit the draw in the spot indicated and half wrecked it.

"Back off and give it another," cried Mr. Sage.

On came the tug at the draw again like a snorting bull. At the second crash the draw was torn completely from the bridge, and tossed to one side, disappearing in the river.

"Now take those schooners through," said Mr. Sage.

The schooners were towed in, and on that very day the lumber for the Fleetwood race track was on the ground. It was four days afterward that the first trains of the Central began to run across the Harlem River again. After wrecking the draw Mr. Sage went straight to his office and his conversation with himself is said to have been something on this line:

"Open the draw when he got damned good and ready! Well, its open now. Don't care what it costs. I'll show him he don't own the rivers and navigable streams around this town."

There was a big rumpus over the matter and many threats, but after a time the lawyers on both sides got together and a compromise was arranged.

It was probably this trait of Mr. Sage's that made him hold out to the bitter end in the Fiske will contest, by which the Cornell University library lost a bequest of $1,000,000 at one time. Ever since Ezra Cornell's death Mr. Sage had been the business head of Cornell University. Only the question as to the disposition of a few thousand dollars of Mrs. Fiske's bequest prevented a compromise. Mr. Sage knew that Mrs. Fiske intended to leave that money to the university. He had been her father's partner and had known her from childhood. He believed that justice demanded that her wishes should be carried out. He had legal advice that the university had a good case. His determination was roused. He put his foot down and the case went on. Cornell lost. It was a bitter blow to Mr. Sage. He built the library that Mrs. Fiske's money would have built, and he endowed it so far as he felt himself able. He put a marble bust of Mrs. Fiske beside the main doorway and erected a tablet with a pathetic reference to the defeat of her wishes, and then said he had done all he could. The dedication of the library was one of the few instances when Mr. Sage ever showed any emotion in the presence of others.

It was his determination alone that fought the battle against the sale of the Cornell timber lands in the early eighties. Ezra Cornell once carried those lands for a long time for the university and the burden served to break him down in pocket and health. In the early eighties Cornell was in a serious condition financially. A fine offer was made for the choicest part of the timber holdings granted to the university under the Morrill land grant which President Lincoln signed. Mr. Sage said the lands would increase in value. Single-handed he battled in the Board of Trustees. He said he would carry the university as Ezra Cornell had done, if necessary. He won the fight and he lived to see the property for which hundreds of thousands of dollars had been offered grow to the value of from two to three millions.

The chief facts in Mr. Sage's career have been printed in his obituary notices. His warm friendship for Henry Ward Beecher was well known. Mr. Beecher had a curious habit of acknowledging such matters in an indirect but none the less pointed way. One instance of this occurred in the Garfield campaign. Mr. Beecher was to open the campaign in an afternoon speech in the public park in Ithaca. He arrived in town the night before and a hundred or more students of the Garfield and Arthur Club crowded on Mr. Sage's lawn to serenade the Brooklyn preacher. They sang to him and cheered him. Mr. Beecher came out on the porch, and under the inspiration of the moment began to make an impassioned speech. He had spoken nearly ten minutes when Mr. Sage approached him, handed him his hat, and whispered in his ear. Mr. Beecher stopped, a grin spread across his face, he bowed low, and said:

"Young gentlemen, Mrs. Sage commands me to put on my hat to avoid catching cold. [Turning to Mr. Sage] Mr. Sage, you ought to know by this time that I never take orders from any woman nowadays but my wife."

The writer of this, when a Cornell student, went to see Mr. Sage to get some facts for an article to be sent to a New York newspaper on the Fiske will contest. After Mr. Sage had told what he desired to have known Mr. Sage said

"Young man, what are you going to do when you leave here?"

"Probably go into newspaper work. That is one reason why I came to you to-day. I wanted to get some experience in newspaper writing so that I need not begin life on $7 a week, or something like that."

Mr. Sage jumped from the chair, and, advancing toward the caller, thrust a finger into his face and said:

"Young man, you begin work on $7 a week. Begin on $5, begin on $3, or $2, on anything. That's the way I did, and you'll never amount to anything unless you take what you can get and make the most of it."

On the outside Mr. Sage seemed brusque and hard. Undoubtedly he made his money by sticking to strict business rules. Underneath the surface he was gentle, generous, and susceptible to sentiment to an unusual degree. His friendships never wavered.

CHESS.

Another Selection of Games Played in the Berlin Tournament.

Following is another selection of games played during the international chess tournament at Berlin:

RUY LOPEZ.

Winawer. White.	Teichmann. Black.	Winawer. White.	Teichmann. Black.
1 P—K 4	P—K 4	29 B—B 5	B—R 4
2 Kt—K B 3	Kt—Q B 3	30 B—Kt 4	B—Kt 3
3 B—Kt 5	Kt—B 3	31 P—R 5	B—R 2
4 Castles	Kt x P	32 B—B 5	Q—B 3
5 P—Q 4	B—K 2	33 Q x Q	R x Q
6 Q—K 2	Kt—Q 3	34 B x B	R x B
7 B x Kt	Kt P x B	35 P—K B 4	R—B
8 P x P	Kt—Kt 2	36 R (K)—Q B	B—Q 2
9 Kt—Q 4	Castles	37 R—B 5	K—B 2
10 R—Q	Q—K	38 Kt—B 2	K—K 2
11 R—K	B—B 4	39 Kt—Kt 4	R—Q Kt
12 Kt—Kt 3	B—Kt 3	40 Kt x P ch	B x Kt
13 P—Q R 4	P—Q R 4	41 R x B	R—Kt 4
14 Q—Q	Q—Q	42 R—K ch	K—Q 2
15 Kt—Q 4	P—B 3	43 R (B 6)—K 6	R (R 2) x P
16 P x P	Q x P	44 R—K 7 ch	K—Q 3
17 B—K 3	P—Q 4	45 R (K) K 6 ch	K—B 4
18 P—Q B 3	B—Q 2	46 R x P ch	K—Q 5
19 Kt—Q 2	Kt—Q 3	47 R—K	P—Kt 3
20 P—Q Kt 4	P x P	48 R—Q ch	K—K 5
21 Kt (Q 2)—B 3	P x P	49 R—K 7 ch	K—B 6
22 B—Kt 5	Q—Kt 3	50 R—B ch	K—Kt 5
23 B—K 7	P—B 7	51 R x P	R—Kt 7
24 K x P (B 2)	B—R 6	52 P—B 5	P x P
25 P—Kt 3	Kt—K 5	53 R—R 4 ch	K—Kt 4
26 Kt—K 3	Kt—B 6	54 R (R 4)—K B 4	P—Q 5
27 Q—Kt 3	B x Kt	55 R x P	R—R 7
28 Q x Kt	R—B 2	56 R—Kt 4	R—Kt 7

The game was drawn.

ZUKERTORT OPENING.

Caro. White.	Tschigorin. Black.	Caro. White.	Tschigorin. Black.
1 Kt—K B 3	P—Q 4	37 B x Kt	R x B
2 P—Q 4	Kt—K B 3	38 Q—K 4	R—Q
3 B—K B 4	P—K 3	39 R—Q B 4	Q—B 2
4 P—K 3	Q Kt—Q 2	40 P—K R 4	R—Q Kt
5 Q Kt—Q 2	B—Kt	41 Kt—K 5	B—Q 3
6 B—Q 3	Castles	42 R—B 4	Q—R 4
7 Kt—K 5	P—Q B 4	43 R—R 4	Q—B 2
8 P—Q B 3	Q—Kt 3	44 R—B 4	Q—R 4
9 R—Q Kt	P—B 5	45 R—R 4	Q—Q 7
10 B—B 2	Q—R 3	46 R—B 4	B x Kt
11 R—R	P—Q Kt 4	47 Q x B	R—Q
12 P—Q R 3	Q—Kt 3	48 R—K 4	R—K R 3
13 Castles	P—Q R 4	49 P x P	Q x R P
14 Q—B 3	R—Q	50 Q—Kt 5	Q x Q ch
15 Q—R 3	Kt—B	51 P x Q	Kt—Q 2
16 P—K Kt 4	B—Kt 2	52 P—B 4	K—B
17 B—Kt 5	Kt—K	53 K—B 3	R—Kt
18 Q—R 5	Kt—Q 3	54 R—Q B 3	K—K
19 Kt—B 3	B—Q B 3	55 K—K 3	R—K R
20 Kt x P	Q x Kt	56 B—Kt 2	R—R 7
21 Kt—K	Q—K	57 K—B 2	P—Kt 3
22 Q—K	R—R 3	58 K—Kt 3	R—R
23 K—R	R (Q)—R	59 R—K 3	K—Q 3
24 R—K Kt	P—Kt 5	60 R—Q B 3	R—Q Kt
25 R P x P	P x P	61 R—B 8 ch	K—K 2
26 R x R	R x R	62 P—Q 5	R—Kt 8 ch
27 P x P	Q—Kt 4	63 K—R 2	P—K 4
28 P—Kt 3	Q x P	64 P—Q 6 ch	K—Q
29 P x P	P x P	65 B—Q 5	R—Kt 7 ch
30 R—Q Kt	Q—B 3	66 K—Kt 3	P x P ch
31 R—Kt 4	Q—R 8 ch	67 K x P	R—B 7 ch
32 K—Kt 2	Q—R 4	68 K—K 3	R—B 4
33 P—K 4	Q—B 2	69 B—R 2	P—B 3
34 R—Kt 4	Q—R 2	70 P x P	Kt x P
35 Kt—K B 3	Kt x P	71 R—B 8 ch	K x R
36 B x P	Kt—Q 3	72 B—K 6 ch	Drawn

FRENCH DEFENCE.

Charousek. White.	Burn. Black.	Charousek. White.	Burn. Black.
1 P—K 4	P—K 3	17 Q—R 4	R—K
2 P—Q 4	P—Q 4	18 Kt—Kt 5	P—K 4
3 Kt—Q B 3	Kt—K B 3	19 B x P	P x B
4 B—Kt 5	P x P	20 Q—R 7 ch	K—B
5 Kt x P	Q Kt—Q 2	21 Q x P	Q—R 8 ch
6 Kt—K B 3	B—K 2	22 K—Q 2	Q—R 4 ch
7 Kt x Kt ch	Kt x Kt	23 K—B	Q—R 8 ch
8 B—Q 3	Castles	24 K—Q 2	Q—R 4 ch
9 B x Kt	B x B	25 P—Kt 4	Q x P ch
10 Q—K 2	P—B 4	26 K—K 2	Q—K 2
11 Q—K 4	P—K Kt 3	27 R—R 4	B—K 3
12 P—K R 4	B P x P	28 Kt—R 7 ch	K—Kt
13 Cas (Q R)	Q—R 4	29 Q R—K R	Q—K B 2
14 P—R 3	Q x P	30 Kt—B 6 ch	K—B
15 P x P	R P x P	31 R—R 8 ch	K—K 2
16 Q—B 4	B—Kt 2	Resigns.	

RUY LOPEZ.

Metger. White.	Alapin. Black.	Metger. White.	Alapin. Black.
1 P—K 4	P—K 4	12 B—Q 3	P—Q Kt 4
2 Kt—K B 3	Kt—Q B 3	13 Q—Kt 3	B—B 4
3 B—Kt 5	B—Kt 5	14 B x B	Q x B
4 Castles	K Kt—K 2	15 B—K 3	Q R—Q
5 P—B 3	B—R 4	16 K R—Q	B—Kt 3
6 P—Q 4	P x P	17 Kt—K 2	K—Q 4
7 P x P	P—Q 4	18 Kt—Kt 3	Q—B 3
8 Q—R 4	Castles	19 Q—B 3	R—R
9 P x P	Q x P	20 Q—Kt 3	Q R—Q
10 Kt—B 3	Q—R 4	21 Q—R 3	Draw agreed to.
11 R—K	P—Q R 3		

QUEEN'S PAWN OPENING.

Blackburne. White.	Tschigorin. Black.	Blackburne. White.	Tschigorin. Black.
1 P—Q 4	P—Q 4	14 Q Kt—B 3	K R—B
2 Kt—K B 3	Kt—K B 3	15 Kt x Kt	B x Kt
3 B—B 4	P—K 3	16 Kt—K 5	B—K
4 Q Kt—Q 2	P—B 4	17 R—K 3	Q—Kt 4
5 P—K 3	Kt—B 3	18 Q—Q 3	R—B 2
6 P—B 3	P x P	19 Q R—K	Q R—B
7 K P x P	B—Q 3	20 R—Kt 3	Q—B 4
8 B x B	Q x B	21 Q—K 3	K—R
9 B—Kt 5	Castles	22 Q—Q 2	P—K R 3
10 Castles	B—Q 2	23 Kt—Kt 4	K—R 2
11 R—K	Q—B 5	24 Kt—K 3	Q—K 5
12 B x Kt	B x B	25 R—Kt 4	Resigns
13 Kt—K 5	Kt—Q 2		

Gossip of the Ring.

Tommy West and Joe Burge have been matched to box twenty rounds on next Saturday night.

Fred Morris, the "Black Cyclone," has been engaged to assist in the training of Dave Sullivan for his coming battle with "Pedlar" Palmer.

The match between Dick Burge and Tom Causer will be decided at the Bolingbroke Club, London, on Oct. 5. The men will box twenty rounds at catch weights.

Peter Maher, so it is understood, has received an offer to meet Sharkey in the West some time next January, and is thinking seriously of accepting. Of course, before he takes this step he will have to consult his manager.

Bernard Pressler informs THE SUN from Baltimore that he has Abe Ullman in tow, and is ready to do business for him. Pressler wants to match Ullman against "Mysterious" Billy Smith or Tommy West. Ullman prefers a contest with West.

Tut Ryan, the heavyweight, who is now in England, is Irish by birth. He is an athletic built man and stands 5 feet 10½ inches. Ryan left Ireland many years ago and went to live in Australia when he was a lad. When he comes to this country he will back himself.

Paddy Purtell, the American boxer, has left a deposit of £50 with the London *Sporting Life* to bind a match with any 154-pound man in England. Purtell has a backer who will find any amount of money. Purtell is well thought of since he defeated Lachie Thompson.

Although Kid McPartland and Jack Everhardt are practically matched to fight at New Orleans, McPartland is somewhat timid about going South owing to the yellow fever scare. Should things shape themselves satisfactorily the match will come off no later than the latter part of next month.

The conditions of the contest between Dick O'Brien and Frank Craig, the "Harlem Coffee Cooler," are that both men shall tip the scales at 158 pounds, weigh in between 1 and 2 o'clock on the day of the mill. The fight is to be decided at the Olympic Club, Birmingham, on Oct. 25. The purse is to be divided, $1,000 to the winner and $250 to the loser.

Nearly a hundred tired and disappointed sports crossed the Weehawken Ferry about 3 o'clock yesterday morning, after spending all Saturday night in an effort to witness a finish fight between William Kelly, known as the "Hoboken Cyclone," and Hugh McDonough. The mill was announced to take place in the back room of a beer saloon near old Monitor Park. Although nearly 100 men were seated around the ring, the announcement was made that there was only $35 in the house. The man who was to act as referee declined to officiate unless he was paid for his services. The fighters objected to this, and a man was found who was willing to referee for nothing. Kelly then claimed that there was not enough money to fight for. He wanted at least $25. McDonough offered to let the winner take the entire receipts, but this was not satisfactory to the "Cyclone," and he left the place. A colored wrestler was induced to spar eight friendly rounds with McDonough, but the former made a poor showing.

Financial.

NOTICE TO FIRST MORTGAGE BONDHOLDERS, CHESAPEAKE, OHIO & SOUTHWESTERN RAILROAD COMPANY.

Notice is hereby given that default having been made in the payment of the interest provided in the coupons appertaining to the bonds issued under the First Mortgage of the Chesapeake, Ohio and Southwestern Railroad Company, dated January 28, 1882, according to the tenor and effect of such coupons, and such default having continued for the period of six months after demand, the holders of a majority in amount of the bonds outstanding under said First Mortgage have duly elected and exercised their option on the 3d day of September, 1897, that the whole principal money mentioned in and secured by the whole of the said bonds outstanding under said First Mortgage, together with the interest accrued thereon, become and be considered as forthwith due and payable, and the same are accordingly now due and payable.

The undersigned is prepared to pay the principal of said bonds and accrued interest on presentation and surrender to him of any outstanding bonds and coupons appertaining thereto, at his office, No. 214 Broadway, New York.

Dated New York, September 4, 1897.

ALEXANDER G. HACKSTAFF, Trustee under said First Mortgage.

4% MONEY To Loan on Bond and Mortgage. Estate Funds. **S. Van Rensselaer Cruger & Co** 187 Fulton Street, 1368 Broadway, cor. 37th St.

W. CHAUNCEY FLOYD-JONES, WILLIAM ROBISON, } Members N. Y. Stock Exchange

FLOYD-JONES & ROBISON, 18 WALL ST. Stocks Bonds and Investments.

STUART & PADDOCK, BANKERS-BROKERS Investment Securities a Specialty.

NEW YORK.—66 BROADWAY. BOSTON, Mass.—AMES BUILDING. STOCKS. BONDS. PHILADELPHIA, Pa.—441 CHESTNUT ST. PROVISIONS. GRAIN. COTTON. Bought and sold for cash or on margin.

Financial.

HOLMES & CO 61 BROADWAY, NEW YORK. Members of the New York Stock Exchange. Receive accounts and deposits of firms, individuals, &c., and allow interest on daily balances. Buy and sell for cash, or carry on margin at lowest rates of interest on the New York, Philadelphia, Boston, and Chicago Stock Exchanges, Stocks, Bonds, Grain, Cotton, &c. Branch Office: Hoffman House.

HAVEN & STOUT Members New York Stock Exchange. 1 Nassau Street, Cor. Wall. Margin Accounts. Investment Securities. Telephone, Nos. 2157 and 2158 Cortlandt.

Dividends and Interest.

MEMPHIS & CHARLESTON R. R. CO., Office of the Receivers. NEW YORK, September 23, 1897. The coupons due January 1, 1895, from the following named bonds will be paid on and after October 1, 1897, at the Chase National Bank, New York, with interest thereon at the rate of SIX PER CENT per annum from date of maturity. First and second Extension 7 per cent. bonds, dated 1854, extended 1880. Second Mortgage 7 per cent. bonds, due January 1, 1885, renewed. First Mortgage Tennessee Division 40-year 7 per cent. bonds. Consolidated Mortgage 40-year 7 per cent. bonds. CHARLES M. McGHEE, HENRY FINK, Receivers.

OFFICE OF THE **WESTINGHOUSE ELECTRIC & MFG. CO.,** 120 B'way, New York, N. Y., Sept. 22, 1897. At a meeting of the Board of Directors of this Company held this day it was RESOLVED, That a quarterly dividend of ONE AND THREE QUARTERS PER CENT. (1¾ per cent.) upon the Preferred Stock of the Company be declared, payable on Oct. 1, 1897, to stockholders of record, and that the transfer books for the Preferred Stock be closed on Sept. 27, 1897, at 3 o'clock P. M., and opened on Oct. 2, 1897, at 10 o'clock A. M. PH. FERD. KOBBE, Treasurer.

CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY COMPANY. OFFICE OF THE TREASURER, CHICAGO, Sept. 22d, 1897. A dividend of one dollar per share will be paid November 1st next to the shareholders of this company's stock, registered on the closing of the Transfer books. The Transfer books will be closed on the 1st day of October, and reopened on the 11th day of October, 1897. W. G. PURDY, Treasurer.

TITLE GUARANTEE AND TRUST CO. 146 BROADWAY, NEW YORK, Sept. 21, 1897. A QUARTERLY DIVIDEND OF TWO PER CENT. has been this day declared by the Board of Trustees, payable October 1, 1897, to stockholders of record on the closing of the transfer books at 3 P. M. on September 23. The books will be opened at 10 A. M., October [illegible]. EDWARD O. STANLEY, Treasurer.

CONTINENTAL TRUST COMPANY, 30 Broad Street. The Board of Trustees have declared the usual quarterly dividend of ONE AND ONE-HALF PER CENT. payable to stockholders of record on October 11th next. The Transfer Books will close October 1 and reopen October 12.

COUPON NUMBER TWO from the Charleston and Western Carolina Railway Company first mortgage bonds, due October 1st next, will be paid on and after that date at the Chase National Bank, New York City. W. A. C. EWEN, Vice-President.

Buffalo Railway Company, 6 Per Cent. Debentures. Coupons on the above, maturing Oct. 1, 1897, will be paid on and after that date at the office of CUYLER, MORGAN & CO., 44 Pine st., New York.

Wanted—Females.

THE SUN HARLEM BRANCH 119 WEST 125TH STREET

A.—A.—FANCY FEATHERS.—Experienced makers and bird mounters; work given out. HERMAN & GUINZBURG, 614 Broadway.

BOOKFOLDERS.—Experienced hand folders, hand stitchers, and Elliott machine feeder. WATERS, 103 Fulton st.

EXPERIENCED HANDS on sewing machines. Call all week. KIRSCH MFG. CO., 557-59 Broadway.

EXPERIENCED GIRL on a Smyth book sewing machine. 30 Lafayette place.

FIRST-CLASS full bound sewer, one that understands making up complicated work. ALBERS, 69 John st.

OSTRICH FEATHERS.—Good curlers wanted; steady work and good pay; work given out. THOS. H. WOOD & CO., 449 Broadway.

OSTRICH FEATHERS.—Preparers and sewers on boas and plumes; good pay; steady work. BODENSHINE BROS., 38 Bond st.

PAPER BOXES.—Experienced hands on glue work and man on glue table. LOUIS BAUER, 343 West 26th st.

Domestic Servants Wanted.

CHAMBERMAIDS; 25 cooks, $20 to $40; Swedish cooks, $50; Swedish laundresses, waitresses, ladies' maids, French and German nurses; 40 cooks who wash and iron; kitchenmaids. Mrs. L. SEELY'S EMPLOYMENT BUREAU, 68 West 22d st.; servants' entrance, 352 6th av.

Wanted—Males—Mechanics, &c.

SPECIAL MEETING of stampers to-morrow night; business of importance; meeting at 8:30 P. M.; all come.

WANTED—A good floorman horseshoer. 413 East 119th st.

Wanted—Males—Miscellaneous.

BUTLERS, second men, number of servants wanted immediately. Mrs. L. SEELY'S Employment Bureau, 68 West 22d st.; servants' entrance, 352 6th av.

First-Class Help—Females.

COMPETENT cook; wages $30; first-class references. H. B., box 141 Sun uptown office, 1265 Broadway.

CHAMBERMAID.—Best city reference. 842 6th av.

CHAMBERMAID and plain sewer. 847 6th av.

COOK.—Thoroughly competent; good city reference. 870 6th av.

EXPERIENCED couple wish charge of gentleman's place; understand horses, poultry, &c.; good at repairs; low wages for good home; reference. ARTIC, 339 East 32d st.

ENGLISH Protestant chambermaid and seamstress; three years' reference. H. L., box 128 Sun uptown office, 1265 Broadway.

FIRST-CLASS chambermaid, willing to assist with other work; city reference. A. C., box 129 Sun uptown office, 1265 Broadway.

FRENCH nurse for growing children; three years' reference. A. C., box 130 Sun uptown office, 1265 Broadway.

GIRL of German parentage, 18 years of age, wishes a position to do housework or mind children. Address Miss TIRKORT, 1317 1st av., New York city.

LAUNDRESS.—First-class shirt, cuff and collar ironer; city reference. E. L., box 127 Sun uptown office, 1265 Broadway.

MAID and seamstress.—City reference. 354 West 4th st.

SECOND man; best city reference. L. R., box 132 Sun uptown office.

WAITRESS.—Thoroughly competent; good reference. M. D., box 126 Sun uptown office, 1265 Broadway.

First-Class Help—Males.

A YOUNG MAN, 19 years of age, good stenographer and typewriter (Remington) desires a position in a first class business house, where he can make himself generally useful; can give A1 references as to ability and character. Address HONEST, box 177 Sun office.

AT ST. BARTHOLOMEW'S Employment Bureau, 209 East 42d st., are employees for merchants, manufacturers, hotels, and private families; references investigated.

A YOUNG MAN (28) desires position as watchman, plumber, or porter; had years of experience; steady and reliable; can furnish A No. 1 references; industrious and competent. LEO LANE, 98 Washington st., Brooklyn, N. Y.

ADVERTISING.—A young man of ability and experience in this line desires a situation with an agency; can furnish good references. X. Y. Z., box 118 Sun office.

BY a colored man, speaking French, German, and Spanish; has never been unoccupied; has good references; would like to change from present position on account of long hours, for a permanent place in dry goods firm or large office building as assistant porter or useful man. Address C. P., box 180 Sun uptown office, 1265 Broadway.

LINOTYPE operator desires situation; union; competent to take charge of machine. Address LINOTYPE, box 140 Sun office.

SECOND man in house; very good city reference; wages $30. M. B., box 131 Sun uptown office, 1265 Broadway.

WANTED—A position with some large business house or bank; young man, 19 years of age; has had two years' business experience; can furnish A1 references; lives with parents in city; is willing and honest. Address FAITHFUL, box 200 Sun office.

For Sale.

EIGHT-HORSE BOILER, four-horse Erie engine, James Begg's make; second hand; excellent condition; also shaftings, pulleys, hangers, belting good as new. D., box 180 Sun office.

Patents.

Get Rich Quickly. Send for Book, "Inventions Wanted." Edgar Tate & Co., 245 Broadway, N. Y.

PATENTS for inventions procured promptly; low rates. ROEDER & BRIESEN, 52 Nassau st., N. Y. Established 1864.

Select Board.

THE SUN HARLEM BRANCH 119 WEST 125TH STREET

West Side.

248 WEST 46TH ST. Elegantly furnished room and board; all conveniences.

23D ST., 417 WEST.—New England lady has moderate-priced rooms, large and small; bountiful table; references.

34TH ST., 27 WEST.—Handsomely furnished rooms, singly or en suite; excellent board; references.

84TH ST., 31 WEST.—Second floor, singly or en suite; fourth-story room, suitable for gentlemen.

108TH ST., 71 WEST.—Lady will take baby to board, from 6 months to 3 years. ROGERS.

Furnished Rooms & Apartments to Let

East Side.

A LARGE furnished room to let in private house. Address 1324 Lexington av.

UNIVERSITY PLACE, 3, opposite Washington square.—Large, finely furnished rooms, connecting or single; all conveniences; gentlemen.

5 UNIVERSITY PLACE and Washington square.—Handsomely furnished rooms to let, with baths; gentlemen.

West Side.

GREENWICH ST., 316.—Rooms 50c. night; $2 upward weekly; gas; daily papers; reading room.

9 WEST 45TH ST. Furnished rooms for gentlemen; references.

24TH ST., 453 WEST.—Neatly furnished large room, also hall room; modern improvements; meals optional; terms moderate. Owner.

33D ST., 14 WEST.—Second floor, bath; suites with private bath; single rooms; board optional; references.

34TH ST., 227 WEST.—Handsomely furnished large front room for one or two gentlemen; ample closets; bath adjoining.

39TH ST., 11 WEST.—Elegant large rooms, suitable for one or two gentlemen; good location; references.

Flats and Apartments To Let.

3 AND 4 STORY HOUSES $75 A MONTH and Upwards.

Splendid location for convenience and health—138th or 139th St., between 7th and 8th Avs. Easily and quickly reached by Elevated or Cable Roads. Every modern improvement—handsomely decorated—latest style gas fixtures — perfect sanitary plumbing. Spacious courtyards in the rear and special entrances for tradesmen. Most approved methods for removing garbage. Neighborhood restricted to private houses, insuring satisfactory surroundings. Why live longer in high-priced, uncomfortable apartments?

FOR PARTICULARS APPLY TO **ERASTUS HAMILTON,** Real Estate, 252 WEST 138TH ST. OPEN SUNDAYS. TELEPHONE 647 HARLEM.

THE PARK MADISON, Madison Ave., S. E. Cor. 25th St. Attractive apartments, large and small, now ready for occupancy. The building is virtually new, having been recently rebuilt. Contains every modern improvement and convenience. These apartments are without kitchens. A first-class restaurant is maintained in the house for the use of tenants, thereby saving them much care and trouble. Plans and full particulars at the office of **GEO. R. READ,** 1 Madison Ave. (3885)

$22.00 to $25.00. Sanitary Apartments. 50 to 58 West 98th st. Six rooms and bath; hardwood enamel baths; sanitary plumbing, nicely decorated; with or without steam heat; attractive for small families. JAMES B. HAY, 7 Wall st., or 54 West 98th st.

THE AVALON, 7TH AV. DRIVE, CORNER 111TH ST. New, large, light, airy rooms; beautiful view of picturesque Central Park; electric lights, elevator, and all modern conveniences; rents only from $1,140 to $1,260; seven and eight rooms and bath.

THE CENTRAL, 68 Washington square South—Seven rooms and bath; all light; references required. See Janitor.

APARTMENT, unfurnished, $29, 7th av., near 54th st.—seven rooms and bath; no light shaft or dark rooms; restricted to private families. Mrs. JONES.

FIRST-CLASS flat of eight rooms, bath, butler's pantry, hall service, steam heat, and all improvements; every room has direct light. Apply to Janitor on premises, 71 West 83d st.

TO LET—Apartment of six light, large rooms, centrally located, 883 8th av., 54th st. Apply janitor.

54TH ST., 230 EAST.—Two beautiful light floors, 5 rooms, all improvements. Rent $15 and $17.

62D ST., 318 EAST.—Decorated single flats, seven rooms; bath, all improvements; $22, $25. Apply janitor.

77TH ST., 321 EAST.—Respectable flats, five, six rooms and bath; improvements; $16 to $20.

88TH ST., 52-54 EAST.—Attractive flats, 4 rooms, bath, range, and private hall, $16–$18. See janitor.

125TH ST., 248 EAST.—Apartments of three and four rooms, all light rooms; cheap rent.

Furnished Flats To Let.

FLATS AND APARTMENTS unfurnished, furnished, in desirable locations; rent $340 to $1,200. FOLSOM BROTHERS, 835 Broadway.

$36.—NEW flats, newly furnished, six rooms and bath; exceptionally fine. Apply 54 West 98th st., or J. B. HAY, 7 Wall st.; reference.

Unfurnished Rooms Wanted.

YOUNG LADY, employed, desires one or two unfurnished rooms, Lexington to 7th, 68th to 58th st. E. M. 1122 Lexington av.

Unfurnished Houses To Let.

124TH ST., 358 EAST.—Three-story brownstone house; rent $50. Apply for key at 360.

Dwelling Houses To Let—City.

DESIRABLE HOUSES, furnished and unfurnished, in desirable locations; rent, $1,200 to $6,000. FOLSOM BROTHERS, 835 Broadway.

To Let for Business Purposes.

141 & 143 FIFTH AVE., near 21st Street. **LOFTS TO LET** in this new and handsome fireproof building; all improvements; passenger and freight elevators. These are exceedingly light lofts. WINDOWS ON ALL SIDES. For particulars apply to OGDEN & CLARKSON, 127 5th Ave., near 20th St.

Nat. Bank of Commerce Building Nassau & Cedar Sts. The remaining suite of offices, situated on the third floor, is offered for rent at a reasonable rate. Suitable for a corporation or similar occupation. Will be divided to suit. Light exceptionally good. FOR FURTHER PARTICULARS APPLY TO (5900) **GEO. R. READ, Agent,** 9 PINE ST.

AT 53 MURRAY ST.—A five-story building to let; immediate possession. RULAND & WHITING, 5 Beekman st.

BUILDINGS, stores, lofts, offices, and studios to let in desirable locations. FOLSOM BROTHERS, 835 Broadway.

STORE, BASEMENT, AND SUB-CELLAR, 68 Beekman st., near Gold; rent, $1,000. RULAND & WHITING, 5 Beekman st.

Watches and Jewelry.

On Weekly Payments. DIAMONDS, WATCHES. Call or address WATCH SUPPLY CO., 3 Maiden lane, room 52. All goods guaranteed.

Business Chances.

PRINTING.—At a few hours' notice, 10,000 circulars, $1; cards and billheads, 40c. per 1,000. EDGAR Printing and Stationery Co., 59 West 29th st.

Real Estate For Sale—Long Island.

5 ACRES FOR $150. At Patchogue and Medford, L. I.; easy terms, $3 per month and up. For particulars call or write to O. L. SCHWENCKE, Land and Investment Company, 376-378 Broadway, New York.

Real Estate For Sale—Brooklyn.

CANARSIE TERRACE. Lots $5 down, $5 monthly; $200 up; buy now. R. F. CRAIG, Rockaway av. and Canarsie R. R. crossing, branch office.

Real Estate For Sale.

TO RENT OR FOR SALE—Fine dwelling with extension, 18.9x100, 23 West 94th st.; rent $1,200. Apply on premises, 9:30 to 5; to be seen Sundays; close to Central Park West. A. M. MACDONALD, 1748 Broadway.

For Sale or Exchange.

FOR SALE OR EXCHANGE.—One of the most complete suburban homes in the market, located at Norwalk, Conn., one hour from New York; house has every modern convenience, and was built without regard to cost by day's work; it is close to depot, schools, churches, &c., and but short distance from Sound bathing beach. For further particulars apply to A. H. BRADLEY, Publication office The Sun.

Real Estate For Sale—City.

51 AND 53 East 82d st.—American basement residences; two left. J. Bentley Squier, 150 B'way.

Real Estate For Sale—Country.

5 ACRE TRUCK FARM, one hour from Philadelphia, convenient to two towns and two different railroads, for only $125, $5 down, $1.25 weekly; no interest, beautifully situated in desirable locality, rich garden soil, purest water; ideal climate; immediate possession. Write or call, RISLEY, 13 Chambers st.

Public Notices.

POST OFFICE NOTICE.

(Should be read DAILY by all interested as changes may occur at any time.)

Foreign mails for the week ending Oct. 2, 1897, will close (PROMPTLY in all cases) at the General Post Office as follows: PARCELS POST MAILS close one hour earlier than closing time shown below:

TRANSATLANTIC MAILS.

WEDNESDAY.—At 7 A. M. (supplementary 9 A. M.) for EUROPE, per steamship Paris*, via Southampton (letters for Ireland must be directed "per Paris"); at 9 A. M. for BELGIUM direct, per steamship Southwark, via Antwerp (letters must be directed "per Southwark"); at 9 A. M. (supplementary 10:30 A. M.) for EUROPE, per steamship Majestic*, via Queenstown.

THURSDAY.—At 4:30 A. M. for EUROPE, per steamship Kaiser Wilhelm der Grosse, via Plymouth and Bremen (letters must be directed "per Kaiser Wilhelm der Grosse"); at 5:30 A. M. for EUROPE, per steamship Columbia*, via Plymouth, Cherbourg, and Hamburg; at 8 A. M. for NETHERLANDS direct, per steamship Edam, via Amsterdam (letters must be directed "per Edam").

SATURDAY.—At 6:30 A. M. for FRANCE, SWITZERLAND, ITALY, SPAIN, PORTUGAL, TURKEY, EGYPT and BRITISH INDIA, per steamship La Champagne*, via Havre (letters for other parts of Europe must be directed "per La Champagne"); at 6:30 A. M. for EUROPE, per steamship Lucania*, via Queenstown (letters for France, Switzerland, Italy, Spain, Portugal, Turkey, Egypt, and British India must be directed "per Lucania"); at 8 A. M. for NETHERLANDS direct, per steamship Spaarndam, via Rotterdam (letters must be directed "per Spaarndam"); at 8 A. M. for GENOA, per steamship Aller (letters must be directed "per Aller"); at 11 A. M. for NORWAY direct, per steamship Amerika (letters must be directed "per Amerika").

*PRINTED MATTER, &c.—German steamers sailing on Tuesdays take Printed Matter, &c., for Germany, and Specially Addressed Printed Matter, &c., for other parts of Europe. American and White Star steamers on Wednesdays, German steamers on Thursdays, and Cunard, French and German steamers on Saturdays take Printed Matter, &c., for all countries for which they are advertised to carry mail.

After the closing of the Supplementary Transatlantic Mails named above, additional supplementary mails are opened on the piers of the American, English, French, and German steamers, and remain open until within Ten Minutes of the hour of sailing of steamer.

MAILS FOR SOUTH AND CENTRAL AMERICA, WEST INDIES, &c.

MONDAY.—At 3 P. M. for BELIZE, PUERTO CORTEZ, and GUATEMALA, per steamer from New Orleans.

TUESDAY.—At 12 M. for BRAZIL, per steamship Amalfi, via Pernambuco and Santos (letters for North Brazil must be directed "per Amalfi"); at 1 P. M. for COSTA RICA, per steamer from New Orleans; at 9 P. M. for JAMAICA, per steamer from Boston.

WEDNESDAY.—At 1 P. M. for CUBA, per steamship Orizaba, via Havana.

THURSDAY.—At 2:30 A. M. for PORT ANTONIO, per steamer from Philadelphia; at 10 A. M. (supplementary 11 A. M.) for CENTRAL AMERICA (except Costa Rica) and SOUTH PACIFIC PORTS, per steamship Finance, via Colon (letters for Guatemala must be directed "per Finance"); at 10 A. M. for SANTIAGO DE CUBA, per steamship San Agustin (letters for Venezuela and Colombia must be directed "per San Agustin").

FRIDAY.—At 2:30 A. M. for NEWFOUNDLAND, per steamship Siberian, from Philadelphia.

SATURDAY.—At 9:30 A. M. (supplementary 10 A. M.) for ST. THOMAS, ST. CROIX, LEEWARD and WINDWARD ISLANDS, per steamship Madiana (letters for Grenada, Trinidad, and Tobago must be directed "per Madiana"); at 10 A. M. (supplementary 10:30 A. M.) for FORTUNE ISLAND, JAMAICA, SAVANILLA, and GREYTOWN, per steamship Alleghany (letters for Costa Rica must be directed "per Alleghany"); at 10 A. M. (supplementary 10:30 A. M.) for HAITI, via Port au Prince, Petit Goave, and Jeremie, also CARTHAGENA, per steamship Andes; at 10:30 A. M. for CAMPECHE, CHIAPAS, TABASCO, and YUCATAN, per steamship Yumuri (letters for other parts of Mexico and for Cuba must be directed "per Yumuri"); at 8:30 P. M. for ST. PIERRE MIQUELON, per steamer from North Sydney.

Mails for Newfoundland, by rail to Halifax and thence by steamer, close at this office daily at 8:30 P. M. Mails for Miquelon, by rail to Boston and thence by steamer, close at this office daily at 8:30 P. M. Mails for Cuba close at this office daily at 7:00 A. M. for forwarding by steamers sailing Mondays and Thursdays from Port Tampa, Fla. Letter mails for Mexico City, overland, unless specially addressed for despatch by steamer, close at this office daily at 12:00 M.; paper mails at 6:00 A. M. (Registered mails close at 6:00 P. M. previous day.)

TRANS-PACIFIC MAILS.

Mails for China, Japan and Hawaii, per steamship City of Peking (from San Francisco), close here daily up to Sept. 28 at 6:30 P. M. Mails for Hawaii, per steamship Australia (from San Francisco), close here daily up to Sept. 29 at 6:30 P. M. Mails for China and Japan (specially addressed only), per steamship Empress of India (from Vancouver), close here daily up to Oct. 14 at 6:30 P. M. Mails for Australia (except those for West Australia, which are forwarded via Europe), New Zealand, Hawaii, Fiji and Samoan Islands, per steamship Moana (from San Francisco), close here daily up to Oct. 16 at 7:30 A. M., 11 A. M., and 6:30 P. M. (or on arrival at New York of steamship Campania with British mails for Australia). Mails for China and Japan, per steamship Victoria (from Tacoma), close here daily up to Oct. 19 at 6:30 P. M. Mails for Australia (except West Australia), New Zealand, Hawaii and Fiji Islands, per steamship Miowera (from Vancouver), close here daily after Oct. 18 and up to Oct. 21 at 6:30 P. M. Mails for the Society Islands, per ship City of Papeiti (from San Francisco), close here daily up to Oct. 25 at 6:30 P. M.

Trans-Pacific mails are forwarded to port of sailing daily and the schedule of closing is arranged on the presumption of their uninterrupted overland transit. (Registered mail closes at 6 P. M. previous day.)

CORNELIUS VAN COTT, Postmaster.

Post Office, New York, N. Y., Sept. 24, 1897.

Medical.

ATTENTION.—OLD DR. GRINDLE, GRADUATE UNIVERSITY OF THE CITY OF NEW YORK, MEDICAL DEPARTMENT, 45 YEARS A SPECIALIST IN DISEASES OF MEN. OLD DR. GRINDLE has been longer established and has had more experience than any other advertising physician; city papers prove this. Under his scientific treatment blood and skin diseases, pains in bones, red spots, sore throat and mouth, ulcers, painful swellings, kidney and bladder complaints, scalding inflammations, gravel, undeveloped organs, weak back, lost vitality, are speedily, permanently cured. Men about to marry should consult OLD DR. GRINDLE. Every impediment removed. Sufferers, do not waste time visiting less skilful physicians. Remember, OLD DR. GRINDLE never fails. OFFICE OVER 15 YEARS at 171 West 12th st., between 6th and 7th avs. Advice free. Medicine $1. Hours, 9 to 9; Sundays, 9 to 3. No charge unless cured.

ABILITY.—Go to the celebrated Hallett Medical Institute, where you can consult the greatest blood and nerve specialists in the world free of charge. Forty years specialists in all private diseases of men, which we cure in a few days; also blood poisoning, primary, secondary and tertiary; permanently cured; ulcers, skin diseases, sore throat, mouth and head; painful swellings, bladder, kidney diseased bones, pimples, blotches; my infallible remedy for nervous debility, weakness of body and mind, varicocele, weak, undeveloped organs, impediments to marriage; lost vigor restored; bear in mind, practice makes perfect; thousands cured yearly; charges low; less than any other specialist. Go to the Hallett Medical Institute first; it is the best and cheapest. 219 East 19th st., near 3d av., New York; no charge unless cured; hours 9 to 9, Sundays included.

OLD DR. GREY, 45 years a specialist in diseases of men only. Quickest permanent cure guaranteed in all diseases or money refunded. Blood poison, skin diseases, kidney or bladder trouble, weakness, nervous debility, errors of youth, bad dreams, weak, undeveloped organs, impediments to marriage, &c. Be wise, consult the only old specialist in this city. Office over 35 years at 120 East 17th st., near Union square. Hours 9 to 9; Sundays, 9 to 3. Scientific treatment and advice free. Medicine only 50c.

A.—A.—A.—QUICKEST PERMANENT CURE in diseases of men; dangerous cases solicited; relief at once; those in doubt consult first-class scientific treatment; sound cure. The leading specialist, Dr. Bonschur, 127 West 22d st. 9 to 3, 7 to 9. Sundays, 10 to 1.

DR. BLINN'S private hospital, 117 W. 47th st., nr. B'way. All important cases, matron, trained nurses, etc.

Proposals.

PROPOSALS will be received at the Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until 12 o'clock noon, Oct. 5, 1897, and publicly opened immediately thereafter, to furnish at the Navy Yard, Washington, D. C., a quantity of steel forgings, iron, nails, screws, steel, lumber, ingot copper, block tin, slab zinc, and steel tubing. Blank proposals will be furnished upon application to the Navy Yard, Washington, D. C., or to the Bureau. EDWIN STEWART, Paymaster-General, U. S. N. 9-16-97.