

For a good smoke try one of George Kuhn's 5 B's Segars, 379 George street.

LEWINE'S NEW MILLINERY.
We are now in our new establishment, at 87 Church street, where we have much better opportunities for displaying our splendid lines of spring and summer millinery.
We are making a specialty of chic and attractive summer millinery, just what the summer girl needs to "top off" a dainty costume.
All trimmings and other accessories. And at prices that are remarkably low, style and quality being considered.
New York Millinery, 101 Church Street.
M. LEWINE, Proprietor.

Bowling Officers Elected.
Officers were elected Saturday at the opening of the Dunellen Court by the Middlesex Bowling Green Club, as follows:
President, Christian Schepflin; vice-president, L. A. Powelson; secretary, H. B. Willis; treasurer, L. Van Nuis; members board of governors with officers, C. A. Schenck, C. W. Russell, E. H. Wikoff.

WHY RIDE IN A STEEL TIRE CARRIAGE.
When you can have good two-wire rubber tires put on your vehicles at the following prices:
3/4-inch Tires and Channels, complete \$23 25
1/2-inch Tires and Channels, complete 25 75
1-inch Tires and Channels, complete 29 75
1 1/2-inch Tires and Channels, complete 39 99
1 3/4-inch Tires and Channels, complete 48 50
Re-rubbering at \$5.00 less than the above prices on all sizes. We do all kinds of repairing in Rubber Tires. We understand the Tire-business in all branches.
The Kelley-Tire is the oldest and best tire on the market. We have handled it for six years and as yet have never had to replace on account of defective rubber workmanship.
Also make you some allowance for your old rubber.
A. L. MUNDY,
20 Bayard Street.
GEO. CATHERS, Manager.

BICYCLES
at \$12.49
With Coaster Break \$15

New Departure Coasters 4.65
Morrow Coasters 4.45
Raritan Tires (Firsts per pair) .. 3.50
Good Tires99
Solar Gas Lamps 1.94
20th Century Gas Lamps 1.79
Search Light Lamps 1.79
Hand Pumps08
Graphite (2 sticks)05
Trousers' guards (2 pairs)05

WATCH MY AD. FOR A LOT OF GOOD THINGS.
H. Clark Saunders,
Cor. George & New Sts.

Marks Brothers'

For Bargains In Shirt Waists.

We have just received 1,000 White Shirt Waists with entire front of embroidery. Real value, \$1.75; will be sold while they last at 98c.
Our entire stock of Shirt Waists, numbering thousands in colors and white, to be sold at greatly reduced prices, ranging from 39c., 50c., 69c., 79c., 89c., up to \$3.98.

Ladies' Tailor Made Suits.
We have twenty-five black and colored Suits, ranging in prices from \$5.98 up to \$10.00. Your choice of the entire lot to be sold at \$5.98.
One lot of Tailor Made Suits, ranging in prices from \$9.00 to \$16.00, to be closed out at \$9.98.

Ladies' Ready-to-Wear Skirts.
Our Skirt Department is now complete with all the latest styles and materials made with flounce and large flare in Black and Colored, ranging in prices from \$1.98, \$2.98, \$3.50, \$4.50 up to \$5.98. Also a complete line of Duck Skirts. Special at 98c.

Wrappers and Tea Gowns.
Our Wrapper and Tea Gown Stock is now complete in both light and dark Cambrics and Calico, ranging in prices from 50c., 69c., 89c., up to \$1.69. Call and see them. The largest variety ever shown by us.

Corsets and Gloves.
We have a Special Sale in these departments with everything that is new for the Spring and Summer.

MARKS BROTHERS,
11 to 15 Peace St., New Brunswick, N. J.

STATISTICS OF THE GREAT FEAT OF BRIDGE MOVING.

Weight moved	4,114,000 pounds.
Distance moved	14 1/2 feet.
Time	1 minute 45 seconds.

TIME SCHEDULE.

12.08	Last train passed.
12.10 1/2	Bridge cut loose at either end.
12.13	Engines signalled to get ready.
12.13 3/4	Engines started.
12.15 1/4	Engines stopped, bridge in place.
12.21	Bridge connection completed.
12.40	First train passed over moved bridge.

I. A. Van Deursen, division operator-official timekeeper.

BRIDGE MOVED.
Continued From First Page.

the piling prevented it from going only as far as was desired.
Some ten days ago the trestlework was raised four inches, while trains were still running, and iron rails fastened to the top of the piers, and upon these were placed the iron rollers on which the bridge rested.

TELL TALE MARKS.
At the side of the bridge and midway was arranged a set of tell tale marks consisting of numbers from 1 to 7, representing each engine, fastened to wires, which pulled them up as the bridge was moved by the engines.

Beside these numbers on the outside and perpendicular to them a graduated scale was erected measuring fourteen and a half feet. As the engines pulled these markers ran up the wires, thus showing to the railroad men and engineers watching which engine if any was pulling faster than the other. The man in charge by this could signal any lagging or going too fast as to how they should move, so that the bridge would run along smoothly.

LAST TRAINS GO OVER.
Thus everything was in readiness for the work at the time fixed yesterday. The last westbound train crossed shortly before twelve o'clock and gangs of men immediately cut the westbound track loose at each end of the bridge. The signalmen also commenced their work by moving the signal arms on the Easton avenue signal bridge from the post over the old westbound track to the post erected last week over the new westbound track. The eastbound signals were moved after the last train had crossed eastbound. This was No. 234, the yard line, drawn by engine No. 1067 which left the George street station at 12.03 o'clock. Ebo's Ryan, the baggage agent, was a passenger on this train.

BRIDGE MOVES.
As soon as this train had passed the work of disconnecting the eastbound track was commenced and at 12.10 o'clock the bridge was free at both ends. Mr. Mershon and his son walked out to the centre of the bridge and at 12.13 o'clock Mr. Mershon gave the signal to the engineers and men at the several piers to make ready, he pulling the rope running from the bridge to the whistle on the middle engine which gave one long blast. Seven men with white flags then walked out to the end of the seven piers and when all was ready they waved the flags. The master mechanic then pulled the whistle twice and the bridge commenced to move. This was at 12.13.45 o'clock.

TRAINS SOON CROSS.
The engines pulled simultaneously for about a minute, in which time the bridge was pulled more than two-thirds of the way over. The western end and draw moved faster than the eastern end and was nearer its new position. After a pause of forty seconds the signal to start was again given. In one minute and forty-five seconds after the original signal the western end was in place. The eastern end soon followed and thirteen minutes after train No. 234 had pulled across the bridge in its old resting place the rails had been connected at the new junctions on the banks. At 12.40 extra freight No. 1082 ran across the shifted bridge westbound, and at 12.44 passenger train No. 63, known as the Atlantic Coast Line, went across eastbound, one minute late, drawn by engine No. 180. These were the first trains to cross each way.

WIRE MOVED WITH BRIDGE.
While the bridge was being moved the cables of the railroad and of the Western Union Telegraph Company over which messages were constantly passing, underneath the tracks, on the bridge and on the bed of the canal, were shifted the same distance as the bridge and draw without breaking a wire. This was done under the direction of William Ettenger, division operator, assisted by I. D. Van Deursen and Messrs. Garretson and Titus.

AT GEORGE STREET STATION.
While men were at work at the tracks on the east end of the bridge, where some cross-overs had to be connected, and also at Bayard street, where another cross-over was laid to suit the new arrangement of tracks there, another force of carpenters was transferring the fence between the tracks at the George street station. Boxes had been built in the ground between the new tracks for the posts of the fence and the fence was lifted bodily by sections and carried over. The posts were dropped into these boxes and the fence was erected in short order. George T. Hendricks had charge of this work. All this work was going on while the bridge was being moved.

WEIGHT OF BRIDGE.
The weight of the five spans and draw as learned officially yesterday is as follows:
Draw span above drum, double track, weight steel, 456,000 pounds; drum, centre and girders of draw, 168,000 pounds; estimated weight flooring on draw, 200,000; total weight draw span, \$24,000; five fixed spans, double track, weight of steel, 2,165,000 pounds; estimated weight flooring, 1,125,000; total weight five spans, 3,290,000. Grand total weight of entire bridge including draw, that was moved, 4,114,000 pounds, or 1836 and 1360-2240 tons.

SOMETHING ABOUT MERSHON.
George W. Mershon, the master mechanic of the railroad company, whose fertile brain devised the plans for the successful removal of the bridge, has been closely identified with the bridge since its construction in 1885. On February 7th of that year the great "oil" fire occurred, when the old railroad bridge and much of the factory district was burned.

The railroad company employed the Keystone Bridge Company to replace the bridge with a steel structure and Mr. Mershon, who was then employed by the bridge company, came here to superintend the job. He soon afterward was engaged by the railroad company as a boss carpenter and then became its master carpenter and mechanic. Yesterday he was the happiest man in all the crowd which saw the bridge make its brief journey. As he stood there in his shirt sleeves smiling, men of the company of high and low degree, stepped forward to congratulate him and his son, William R. Mershon, had no small part in the honors, as he had been an able assistant to his father.

ENGINEER DONAHUE'S SILK HAT.
A conspicuous figure at the first of the engines used for moving the bridge was a man who was neat, but who wore a highly polished silk hat. The man was Thomas P. Donahue, of 333 Suydam street. He has been a freeman and engineer of the railroad for years, and had charge of the stationary engine. He regarded the bridge moving as such an important event that no other headgear than a high hat would be appropriate. It was the first time in his life that he had worn one. His engine pulled the draw which was the first section in place.

HUNDREDS WERE BUNCOED.
Many of the factory buildings along the water front and the yards adjoining them were thrown open by the managers for the use of spectators and hundreds took advantage of these opportunities to get a view of the spectacle. A young man of magnificent nerve reaped a fine harvest in dimes by placing himself at the gate of the Lamp and Bronze Works yards and charging all who passed him a dime to get in. The man probably had \$10 or \$12 in his pockets before some one from the factory discovered his bunco game and hunted him out.

The crowd which saw the bridge move has been conservatively estimated at 5,000 persons. On land it filled the docks and factory windows, was massed up the towpath from the railroad bridge half way down to the Albany street bridge, and at the easterly end of the bridge extended from the water's edge over the meadows to the River road. Hundreds were also near the bridge in row boats and barges from the boat club house and in steam launches which came up the canal. Scores of amateur photographers had their cameras stationed in advantageous places. In the big crowds were hundreds of women, and at least two ministers were seen, notwithstanding the fact that a protest against moving the bridge on Sunday had been sent by the Pastors' Union to the company. The crowd applauded when the bridge reached its new position in safety.

POLICE MANAGED THE CROWD.
The crowd, with the exception of railroad men and press representa-

tives, were kept off the bridge by a force of railroad detectives and a detail of the local police. Among the former were Chief Daniel McNally, of Jersey City, William Allen and George Graham, of Philadelphia, while Chief Harding sent Sergeant Clinton in charge of Patrolmen Ackerman, Dunn, Faulkner and McCann. They did their work well and there was no confusion on the bridge at any time. The TIMES had staff men on the bridge.

P. R. R. OFFICIALS THERE.
In the party of railroad men who watched the moving of the bridge were General Superintendent F. L. Shepard, Engineer J. T. Richards, Engineer W. C. Bowles, A. T. Manders, train master; H. T. Ross, chief clerk; Engineer L. H. Barker; John Rose, assistant claim agent; Engineer W. A. Pratt, Engineer W. L. Gardner; William Ettenger, division operator; J. W. Sanford, master mechanic; A. M. Parker, supervisor; J. L. Heap, assistant supervisor; Engineer E. B. Wilson; G. H. B. English, assistant superintendent; G. H. Waters and H. W. Ward, J. H. Stadelman, George Beal, D. T. Eastby, F. P. Abercrombie, J. E. Gilmore, H. N. Patrick, J. A. Van Nest, Spencer Nagel, Clay Tilton, B. B. Titus, I. A. Van Deursen, T. M. Donnell, J. L. Mohan, A. W. Preston, J. H. Harris and John McDowell.

The last entertainment of the season under the auspices of the Masonic Temple Association will be given in the Temple on Wednesday, May 28, at 8 p. m. Prof. E. Livingston Barbour will appear by request in his interpretation of "Rip Van Winkle." Admission 35 cents. m26-3t

PEOPLE YOU KNOW.

Miss Mary MacSherry, of Jersey City, is visiting in this city.
Dr. S. V. D. Clark, of Bayard street, is having his house painted.
Mrs. H. A. Kibbe and son, of Burlington, have returned home after a month's visit in this city.
Mr. and Mrs. A. L. Powelson, of Brooklyn, spent Sunday with Mr. and Mrs. Charles W. Kent, of Suydam street.
Harry Francis Lins Cooney, aged one and a half years, has been committed to St. Mary's Home by Judge Strong.
Ex-Congressman Tim Campbell, a noted New York politician, was among the men of prominence who witnessed the bridge moving yesterday.

Rev. M. E. Snyder, of St. James M. E. Church, will deliver a graduate sermon to the Senior class of the High School on Sunday evening, June 15.
Rev. G. H. Neal, Jr., formerly of this city, was one of the judges on composition at the annual contest for the Winters essay prize at Peddie Institute.

Second Lieutenant Harold Colvocoresses of the Marine corps, has been granted three months' additional sick leave. He is a nephew of the late Dr. Henry R. Baldwin.

George H. Blue, of the New York and New Jersey Telephone Company, has gone to Allenhurst on business for the company. He will be accompanied by Mrs. Blue and they will be registered at the Throckmorton.

Died.

HORAN—In this city on May 23, 1902, Anthony Horan.
Relatives and friends are respectfully invited to attend the funeral from his late residence, 91 Richardson street, on Tuesday morning at 8.30 and from St. Peter's Church at 9 o'clock.

BOYLE—In this city on May 25, Mary Ellen, beloved wife of John Boyle, aged 31 years.
Relatives and friends, also members of Companions of the Forest, Circle 317, are respectfully invited to attend the funeral from her late residence, 27 New street, on Wednesday morning at 8.30 and from St. John's German Catholic Church at 9 o'clock.

HORAN—In this city on May 20, 1902, Anthony Horan.
Relatives and friends are respectfully invited to attend the funeral from his late residence, 91 Richardson street, on Tuesday morning at 8.30 and from St. Peter's Church at 9 o'clock.

BURKE—In this city on May 24, 1902, Mary Burke.
Relatives and friends are respectfully invited to attend the funeral on Tuesday morning at 9 o'clock from the residence of Thos. Bates, Jr., 31 Nelson street, and from St. Peter's Church at 9.30 o'clock.

A BIT OF GOOD ADVICE.

Visit the Metuchen Inn and take dinner there.
Excellent French cuisine and the best appointed in this section of New Jersey.
Superior facilities for entertaining large or small dinner parties. A delightful place to make your destination when driving.

THE METUCHEN INN.
Main Street, Metuchen.
EDWARD BUSCH, Proprietor.
D18-tf

LETTING OF CONTRACT.
Treasury Department, office of the Supervising Architect, Washington, D. C., May 5th, 1902.
Sealed Proposals will be received at this office until 2 o'clock p. m. on the 9th day of June, 1902, and then opened, for the completion (except heating apparatus, electric wiring and conduits) of the U. S. Postoffice of New Brunswick, N. J., in accordance with the drawings and specifications, copies of which may be had at this office, or the office of the superintendent at New Brunswick, N. J., at the discretion of the Supervising Architect.
JAMES KNOX TAYLOR,
Supervising Architect.
May 13-15-17-19-21-23.

The Boston Store

THE BIG WHITE SALE GOES

Bounding On Its Way

LEAVING A THROG OF SATISFIED AND DELIGHTED SHOPPERS IN ITS WAKE. THE GOAL IS NOT REACHED YET. THERE'S A WEEK OF SHOPPING BEFORE YOU. THE SALE DOES NOT END UNTIL SATURDAY NIGHT, MAY 31. BUT EARLY BUYING IS BEST BUYING, FOR THE CHOICEST BARGAINS GO TO THE FIRST COMERS.



Our pink circular is getting in its fine work. Careful bargain-seekers are studying it as carefully as though it were a message from the gold fields.

THERE ARE UNDERMUSLINS AND UNDERMUSLINS, but the kind which we offer during this Sale are PEERLESS "EAGLE BRAND." No sacrifice of materials for the sake of trimming. No sacrifice of trimming for the sake of materials.
NO CREASES, NO SPOTS, NO TIME-MARKS, NO YELLOWNESS, NO DEFECTS, NO BACK-NUMBER STYLES.

Perfect Goods, sale-priced. Desirable Goods, sale priced. Handsome Goods, sale-priced. Stylish Goods, sale-priced.

Do not overlook the fact that we include in this Sale a special list of offerings from the Children's Wear Department. Dresses, Slips, Caps, Robes, etc., sale-priced.

HENRY LANDSBERG,

2, 3 & 4 KING BLOCK.

MIDDLESEX COUNTY ORPHANS' COURT.

By virtue of an Order of the Orphans' Court of the County of Middlesex, made on the day of the date hereof in the matter of the Estate of John P. Buckelew, deceased, you are cited and warned to appear before the Orphans' Court, to be held at New Brunswick, New Jersey, in and for the County of Middlesex, on TUESDAY, THE TWENTY-FOURTH DAY OF JUNE, A. D., 1902, at 10.30 a. m., to show cause, if any you have, against admitting to probate a paper-writing purporting to be the last will and testament of John P. Buckelew, late of the said County of Middlesex, deceased, and to abide the judgment and decree of the said Court in the premises. The application for the probate of said will was made by Zachariah Buckelew, the Executor named in said will, and you are hereby made a party and cited to appear because you are heirs at law of the said John P. Buckelew, deceased.
Dated New Brunswick, New Jersey, May 20, A. D., 1902.
FREDERICK WEIGEL,
Proctor for Applicant,
No. 364 George St.,
New Brunswick, N. J.
May 22-5t-oaw

The last entertainment of the season under the auspices of the Masonic Temple Association will be given in the Temple on Wednesday, May 28, at 8 p. m. Prof. E. Livingston Barbour will appear by request in his interpretation of "Rip Van Winkle." Admission 35 cents. m26-3t

LIVE LOCAL NEWS.
The Microscopical Society will meet in Geological Hall tonight at 8 o'clock. Arrangements are being made to form a union of musicians in this city. The members of St. James M. E. Church have adopted plans for raising \$3,300 to meet the expense of repairing the edifice.

GO TO VAN ANGLE'S Pure Food Market

Fresh Fruits and Vegetables, Fine Groceries, Teas, Coffees, Etc.
HIRAM AND DENNIS ST.
Phone. 2624. Prompt Delivery.

Georges' Patent Corn and Bunion Shields.

The ordinary plasters have thick edges which press into the flesh and tend to increase the inflammation and pain. The Georges' Shields are made of the finest chamois, carefully filled with soft, pliable material, and have soft, thin edges, hand sewed by competent females. They have a coiled silk center which is cool and soot evaporation of the skin's moisture, soft and preventing inflammation.



SKILLMAN & VAN PFL
Cor. Church and Church Sts.
Registered Pharmacist always
NEW BRUNSWICK.
phone 52