A rough surf and a poor cheap bathing suit don't go well together.

Sometimes it's embarrassing.

All our $2.50, $3.50 and $4.50 bathing suits, $1.85.

During August stores close at 5:30 P. M.; Saturdays 12 noon.

ROGERS, PEET & COMPANY,

258 Broadway, cor. Warren, and 7 and 9 Warren St.
569 Broadway, cor. Prince.
1260 Broadway, cor. 32d, and 54 West 33d St.

CAR DRAGGED CORPSE FAR.

MYSTERY SURROUNDS BODY WEDGED IN TRUCK AND CARRIED BACK AND FORTH FOR HOURS.

Wedged between the floor and the top of the forward double truck of a Franklin-ave. car of the Coney Island and Brooklyn Railroad, the body of a man was found yesterday morning at 8:10 o'clock. It had undoubtedly been there for hours, having been carried back and forth between Coney Island and the Broadway ferries, in the Eastern District. How it got there is a mystery. Various theories are advanced. One is that the body was placed there after death by some one who wished to conceal a crime. A more probable guess is that the man was run over.

The body, now in the Raymond-st. morgue and unidentified up to a late hour last night, was discovered under car No. 534 of the Franklin-ave. line when it stopped at the Park Circle, Coney Island and Fort Hamilton aves., on its way to Coney Island. Frederick S. Roberts, an inspector, happened to look under the front platform and there saw the body, covered with dust and grime. It was lying over the forward truck, head down, and the arms were thrown over the front axle. The legs extended back over the pony axle, used for the small wheels of the truck.

When the body was dragged out it was seen that the shoes and parts of the socks were gone. It looked as though they had been worn away by friction with the street pavement. The ends of the toes had also been worn away. The tips of the fingers, which had dragged on the ground in front, were worn to the bone. Although covered with dirt, the face was in a good state of preservation. Both arms seemed to have been dislocated. The front of the lower part of the body was a mass of bruises and dirt.

All who saw the position of the body declare that it would have been an impossibility for the car to have picked up the man, dead or alive. How the body got where it was is a puzzle. The car, it was said by the company, had been in almost continuous service for twenty hours. The round trip from the Broadway ferries to Coney Island and return takes two hours and twenty minutes. The crew of the car when the body was found was making its second trip to the island on that "swing." It consisted of Bernard Tarpey, of No. 255 Stone-ave., motorman, and Henry Rosenberg, of No. 345 Powell-st., conductor. Both were arrested and locked up in the Parkville station. It is thought, however, that the body must have been on the truck for some time before these men went on duty. At the morgue last night the keeper expressed his belief that the man had been dead nearly twenty-four hours.

At either end of the line there is a loop so that there is no change of fender. The body might have been discovered had it been necessary to adjust the fender. That the man might have been an employe of the company, who had crawled under the truck to repair or inspect it, and had died from apoplexy or had fallen asleep and been killed when the car was started, was a theory advanced by the police, but none of the employes of the company who visited the morgue last night could identify the body.

The dead man was probably a Dane. The mark on his coat was "Helfurth & Co., Copenhagen." On his white shirt was the laundry mark "19 Y." The coat and waistcoat are of a black and gray mixture. The undershirt has half sleeves and is blue with white stripes. With a turn down white collar was worn a blue tie with white dots. The hair and mustache are brown, complexion dark. The man was about thirty-five years old, weighed 170 pounds and was 5 feet 9 inches high.

SAYS THE LAW WAS VIOLATED.

CIVIL SERVICE REFORM LEAGUE ACCUSES JERSEY CITY'S ASSISTANT POSTMASTER, BUT OFFICIAL INQUIRY CLEARS HIM.

A detailed statement of alleged violations of the Civil Service law section in regard to soliciting political assessments, and of Section 435 of the Postal Regulations, in regard to the political activity of officeholders in the Jersey City Postoffice, is given in a report to the council of the National Civil Service Reform League by a committee of which William Dudley Foulke is chairman. The report, which has just been made public, charges E. W. Woolley, assistant postmaster of Jersey City, with the violations. Mr. Bertsch, superintendent of carriers, is also implicated. The facts, the report says, were submitted to the Postmaster-General, the President and the Attorney-General. The last named officer, on May 9, 1901, declined to take measures for the prosecution of Mr. Woolley, as requested by the committee, saying that the Postmaster-General had already determined that the facts did not justify the charges.

It is alleged that Mr. Woolley has held the positions of president of the Hudson County Republican Committee and of the Jersey City Republican Committee during all the time he has been assistant postmaster, and continues to hold them; that the former committee had charge of the fall campaigns and the latter committee of the spring campaigns; that beginning with March, 1898, these two committees have in turn sent to the carriers letters requesting subscriptions to meet the expenses of the campaign; that where these requests were not complied with they were followed in some cases by a second notice; that the last of these requests were sent to the carriers in the fall of 1900 asking contributions for the national campaign; that Mr. Woolley during this time was known by the carriers to be the president of these committees and in some cases his name as president appears on the letterheads on which not only the solicitations were written, but also the receipts for contributions.

It is further charged that the carriers contributed through fear of persecution by the officials under whom they were serving.

Much of the evidence on which the charges are based was collected in June 1900, by Dr. Washburne, an examiner of the United States Civil Service Commission. Since his examination, the report says, an investigation has been made made by certain inspectors of the Postoffice Department and the charges against Mr. Woolley have been dismissed because he denied under oath that he had any knowledge of the use of his name by the campaign committee, and because none of the sixty carriers examined by the inspectors alleged that any official had suggested the advisability of political contributions.

Mr. Woolley said to a Tribune reporter yesterday with reference to the charges against him:

"Since I have been in the employ of the United States Government I have never levied any assessment or contribution upon any Federal employe, either in the postal department or any other branch of the Federal government. This charge was investigated by the department authorities at Washington some time ago and was found to be untrue. The complaint was dismissed. I think the fact that I still hold my position settles the matter in my favor."

DEMAND OF UPHOLSTERERS' UNION.

The Upholsterers' Union reported yesterday that it has made a general demand for a minimum rate of $3 a day, the abolition of piecework and work on Sunday, and double pay for overtime, to go into effect on September 1. These demands, it was said, would affect the upholsterers in New-York and its vicinity within a radius of 150 miles. The demands were indorsed by the Central Federated Union.

FLINT'S FINE FURNITURE

GREAT REDUCTIONS
ARTISTIC MAHOGANY BEDROOMS.

Every home can boast that coveted air of old-time elegance with these designs. Some carved, some inlaid—all bringing out the greatest beauties of the wood.

SUITES . . . . . $34.00 to $275.00
(former prices $48.00 to $391.00).
TOILET TABLES . . $14.00 to $115.00
(former prices $20.00 to $165.00).
CHIFFONIERS . . . $16.00 to $300.00
(former prices $24.00 to $415.00).

Odd bureaux, washstands, high-boys, work-tables, cheval glasses, shaving stands, etc., equally reduced. Some carved, some inlaid—all bringing out the greatest beauties of the wood.

SPECIALLY REDUCED ORIENTAL CARPETS.

	were	now
OSMANIAS,	$75.00	$45.00
SULTANABADS,	125.00	75.00
HAMADIAS,	150.00	110.00
GULISTANS,	175.00	125.00

(averaging 9x7 ft. to 13x9 ft.)

Always the correct background, whether draperies, carpets or rugs—for all the furniture you

"BUY OF THE MAKER"

GEO. C. FLINT CO.

43, 45 AND 47 WEST 23D ST.
NEAR BROADWAY.

FACTORY: 154 AND 156 WEST 19TH STREET.

CHANDLER'S LETTER TO LONG

WHY THE EX-SECRETARY OF THE NAVY DEMANDED A REPRIMAND FOR REAR-ADMIRAL EVANS.

In the letter from ex-Senator Chandler to Secretary Long of the Navy Department complaining of certain statements made by Rear-Admiral Robley D. Evans in his book, "A Sailor's Log," which reflect on Mr. Chandler's motives, when in 1884, as Secretary of the Navy, he detached the rear-admiral, then a commander, from duty as inspector of the Fifth Lighthouse District, the former Secretary of the Navy first details the steps which led to the issuance of the order. The lighthouse inspection service is under the control of the Treasury Department. At a cabinet meeting in 1884 Secretary Folger requested Secretary Chandler to detach Commander Evans from duty in his department. Secretary Chandler protested; said that "naval officers had come to consider themselves as entitled to remain on certain kinds of pleasant duty for terms of about three years and resisted any attempts to change their duty prematurely," and predicted trouble and annoyance for both heads of departments if the order was issued. After deliberation Secretary Folger persisted in his request, and Secretary Chandler finally acceded to it. The predicted trouble arose and at last Secretary Folger said that he could not stand the pressure upon him and asked that the order be revoked. His reasons for the original request still held, he said, but "the importunities of Evans's friends" could not be resisted. To this Secretary Chandler replied that the question had ceased to be a Treasury Department question and had become a Navy Department question, and that the order must stand. Continuing the ex-Secretary's letter says:

When Commander Evans was relieved from duty there was only one proper course open to him if he was dissatisfied. He should have addressed himself to the President of the United States or the Secretary of the Navy, complaining of seeming injustice and asking for reasons and redress. He would have received a suitable reply and complete justice would have been done to him. The President and the Secretary had the right to give to him such orders as they chose. He had the right, in due form, to complain of those orders to them and to no one else. Under our system both the President and the Secretary are theoretically and actually accessible, by letter or in person, to the highest and the humblest officer and seaman in the navy. They will, when, thus properly asked, politely give or withhold the reasons for their orders, acting as they may think due courtesy to their fellow servant of the government and correct military administration require.

This simple principle Commander Evans well understood, and he defied it. He deliberately declined to act upon it, and resorted to other and incorrect and intolerable methods. These producing no results, he chose to keep silent and wait for more than sixteen years without a written word of complaint or any legitimate attempt to secure the righting of a wrong which, he says, was unjust punishment; and in 1901, for revenge, at a safe distance in time, he enters the public press with a libel upon the Secretary of the Navy who in 1884 gave him the orders of which he made no proper, straightforward or honorable complaint when they were issued. But I am still alive, and if he now wishes to know why Secretary Folger desired to have him detached from lighthouse duty the reasons are and always will be subject to his call. His publication of his libel upon me is conduct unbecoming an officer and a gentleman.

A few more words are necessary. Admiral Evans desires to have it appear that he was persecuted for political reasons. This also is not true. Until after March 4, 1885, I did not know that he was or claimed to be a Democrat. I have known of only three or four naval officers who claimed recognition of Mr. Cleveland because they were Democrats. I have never known of any naval officers who claimed favors of a Republican administration on the ground that they were Republicans.

The qualification based upon Democracy and persecution for Democracy's sake being set up in Commander Evans's behalf, Secretary Whitney on March 14, 1885, restored him to duty as inspector of the Fifth Lighthouse District. On April 7, 1885, with Admiral Belknap, in whose behalf Democracy had also been claimed, and with Herman Winter he became a member of the board charged with the duty of reporting that the Dolphin was structurally weak and was a worthless ship, and he did his Democratic duty in that connection. He has been recognized and favored as a Democrat by Democratic administrations; he has never been persecuted or punished or in any way unjustly treated by Republican administrations, but has been given service of the highest importance. Far be it from me, however, to say that Admiral Evans has been unduly favored by any administration.

When I examine the aforesaid book, "A Sailor's Log," my pride in the glory which came to my country through the naval victories of war with Spain is unbounded, and when I read his frank admissions that he, almost alone, in 1882, changed our naval construction from wooden to steel ships, and thus originated our new navy; in December, 1897, induced Assistant Secretary Roosevelt to prepare the navy for the approaching storm of war; in 1898 persuaded you, with Mr. Roosevelt's assistance, to provide our fleet in Cuban waters with torpedo boat destroyers and guard boats, and, above all, on July 3, 1898, commanding the battleship Iowa, discovered Cervera's fleet coming out of Santiago Harbor and destroyed it, I feel that liberal allowances should be made by all true Americans for any mistakes in the smaller transactions of life which may be made by our greatest self-confessed and self-recorded naval hero of the war of 1898.

FORT WORTH STOCK YARDS SOLD.

ARMOUR AND SWIFT COMPANIES PURCHASERS, BUT NO COMBINATION INTENDED.

Chicago, Aug. 11.—The packing firms of Armour & Co. and Swift & Co. yesterday became joint owners of the stock yards at Fort Worth, Tex., and will soon expend $1,000,000 in building branch plants at that place.

Ownership of the stock yards was secured at a conference between J. Ogden Armour, president of Armour & Co.; Gustavus F. Swift, president of Swift & Co., and G. W. Simpson, president of the Forth Worth Stock Yards Company.

While the two firms become joint owners of the stock yards, they will erect separate plants, and will continue as rivals in the meat trade of the country. It was denied by officials of both companies that any combination is intended, and it was said that different methods of organization made a combination undesirable.

RECEIVER FOR BALTIMORE PAPER.

Baltimore, Aug. 11.—"The Baltimore Evening Star," the only strictly Democratic newspaper in this city, went into the hands of a receiver yesterday. Colonel A. B. Cunningham, managing editor of the paper and president of the Star Publishing Company, its owner, was appointed receiver, and will continue publication under the orders of the court. The liabilities are about $15,000, while the assets are $10,000, and the petition for a receiver says that no funds are on hand with which to pay current expenses.

"The Star" was first issued about four months ago. The company is incorporated for $200,000, in shares of $100 each.

MORTALITY OF NEW-JERSEY GOVERNORS.

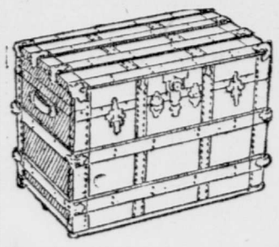
Since the time Governor William A. Newell went out of office, in January, 1860, nine of his successors in office have died. Seven of his predecessors in office also died in the same period. Governor Newell's deceased successors were Governors Olden, Parker, Ward, Randolph, Bedle, McClellan, Ludlow, Abbett and Green, and his deceased predecessors are Governors Haines, Pennington, Dickerson, Vroom, Stratton, Fort and Price. Governor Newell's death leaves only two ex-Governors living—Griggs and Werts. Seven of Governor Newell's successors who have died would be from nine to nineteen years younger than he if they had lived to the present time. Griggs is fifty-two and Werts fifty-five.

O'Neill's

Trunks and Suit Cases!

MORE BIG VALUES FOR TO-DAY'S SELLING!

Five Hundred $9 Trunks at 6.19 each.



They are made of the best Basswood and covered with Canvas, protected by Hardwood Slats and Brass-plated Clamps, Iron Bound, two Centre Bands, Strap Hinges, Leather Handles, "Excelsior" Lock and Linen Lined, 32, 34 and 36 inch sizes to choose from, regular value $9.00, each. 6.19

TWO GREAT BARGAINS IN

SUIT CASES.

A SPECIAL LOT OF SOLID SOLE LEATHER SUIT CASES, pig skin grained, linen lined, reinforced corners and sides, brass lock . . . . . 5.00 EACH.
ACTUAL VALUE $8.50.

PEBBLE GRAIN SUIT CASES, in olive, russet and brown, 22 and 24 inch, steel frames and linen lined, very strong hinges . . . . . 2.25 EACH.
ACTUAL VALUE $3.50.

A complete line of Travellers' Requisites, including all the Latest Novelties, at Lowest Prices.

SIXTH AVENUE, 20TH TO 21ST STREET.

LONG BEACH HOTEL A WRECK

THE BOILER EXPLODES AND THROWS GUESTS INTO A PANIC.

DAMAGE IS SO SEVERE THAT THE PLACE IS CLOSED FOR THE SEASON—ONE MAN SLIGHTLY HURT.

Long Beach, Long Island, Aug. 11.—The big boiler in the basement of the Long Beach Hotel exploded at 5 o'clock this morning causing so great a wreck at one end of the hotel that the season was brought to an end for this summer and the guests were sent away. No person was hurt severely, but some employes had narrow escapes. The guests, seven hundred of them, fled from their rooms in a panic to the corridors and stairways, and many men, women and children continued their flight to the office. None of them waited to dress, and all were clad in their night apparel and carried a few pieces of clothing and valuables that they snatched in their haste.

The boiler was situated under the kitchen, in the basement. It was used for manifold purpoces, as it supplied the hot water in the various rooms of the hotel, power for running the elevator, steam for the steam tables and a dozen other things. What caused the explosion has not been fully explained, but it is supposed the safety cock became clogged and steam generated too fast, so that the boiler gave way.

The boiler, instead of breaking into many parts, simply blew up in one big piece. This piece of steel, weighing about ten tons, went upward and toward the west wall. It tore a big hole in the floor of the kitchen and continued its upward course across the kitchen and flew over the heads of eight scrubwomen who had gathered there preparatory to going to work. The mass of steel then passed through a partition which divided the kitchen and struck the main chimney in the west wall and demolished the flues and dropped down upon the ranges, shattering them to small pieces.

In its course of flight the piece of steel broke practically every gas, water and steam pipe in the hotel and left the various pipes a mass of wreckage. It also wrecked all the ranges, and, besides this, ruined the flues of the chimney, so that the chimney will have to be rebuilt, as it is thought the shock knocked the chimney out of plumb.

The shock was felt in every part of the big hotel, but especially in the servants' quarters, which adjoin the kitchen. The occupants rushed downstairs and out of the building onto the beach. The guests in more distant parts of the big hotel were almost equally alarmed, as their rooms rocked as if the hotel was being shaken by an earthquake. Every one leaped from bed to find the floors still trembling and the windows rattling. The explosion was accompanied by a detonation which awakened those whom the rocking did not disturb. There was an immediate rush for the doors, to get out, but the hotel night force, which was still on duty, and was about to be relieved, kept their heads, and seeing that all immediate danger was over, although they did not realize what had happened, succeeded in quieting most of the guests. Those who yielded to the words of the employes went back to their rooms to dress, but the more excitable rushed down the stairways to the office, which, inside of two minutes, was filled with excited persons, most of them being women, and all of them in their night dresses. Colonel Dick, the proprietor of the hotel, was on the scene soon, and he and the clerks urged the excited women to return to their rooms. One woman fainted and several were hysterical.

There was no further sleep in the hotel, and as quickly as possible coffee was served to the guests wherever they were, the house servants carrying it to rooms, parlors and verandas. This helped, in a great measure, to bring about some assurance of safety, and a little later a makeshift breakfast was served.

After the first fright the guests made light of the affair, and many of them grumbled when, later in the morning, Colonel Dick announced that it would be impossible for them to remain, and that the hotel would have to close. The damage was such that it could not possibly be repaired within six weeks, and even makeshift repairs would not answer. Many of the guests wanted Colonel Dick to allow them to retain their rooms, and wished him to run up a temporary kitchen outside, but Colonel Dick decided that the absence of steam would so hamper everything it would be best to close. Accordingly, most of the guests went away on a special train. Those who remain will sleep for a few nights at the Long Beach Hotel, and take their meals at Long Beach Inn.

The only person hurt was a fireman, who was on duty. He was not scalded, but was hit by a piece of a beam, which was broken loose by the upward flight of the piece of the boiler. His injury amounted to little more than a scratch. The eight scrub women who were in the kitchen and missed death by but a few inches had not recovered from their fright this evening, and can give no clear account of their sensations. They insist upon being sent away at once, and will be sent in the morning, as will all but the most trusted servants, who will remain to close the big hotel and put it in shape for the winter.

The loss by the explosion will be heavy. Colonel Dick had the hotel accommodations practically all engaged until the middle of September. It was proving the most profitable season the hotel has had. Besides his loss the loss and expense to the Long Beach Hotel Association will be heavy. The receiver for the association estimated to-day that the explosion would involve an actual cash outlay of $30,000. Besides this it loses the rent for the remainder of the season. The boiler could be replaced and the damage repaired for much less money than the receiver's estimate, but he decided that there should not be a chance for a similar accident. To attain this he will cause to be erected a large boiler house at some distance from the hotel, with a subway for pipes. This will obviate the danger of an explosion injuring the main building. Besides this, in place of depending on one large boiler, he will cause the installation of a battery of smaller ones.

FASHIONABLE

FURNITURE.

We invite all intending purchasers to inspect our NEW FURNITURE WAREROOMS, Adjoining Our Main Carpet Building.

The general verdict is that no such display can be found in this city or the country. Everything is new and artistic.

FINE PARLOR FURNITURE (all our own upholstering); also Library and Dining Room Sets, and odd pieces in the latest designs and finishes.

All at prices, for high-class goods, far below any to be found elsewhere.

SHEPPARD KNAPP & CO.

Sixth Ave., 13th and 14th Sts.

HOME NEWS.

PROMINENT ARRIVALS AT THE HOTELS.

EVERETT—Miss Kathryn Kidder, the actress. HERALD SQUARE—Judge A. S. Humphries, of Honolulu. HOFFMAN—Dr. C. M. Daniels, of Buffalo. MANHATTAN—S. J. Gage, of Boston. VICTORIA—Colonel Joseph Hull, of Savannah; J. W. Brown, M. P., of Ottawa.

WHAT IS GOING ON TO-DAY.

Fire Commissioner Scannell to plead before Justice Gildersleeve, Supreme Court, morning.
Republican Club entertainment, No. 274 Bowery, evening.
Young Women's Christian Association entertainment, No. 7 East Fifteenth-st., 8 p. m.

NEW-YORK CITY.

Arthur Evans, a cabman employed by Charles W. Morse, formerly president of the American Ice Company, was arraigned in Jefferson Market court yesterday morning on a charge of intoxication. On Saturday night he refused to move from in front of the Knickerbocker Theatre when a policeman ordered him to do so, saying he was waiting for Mr. Morse, and would not budge until he came out of the theatre. Magistrate Mayo discharged Evans.

DROWNED IN LAKE ONTARIO.

A NEW-YORKER AND TWO YOUNG CANADIANS LOSE THEIR LIVES.

Newcastle, Ont., Aug. 11.—Eason Beacham, manager for Park & Tilford, New-York, and Charles and John Farncomb, aged eighteen and sixteen years, sons of Canon Farncomb, of this place, yesterday afternoon were drowned while bathing in Lake Ontario. The body of the elder lad was found last night and that of John Farncomb this morning. The body of Beacham has not been found yet.

Mr. Beacham was about forty-five years old and boarded with Mrs. Peters at No. 69 West Seventy-first-st., having lived in her house for two years. He was manager of the branch of Park & Tilford's store at Seventy-second-st. and Columbus-ave., and had held that place for four years. He was a Canadian by birth, and when he began his vacation two weeks ago he went to his home city to see his family. He was to return to business this morning.

STOWAWAYS FROM PORTO RICO.

THE SAN JUAN IN COLLISION WITH SCHOONER—MAJOR ALMY'S BODY BROUGHT HOME.

When the steamship San Juan arrived in port yesterday from Porto Rico the immigration authorities were informed that there were two stowaways on board the vessel. The immigration laws concerning stowaways have not yet been altered to suit the new conditions, and the captain of the San Juan was liable to a fine if he had failed to report the fact that he had two passengers not on the list aboard the boat. The stowaways are Juan Franco, ten years old, and Estaba Munelobia, eleven years old. The San Juan will take the boys home on her next trip.

While coming in the south channel at 10 p. m. last night the San Juan was in collision with the fishing schooner Hereward. The latter struck the steamer on the starboard side, carrying away her bowsprit jibboom and head gear and doing other damage. The San Juan received no damage. After the collision the steamer stopped and stood by the disabled schooner, which was unable to lower her anchor. Soon after daylight yesterday the San Juan got under way and brought the fisherman to Quarantine, when a tug picked her up and towed her to the city.

The San Juan brought the body of Major William Ellery Almy, U. S. A. Major Almy was assigned to the Porto Rican regiment. He commanded a battalion of that regiment at the inauguration of President McKinley. He died as a result of an operation for appendicitis. His body will be sent to Philadelphia for burial.

A RIOT AT SPRINGFIELD.

MILITIA CALLED OUT TO QUELL THE DISTURBANCE.

Springfield, Ill., Aug. 11.—Governor Yates, at the request of the chief of police, at 10 o'clock last night ordered Major Marshall, 8th Battalion, of Chicago, now encamped at Camp Lincoln, to render assistance in quelling a riot at Frank Fitzsimmon's saloon, on the "Levee," in the heart of the city. Fifty members of the colored battalion were engaged in a free fight at the saloon, and a number of residents of the vicinity were brutally beaten. Provost details were sent from camp. All police officers were called to the station and held in readiness for emergency work. Excitement runs high in the colored portion of the city.

Details of colored troops took sides against the police. Men of the 4th Infantry are being held in readiness at Camp Lincoln, and should further trouble occur will be sent into the city.

THE FIRE RECORD YESTERDAY.

2:20 a. m.—Clausen and Westchester aves., August Brown; $3,000.
3:15 a. m.—No. 35 Allen-st., owner unknown; no damage.
5:40 a. m.—No. 1,169 Second-ave., Alfred Downs; slight.
1 p. m.—Sixty-second-st. and Broadway, American Locomobile Company; $500.
4 p. m.—No. 239 Delancey-st., owner unknown; no damage.
5 p. m.—No. 40 Rivington-st., Samuel Irehem; $500.
5:45 p. m.—No. 31 Attorney-st., Jacob Batter; $5.
6 p. m.—No. 94 Ludlow-st., Barney Sugerman; $5.
11 p. m.—No. 11 Warren-st.; F. E. Lax; $500.

O'Neill's

Annual Sale of

Blankets and Spreads!

It begins to-day and will continue throughout the week. In its opportunities for money-saving it will surpass any offering we have ever made—that means we are going to sell Blankets and Spreads

At Cheaper Prices Than You've Ever Seen Them Sold for Before in the City of New York.

Only the best manufacturers are represented at this sale—a point well worth considering when you read the prices that follow. Supply your needs now. Don't wait until cool weather sets in. If you do you'll have to pay much more for them.

5,000 Pairs California Blankets

At These Extraordinary Prices:

Ten-Quarter Size,	2.98	3.50	4.98	to	6.50 Pr.
Eleven-Quarter Size,	3.75	4.50	4.98	to	8.25 "
Twelve-Quarter Size,	4.75	5.98	6.25	to	11.98 "
Thirteen-Quarter Size,	12.50	15.50	to	22.00 Pr.	

1,000 Pairs Eastern Wool Blankets

At the Lowest Prices Ever Quoted.

Ten-Quarter Size,	95c	1.50	2.25	to	2.98 Pr.
Eleven-Quarter Size,	1.10	1.45	1.65	to	3.50 "
Twelve-Quarter Size,	3.98	4.75	to	6.25 Pr.	

Bed Spreads! Bed Spreads!

Never before have they been sold at such cheap prices—Just a hint—Take it and you'll save some money.

Crochet Spreads, Newest Designs,

79c 89c 98c to 1.35 Each.

Marseilles Spreads, Best Quality,
All Handsome Patterns,

1.35 1.75 2.35 to 4.98 Each.

In connection with this sale we will also offer a host of Special Bargains in

Sheets and Pillow Cases.

A trip to the store to-day will convince you that it will pay you to supply your winter needs at this sale—Don't miss it.

H. O'NEILL & CO., 6th Ave., 20th to 21st St.

THE INGALLS PUTS BACK.

WASHED BY HEAVY SEAS, HER TRIP TO MANILA IS DELAYED.

With her main deck showing signs of having been washed by seas for some hours, the United States transport Ingalls returned to this port yesterday, after being out less than a day. She was bound for Manila, when she had to turn back. The reason for her return was that she ran into a southwesterly swell while a short distance out on Saturday night, and seas rolled over her decks, flooding her saloon, galley and staterooms and slightly damaging her cargo.

Captain J. T. Davidson, quartermaster, commanding the ship, said last night to a Tribune reporter who boarded the vessel soon after she dropped anchor about a mile south of the Statue of Liberty, that she would probably be able to start on her voyage again in a few days.

"The cargo will be lightened," he said. "Rubber strips will also be put around the cargo portholes, and everything will be made shipshape before the vessel sails."

The Ingalls has only six feet of freeboard, and is next to the smallest of the transports. The smallest in service now is said to be the Wright, which was formerly the Bay State.

The Ingalls left Pier 15, at Montague-st., Brooklyn, at 4 o'clock on Saturday afternoon. She had nineteen passengers and a crew of seventy-three. Her cargo was about 120 tons. Her passengers were four physicians, fourteen male school teachers and the wife of Dr. Bennett, an army surgeon.

The vessel has three decks. Two-thirds of her main deck is unprotected by bulwark. In her upper deck superstructure her officers are quartered. On the main deck is a saloon, galley and a number of staterooms. At 9 o'clock on Saturday night, when the ship was a short distance down the coast, water began to enter through the cargo portholes. About thirty bags of flour were damaged. At times the seas washed the entire main deck, and for a while the ship met a beam sea. More than once the water washed over the coamings of the saloon doors, and sometimes there were four or five inches of water in the saloon galley and staterooms. Men were put to work bailing out these places on the main deck. When about ninety miles east-southeast of Sandy Hook Captain Davidson decided to return to port to have the ship repaired.

Some fear was expressed last night that as the Ingalls had had some trouble in a southwesterly swell she might probably be at the mercy of the waves in a severe storm. With the sailing of the Ingalls from this port on Saturday afternoon the United States transport service from Brooklyn came to an end.

The Ingalls is a propeller boat. She is of 1,047 tons gross, 691 tons net, 240 feet long, and her beam is 33.1 feet. She was built at Newcastle, England, in 1894. She was formerly the British steamship Clearwater, and was bought by this country at the time of the Spanish-American War.

The Ingalls recently turned turtle while being repaired in a Brooklyn drydock, and two men lost their lives in the accident.

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sunrise 5:06 | Sunset 7:03 | Moon rises a m 3:22 | Moon's age 5

HIGH WATER.

A M.—Sandy Hook 5:49 | Gov. Island 6:21 | Hell Gate 8:10
P M.—Sandy Hook 5:58 | Gov. Island 6:30 | Hell Gate 8:19

INCOMING STEAMERS.

TO-DAY.

Vessel.	From.	Line.
Hubert	Para, July 29	Lamport & Holt
Menominee	London, August 1	Atlan-Transport
Acara	Gibraltar, July 28	
El Monte	New-Orleans, August 5	Morgan
Cevic	Liverpool, August 2	White Star
Anchoria	Glasgow, August 1	Anchor
Zulia	Curacao, August 5	Red D
Louisiana	New-Orleans, August 7	Cromwell
Rio Grande	Brunswick, August 8	

TUESDAY, AUGUST 13.

Friedrich der Grosse	Bremen, August 3	N G Lloyd
Oranje Nassau	Port-au-Prince, August 7	
Finance	Colon, August 6	Panama
Concho	Galveston, August 7	Mallory
El Dorado	New-Orleans, August 8	Morgan
Pretoria	St Croix, August 8	Hamb-Am
Zeeland	Antwerp, August 3	

WEDNESDAY, AUGUST 14.

Oceanic	Liverpool, August 7	White Star
Lahn	Bremen, August 6	N G Lloyd
Crathorne	Shields, July 31	
Algonquin	Jacksonville, August 11	Clyde

Amusements.

KNICKERBOCKER. Ev'gs, 8.15. Sat. Mat., 2.15. AL. HAYMAN & CO. Proprietors. Francis Wilson & Co. of 100. LAST 3 WEEKS IN GEO. W. LEDERER'S Direction Nixon & Zimmerman. "THE STROLLERS."

"PARADISE" GARDENS. Every Evg. 8:15 to 12. Glass Enclosure. Fully Protected. Sunday Night—Vaudeville Concert. On the Combined Roofs of the Victoria & Republic Theas.

ST. NICHOLAS GARDEN 66th St. and Columbus Ave. KALTENBORN ORCHESTRAL CONCERTS. Every night, 8:15. Adm. 50c. To-night, Request. COOLED BY ICE MACHINERY.

PASTOR'S CONTINUOUS SHOW. 20 and 30 Cents. TONY PASTOR SINGS TO-NIGHT.

EDEN MUSEE. WORLD IN WAX. New Orchestra. CINEMATOGRAPH. SPECIAL ATTRACTIONS TO-DAY.

CASINO B'way and 39th St. Eve., 8.15. Mat. Wed. & Sat., 2.15. FLORODORA

CHERRY BLOSSOM GROVE, ATOP N. Y. THEATRE. EVERY NIGHT at 8:30. Crystal Covered, performance rain or shine. AMERICAN and EUROPEAN NOVELTIES

KEITH'S B'way and 14th St. 30 BIG ACTS 30. Best Show in Town. Best Seats 50c.

MANHATTAN BEACH TO-DAY. AT 3:30 AND 8 P. M. SOUSA AND HIS BAND. CHINA & PAIN'S FIREWORKS. CASTLE SQ. OPERA CO. NEXT MONDAY. PINAFORE Evs. at 9. Mat. Sat. at 4. JEFFERSON DE ANGELIS. A ROYAL ROGUE.

OUTGOING STEAMERS.

TO-DAY.

Vessel.	For.	Line.	Mails close.	Vessel sails.
Niagara	Tampico	Ward	12:00 m	3:00 p m
Nubia	Stettin	Baltic		
Hylas	Argentina		1:00 p m	3:00 p m
Hamilton	Norfolk, Old Dominion		—	3:00 p m

TUESDAY, AUGUST 13.

Celtic	Liverpool	White Star	—	5:00 p m
Kaiserin Maria Theresia	Bremen	N G Lloyd	6:30 a m	10:00 a m
Allianca	Colon	Cromwell	9:30 a m	1:00 p m
British Prince	North Brazil		12:30 p m	3:00 p m
New-York	San Domingo		12:30 p m	3:00 p m
Arapahoe	Charleston	Clyde	—	3:00 p m
El Paso	New-Orleans	Morgan	—	3:00 p m
Jefferson	Norfolk, Old Dominion		—	3:00 p m

WEDNESDAY, AUGUST 14.

Majestic	Liverpool	White Star	8:30 a m	12:00 m
St Louis	Southampton	American	6:30 a m	10:00 a m
Kensington	Antwerp	Red Star	10:00 a m	12:00 m
Tartar Prince	Azores	Prince	12:00 m	3:00 p m
Monterey	Havana	Ward	12:00 m	3:00 p m
Alamo	Galveston	Mallory	—	3:00 p m
Mac	Pensacola	Atlantic & Gulf	—	3:00 p m
Jamestown	Norfolk, Old Dominion		—	3:00 p m
Antilla	Nassau, Bahama		12:00 m	3:00 p m
Grenada	Grenada, Trinidad		10:00 a m	12:00 m
Lauenburg	Inagua		9:30 a m	12:00 m

SHIPPING NEWS.

PORT OF NEW-YORK, SUNDAY, AUGUST 11, 1901.

ARRIVED.

Steamer Menominee (Br), Lucas, London August 1, with mdse and 52 cabin passengers to the Atlantic Transport Company. Arrived at the Bar at 8 p m.

Steamer Delaware (Br), Davis, Liverpool July 30, in ballast to Philip Rupprecht. Arrived at the Bar at 6 p m.

Steamer Potsdam (Dutch), Potjer, Rotterdam August 1 and Boulogne 2, with mdse, 296 cabin and 567 steerage passengers to the Holland-America Line. Arrived at the Bar at 3:15 a m.

Steamer La Bretagne (Fr), Alix, Havre August 3, with mdse, 149 cabin and 459 steerage passengers to the Compagnie Generale Transatlantique. Arrived at the Bar at 6:30 a m.

Steamer San Juan, Sampson, Aguadilla July 31, Arecibo August 1, and San Juan, P. R., 5, with mdse and 30 cabin passengers to the New-York and Porto Rico Ss Co. Arrived at the Bar at 9:40 p m, 10th.

Steamer Kansas City, Fisher, Savannah August 9, with mdse and passengers to the Ocean Ss Co.

Steamer Hamilton, Boaz, Newport News and Norfolk, with mdse and passengers to the Old Dominion Ss Co.

Steamer Goldsboro, French, Philadelphia, with mdse to William P Clyde & Co.

Sandy Hook, N J, Aug 11, 9:30 p m—Wind southwest, light breeze; clear.

SAILED.

Steamers Montserrat (Span), for Havana and Vera Cruz; Benedict (Br), Galveston; British Prince (Br), Antwerp; Afridi (Br), Hull; Hermiston (Br), Shanghai; Vera (Nor), Tilt Cove, N F.

THE MOVEMENTS OF STEAMSHIPS.

FOREIGN PORTS.

Beachy Head, Aug 11—Passed, steamer Martello (Br), Jenkins, Hull for New-York.

Kinsale, Aug 11—Passed, steamer Handel (Br), Partridge, New-York for Manchester.

Liverpool, Aug 10—Arrived, steamer Etruria (Br), McKay, New-York via Queenstown.

Dungeness, Aug 11—Passed, steamer Grosser Kurfurst (Ger), Reimkasten, Bremen for Southampton and New-York.

London, Aug 10—Sailed, steamer Minnehaha (Br), Robinson, New-York.

Queenstown, Aug 11, 9:50 a m—Sailed, steamer Lucania (Br), McKay, from Liverpool for New-York.

Hiogo, Aug 10—Arrived, steamer