COL. ASTOR A DEFENDANT

HE AND OTHERS CONNECTED WITH THE ELECTRIC VEHICLE COMPANY SUED.

Trenton, N. J., Sept. 3.—John Jacob Astor, Martin Maloney, of Philadelphia; George H. Day and other directors of the Electric Vehicle Company, which operates electric carriages in New-York City, are defendants in two suits instituted in the Court of Chancery by Richard Siegman, of New-York, and other stockholders of the concern.

It is alleged that the company has paid out about $500,000 in unearned dividends, while in reality the directors have wasted or lost the entire $5,000,000 received in cash for the capital stock from time to time, and have, in addition, been compelled to raise $1,500,000 by mortgage to prevent a complete suspension of business. It is sought to hold the directors responsible for the alleged illegally paid dividends and to compel an accounting of the funds of the company.

The Electric Vehicle Company was incorporated September 29, 1897, with an authorized capital stock of $10,000,000. At the stockholders' meeting on September 17, 1900, the following directors were elected: John Jacob Astor, Martin Maloney, Albert A. Pope, Isaac L. Rice, George W. Day, Thomas Regan, Daniel H. Shea, Herbert Lloyd, Robert McA. Lloyd, Philip T. Dodge and Arthur Phillips. Mr. Astor resigned last December, and George Chapman was elected in his place, it being claimed by the complainant that Mr. Chapman is an employe of Mr. Astor and represents his interests. Subsequently Mr. Phillips and Robert McA. Lloyd resigned, and the number of directors was increased by one by the election of A. L. Riker, F. C. Stevens and H. M. Byllesby.

On October 1, 1897, the vehicle company issued 2,500 shares of preferred stock, receiving $250,000 in cash, and on the same day 600 more shares of preferred stock, and the remainder of its 50,000 shares of common stock were issued, for which it received the entire capital stock of the Electric Carriage and Wagon Company, together with a plant and about twenty-five electric vehicles. Thereupon, it is averred, the vehicle company began to do business in New-York, expending its entire cash capital, its business at that time consisting in handling and renting many electric cabs.

In February, 1899, according to the bill, the company issued 7,500 shares of preferred stock, receiving $750,000 in cash. Two months later a dividend of 8 per cent was declared on the 10,600 shares of preferred stock and a dividend of 2 per cent on the 50,000 shares of common stock, making a total of $184,000 paid to the stockholders. It is alleged that on April 26, 1899, the capital stock of the company was increased by 20,000 shares of common stock, issued to the storage battery company, in consideration of a pretended agreement, and on May 16 following the vehicle company issued 19,400 shares of its preferred stock to the storage battery company, receiving $1,940,000, and 20,000 shares of preferred stock, to a syndicate headed by Daniel H. Shea, for which it received $2,000,000. On June 30, 1899, September 3, 1899, and December 30, 1899, dividends of 2 per cent were declared on the 70,000 shares of common stock, $140,000 being paid the stockholders on each date, according to the allegations of the bill.

On April 15, 1900, a 2 per cent dividend was declared on the preferred stock, and $100,000 was paid the holders of this stock. The bill says that the directors declared that the dividends were paid out of net earnings and profits of the company, but denies that the company at any time made sufficient profits to pay any dividends at all.

It is further alleged that the business has been operated at a great loss. Early in 1899, it is alleged, the company purchased the plant of Siemens & Halske, of Chicago, for $1,000,000. They are alleged to have incurred losses of $1,000,000 in running this, and to have sold it at a great loss. It is charged that while the company has received in actual cash $5,000,000, this sum has been entirely lost, and that to prevent a complete suspension of business it was compelled last April to borrow $1,500,000, issuing bonds aggregating $1,675,000 and mortgaging all its property.

The complainant says he has not applied to the directors for relief, believing it would be a mere waste of time on account of their interest in declaring the dividends and their control of the company's stock. He says that of the total issue of $18,800,000 of stock, over $6,300,000 is owned by the storage battery company, five of whose directors are directors of the vehicle company. Two million dollars stand in the name of Daniel H. Shea, and are owned by the syndicate of storage battery stockholders represented by him; nearly $3,000,000 are owned by Martin Maloney; over $750,000 are owned by John Jacob Astor; over $150,000 are owned by Isaac L. Rice, and over $2,000,000 are owned by Albert A. Pope.

Mr. Siegman says that he was driven to make his inquiries concerning the company's affairs by the great decline in the price of the stock, which was quoted at $10 a share for preferred and $5 for common at the time the bill was drawn.

SOUND STEAMER ROBBED.

THIEVES CARRY OFF $1,500 OF HOLIDAY RECEIPTS.

Norwich, Conn., Sept. 3.—Thieves last night boarded the Sound steamer Block Island at her slip in this city, and secured booty in the shape of cash to the amount of $1,500. The robbery was discovered this morning, and the police were at once informed. The Block Island, which is owned by the New-London Steamboat Company, plies between Norwich and Block Island. Last evening at 6 o'clock she was made fast for the night in her regular slip. On board was the regular night watchman. Early this morning the purser discovered that the office had been entered in the night. A strong box, containing the proceeds of the large holiday business, about $1,500, had been forced open and the cash removed. The police are at work on the robbery. There is said to be no clew.

Lipton and the Cup.

EVERY ONE ADMIRES SIR THOMAS LIPTON AND HIS SPORTSMANLIKE EFFORTS TO SECURE THE AMERICA'S CUP.

The New-York Tribune's Yacht Race Extra,

which is now being prepared for publication, will have an excellent picture of Sir Thomas and his beautiful boat, Shamrock II.

It will also contain a full history of the America's Cup races from the time of the first contest for this celebrated trophy.

This will be the latest and most complete Yacht Race Book, publication having been purposely delayed to enable the editors to include all interesting events up to the eve of the 1901 Races.

The handsome letterpress will be embellished with beautiful half-tone engravings, together with the Ensigns of the various local Yacht Clubs printed in colors, the whole to be contained in a beautifully illustrated colored cover. This will make an attractive souvenir of the races, and every visitor will need one. Those who cannot attend the races will need it still more.

It will be for sale at all newsdealers' early in September, or sent to any address, postpaid, for

TWENTY-FIVE CENTS.

ORDER IT IN ADVANCE.

ADDRESS

YACHT RACE EXTRA,
THE NEW-YORK TRIBUNE.

DEATH OF S. HOWLAND ROBBINS.

THE FORMER FIRE COMMISSIONER PASSES AWAY THIS MORNING IN THE PRESBYTERIAN HOSPITAL.

S. Howland Robbins, former Fire Commissioner under Mayors Grant and Gilroy, died at 1:45 o'clock this morning in the Presbyterian Hospital, where he had been for some time. Mr. Robbins had a complication of diseases and had been ill for months. He was recently taken to the hospital, where he sank rapidly. His death had been expected hourly for the last two or three days.

Last evening it was said his condition was critical, although unchanged. He was conscious up to midnight. At that hour his strength failed rapidly. He lost consciousness, and at 1:45 a. m. he died. There were none of his friends or family at the bedside at the time of his death. At the hospital it was said no one was in the room, his nurse having gone to another room to get a restorative.

Mr. Robbins was sixty years old and was born in this city. He was the youngest son of the late banker George S. Robbins. He married early in life and lived abroad for some years. On taking up his residence in this country he became a member of a number of clubs.

Mr. Robbins always took a keen interest in sports. He was a polo player, a pigeon shot, a racing man and an expert at the whist table. In recent years he was a golf enthusiast and was often seen on the Lenox links.

In May, 1888, he was appointed Fire Commissioner by Mayor Grant and was elected president of the commission and retired the same year. He was reappointed by Mayor Gilroy in 1894.

Mr. Robbins was a veteran of the Civil War and served on General Butterfield's staff. He was well known in club life in Chicago and this city as a member of the Metropolitan, Union, Manhattan and Jockey clubs. His home in this city was at No. 20 East Twenty-seventh-st., and he had a country place at Lenox.

SIXTY-NINTH BOYS RETURN.

DENY REPORTS OF ROWDYISM AT NEW-HAVEN—GOT FOOTSORE IN BOSTON.

Five hundred members of the 69th Regiment, who went to Boston on Saturday night as guests of the 9th Massachusetts, arrived home yesterday morning. They were in command of Colonel Edward Duffy. The men got little sleep on the trip, and were so thoroughly exhausted when they reached here that most of them immediately sought their rooms for rest. Half a dozen of them were at the armory last night. They were unanimous in their denunciation of the reports of rowdyism among the soldiers at New-Haven.

A dispatch from New-Haven, printed in the afternoon, declared that the regiment made a concerted assault on the railroad restaurant there, carrying off pitchers, spoons, glasses and napkins as souvenirs. The men said last night that nearly two hundred of the militia boys went to the restaurant, where there were only two waiters to serve them. They arrived at 10:25 on a special train and remained only fifteen minutes. There was a rush for the restaurant at once, and the two waiters and one barkeeper were swamped. The men swarmed up to the counter, eight deep, and took what they could find, paying in half dollars and dollar bills without waiting for change. Some of the men, after being served, were brushed aside and had no opportunity to pay, but they say the restaurateur lost nothing by this. The crowd was orderly, if clamorous. Several men who went up Meadow-st. to the nearest saloon were late in getting back and two lost the train.

Both regiments attended mass in the Cathedral in Boston on Sunday morning, and filled the church to the doors. On Monday morning the 9th took the 69th on an excursion around Boston Harbor. When the boat returned to the dock the boys were anxious to get ashore and crowded the rail of the boat until it collapsed. One of the 9th was pushed overboard. He was unable to swim, and would have drowned had not one of the 69th jumped overboard and rescued him. The rescuer was the hero of the regiment for the rest of the trip. At 12 o'clock both regiments were grouped on the Custom House steps and had their photograph taken. In the evening five hundred men sat down to dinner in the basement of the 9th Regiment Armory.

At 2 o'clock the two regiments paraded through Boston streets, and at 4:30 o'clock camped on the Common, where they were reviewed by Archbishop Williams. The men say that the Boston streets are nearly all paved with cobblestones, and the marching was extremely fatiguing. The 9th Regiment led the parade, and apparently picked out the roughest streets. Whether or not this was a practical joke, the 69th men are not prepared to say, but certain it is that sore feet and legs will be an unpleasant reminder of the march for some time to come. The Boston men wore aluminum badges, attached to green ribbons, emblematic of the Irish composition of the New-York organization, bearing the words, "Welcome, 69th, September 2 and 3, 1901."

While in Boston the men slept in the drillroom of the 9th Regiment Armory on improvised beds of ticking. They arrived in Boston at 4 o'clock Sunday morning and immediately retired. It was a difficult task to arouse them in the morning. One man seemed to be in a trance, and all manner of noises failed to awaken him. Even when the fife and drum corps struck up a march, creating a terrible din, which echoed and re-echoed through the room, he slept peacefully on. Finally he was carried outdoors, and the fresh air roused him. He said he lived near the elevated railroad and was accustomed to noise at night.

RAILROAD INTERESTS.

PENNSYLVANIA METHODS ON B. AND O.

TWENTY CLERKS DROPPED BECAUSE OF NEW SYSTEM AT MOUNT CLARE SHOPS.

[BY TELEGRAPH TO THE TRIBUNE.]

Baltimore, Sept. 3.—As a result of the adoption of a new system of keeping records and doing other clerical work in line with the methods of the Pennsylvania Railroad Company, twenty clerks have just been dropped at the office of the Mount Clare works of the Baltimore and Ohio Railroad. The force is being reorganized, and it is believed that the work can be done more satisfactorily by a smaller force of clerks. Several of those dismissed who are married men will, it is said, obtain employment in some other department. The action taken at the Mount Clare works has increased the anxiety felt by the large force of clerks employed at the Baltimore and Ohio central offices in this city. Although they have received no intimation of changes, they fear that under the practical combination of the two railroad systems there may be further reductions in the clerical force.

A SENSATIONAL RATE WAR.

FIGHT IN MICHIGAN LOWERS $15 FARE TO 25 CENTS.

Toledo, Ohio, Sept. 3.—The rate war between the Pere Marquette and Ann Arbor railroads developed another sensational phase to-day, when the Ann Arbor, which had advertised a $2 excursion from here to Frankfort, Mich., cut the figure to 25 cents. The Pere Marquette asked $5 for return tickets, and did not meet the Ann Arbor's cut to-day. The regular rate to Frankfort and return is about $15.

CHANGES ON LOUISVILLE AND NASHVILLE.

Nashville, Tenn., Sept. 3 (Special).—T. E. Brooks, formerly assistant superintendent of the second division of the Nashville, Florence and Sheffield and the Nashville and Decatur divisions of the Louisville and Nashville Railroad, has been appointed superintendent to succeed Major Geddes, whose appointment as an assistant general manager of the Louisville and Nashville Railroad was announced last night. Mr. Brooks has been in the employ of the Louisville and Nashville Railroad for twenty years.

CAUSE OF DENVER AND RIO GRANDE RISE.

Denver and Rio Grande was the feature yesterday in the stock market, the common gaining 5 points and the preferred 3⅝ points, although the market as a whole showed a decline. The Missouri Pacific Railway Company early in the current year acquired a large interest in the road, and the advance yesterday was accompanied by rumors of an intention to effect a closer union of the two companies.

DINNER FOR A NEW PRESIDENT.

Arthur L. Meyer, who was recently elected to the presidency of the South Shore Railway of Canada, was the chief guest at a dinner given by his friends at the Elberon Hotel, Elberon, N. J., on Labor Day, when a large solid silver loving cup was given him.

CHANGES IN A CANADIAN CABINET.

Victoria, B. C., Sept. 3.—J. H. Turner to-day resigned as Minister of Finance, and was appointed Agent-General in London. J. T. Prentice, Provincial Secretary, was appointed Minister of Finance, and J. C. Brown, of New-Westminster, was appointed Provincial Secretary, and sworn in this afternoon. Richard McBride, Minister of Mines, resigned to-day.

MORE MEN PUT AT WORK.

STEEL MANUFACTURERS MAKE FURTHER GAINS.

STRIKE LEADERS, HOWEVER, STILL PROFESS TO BE CONFIDENT OF VICTORY.

Pittsburg, Sept. 3.—Developments to-day in the steel strike show decided gains for the manufacturers. The accession of thirty-two skilled men to the Star plant, the increased production at the Painter and the Lindsay & McCutcheon mills, the defection from the strikers' ranks of seventy-five machinists and pipe cutters at the Continental Tube Works and fifty at the Pennsylvania Tube Works, the importation of twelve men to the Monessen steel hoop mill and the installation of three mills on night turn at the Clark mill all point to an early resumption all along the line, as viewed by the steel officials.

The Amalgamated officials, however, declare that everything is proceeding satisfactorily, and say that much of the supposed advantage of the manufacturers is a bluff and cannot be made good. As an instance they cite the Lindsay & McCutcheon plant, where the company claims to have as many men at work as can be accommodated and to be turning out merchantable product. The Amalgamated people say that James Hurley, vice-president of the first district, visited the Lindsay & McCutcheon mill to-day in the guise of a roller seeking work. He inspected the mill and according to his report there are thirty men at work, six of whom are skilled. The strikers also say that at the Monessen plant the product turned out last week amounted to 250,900 pounds, whereas before the strike the daily output was 100,000 pounds.

Affairs at McKeesport to-night are quiet, and to all appearances unchanged. Strikers point to the fact that the machinists who were persuaded yesterday to leave the National Tube Works did not go in to-day, as a victory for them. The much talked of start of the Demmler plant is still being discussed, and the attempt to start is now scheduled for the latter part of the week. The managers say that the only thing holding them back is adequate protection for the workers, a full complement being ready to go in. Mayor Black is still withholding his final answer to the request for police protection.

It was reported this afternoon that the strikers at Duquesne intend to make another effort to close that plant by getting the open hearth men out, but nothing definite on the subject can be learned.

At Wheeling the strikers are holding their own, and there is no indication of an attempt to start any of the plants that are closed.

Wellsville reports no change.

The report from Canal Dover is to the effect that, although the manager promised yesterday that four mills would be fired up this morning, only one mill, a small 34-inch sheet mill, was fired. The strikers say this was caused by the desertion of nine of the non-union men who returned to Vandergrift, from which place they came last Sunday. The manager would make no statement except to deny that there were any desertions, and to say that the situation was unchanged.

Amalgamated leaders in Pittsburg do not believe there will be any investigation of the charges made by Mr. Hickey, at Milwaukee. Secretary Williams said to-day that if a committee should come here for the purpose it would not be received by the Amalgamated officials.

President Shaffer, it is said, to-day received many indorsements of his course and encouragement to remain firm. The president himself is confident, and professes to be entirely satisfied with the progress of the strike.

The tin mill workers of Sharon to-day forwarded to Amalgamated headquarters $800 for the strike fund, and they expect that $1,100 more will be raised by individual subscriptions.

President Shaffer was late in reaching his office this morning, and was a very tired man after the parade and speechmaking of yesterday. Referring to the statement attributed to J. D. Hickey, of Milwaukee, that Mr. Morgan had offered in consideration of acceptance of the terms proposed for this year that in two years all the mills would be included in the wage agreement, Mr. Shaffer said:

When Mr. Hickey was here he told me of several supposed statements that he was credited with, and said they were untrue, as no doubt this one is. If he made the statement, however, it referred to the executive board, and not to me alone. That is all I can say concerning it.

Mr. Shaffer said further that he had heard nothing from the West, and that there was no change in the situation, which continued to be satisfactory to them.

MAYOR BLACK'S PROCLAMATION.

TELLS STRIKERS THAT VIOLENCE WILL BE THE SIGNAL FOR GOVERNMENT BY INJUNCTION.

Pittsburg, Sept. 3.—Mayor Black to-night issued a proclamation to "the workmen of McKeesport." He says:

The eyes of the country are on McKeesport. I have maintained all along that there would be no disorder, and still have confidence in the workingmen. Use no undue zeal in keeping men out of the Demmler mill, for I have heard it will be started this week. The venal Eastern press has exaggerated and distorted every trifling occurrence here into riot, and injured the town. Any violence would be the signal for application of the infamous principle of government by injunction, and would divorce the support of loyal laboring men outside of the Amalgamated Association. Violence never won a strike. No right can be gained by lawbreaking. I feel no uneasiness, but issue this proclamation to keep you cool headed. Use all caution possible to preserve order, that the hotheaded element, if there be one, may be easily controlled.

With the sanction of President Shaffer.

UPHOLSTERERS MAY STRIKE TO-DAY.

A general demand has been made by the Upholsterers' Union for the eight hour work day, to go into effect to-day, and strikes are to be ordered in all cases where the demand is refused. There are two thousand members in the union, which has jurisdiction throughout the greater New-York, and the demand has been indorsed by the Central Federated Union. The employers were informed of the demand several months ago, and since then some of them have promised to grant the eight hour work day. A large number of the employers are still to be heard from.

CAR REPAIRERS' STRIKE FAILS.

Wilkesbarre, Penn., Sept. 3.—After being out on strike for nearly four months the four hundred car repairers in the Ashley shops of the Central Railroad of New-Jersey reported for work to-day. All will not be taken back, as a number of new men have been employed.

WAR COLLEGE AT WASHINGTON BARRACKS

Washington, Sept. 3.—General Gillespie, chief of engineers and Acting Secretary of War, to-day signed an order preliminary to the establishment of the Army War College at the Washington Barracks. This order transfers the Engineer School, together with the battalion of engineers now at Willetts Point, N. Y., to Washington Barracks, this city. Fort Totten, at Willetts Point, hereafter will be maintained exclusively as an artillery post. The transfer to Washington will take place as soon as necessary repairs and changes can be made in the quarters here. General Gillespie thinks that the Engineer School will be in operation at the barracks before December 1.

SECRETARY WILSON BACK FROM THE WEST

Washington, Sept. 3.—Secretary Wilson has returned from a trip through the West, and was at his desk to-day.

THE FIRE RECORD YESTERDAY.

12:40 a. m.—No. 35 Amsterdam-ave.; John Wolf; $250.
3:45 a. m.—No. 100 Rivington-st.; Harris Silverman; slight.
6:30 a. m.—No. 94 Park Row; Railroad Sign Company; slight.
7:35 a. m.—No. 16 Pell-st.; Hong Far Low Company; $7,500.
9:45 a. m.—No. 829 Sixth-ave.; owner unknown; slight.
11:45 a. m.—No. 371 West Twenty-seventh-st.; owner unknown; slight.
12:10 p. m.—No. 150 Fifth-ave.; William A. Pond; $200.
5:10 p. m.—No. 246 East Twenty-third-st.; Peter Fish; $25.
7:00 p. m.—No. 18 Bedford-st.; Angelo Lucci; $25.
7:45 p. m.—No. 477 Washington-st.; George Kidney; slight.

FLINT'S FINE FURNITURE

GUESTS OF THE METROPOLIS

will find our warerooms an education in the historic beauty of centuries. With the skill of a magician we have evoked most delightful resting places.

Our Louis XVI reception corner is so fascinating that one almost expects to be welcomed by a painted and powdered court beauty. Our East Indian nook—a wonderful bit of mystical carving—the divans and cushions covered with subdued old rugs.

Our Chippendale tea-corner has the old English "hob" fire-place and comfortable corner seats—the panelling above set with Rembrandt etchings—odd tea-tables, chairs and muffin stands complete a most fascinating nook.

The Venetian-Gothic tea-corner is in direct contrast—light and airy, from the soft Venetian sky-blue of the woodwork to the chandeliers and bric-a-brac of filmy glass.

Come in and see what a bright welcome they will give you—rest awhile, and learn what economy it is to

"BUY OF THE MAKER"

GEO. C. FLINT CO.

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

FACTORY: 154 AND 156 WEST 19TH STREET.

HOME NEWS.

PROMINENT ARRIVALS AT THE HOTELS.

ALBEMARLE—Commander J. M. Hemphill, U. S. N.; R. G. Erwin, of Hartford, and F. P. Fish, of Boston. ASTOR—Commander B. H. Kidder, U. S. N. FIFTH AVENUE—Ex-Governor John T. Richards of Maine and General George S. Batchellor, of Saratoga. GRAND—Judge D. MacMillan, of Canada. HOLLAND—The Rev. Dr. T. De Witt Talmage, of Washington. IMPERIAL—C. M. Thayer, of Worcester, Mass. MANHATTAN—C. H. Duell, ex-Commissioner of United States Patents, of Syracuse, and Interstate Commerce Commissioner Martin A. Knapp, of Washington. PARK AVENUE—Captain George W. Burr, U. S. A. WALDORF—Horace G. Burt, president of the Union Pacific Railway, of Omaha, and ex-Congressman James Kerr, of Pennsylvania.

WHAT IS GOING ON TO-DAY.

Racing at Sheepshead Bay.
Meeting of Committee of One Hundred and Seven of Citizens Union, evening.
Address by Frank Moss before Citizens' Central League, No. 2,541 Webster-ave., evening.

NEW-YORK CITY.

Controller Coler is advertised to speak and "make some important statements" at a meeting of the Men's Social League of Bethesda Congregational Church, Ralph-ave. and Chauncey-st., Brooklyn, on Friday evening.

Randolph Guggenheimer, president of the Council, received a communication from Frederick Bowley, president of Queens Borough, yesterday, inclosing resolutions adopted by the local board of Queens Borough on August 23, in which it was decided that the proper name for the bridge from Manhattan to Queens would be the Blackwell's Island Bridge. Mr. Bowley asked Mr. Guggenheimer to urge the use of that name.

Controller Coler advertised in "The City Record" yesterday for bids for $3,000,000 3½ per cent corporate stock, the principal of which is to be used for one of the payments of the Rapid Transit tunnel. The bids will be opened at his office at 2 p. m. on September 16.

SARATOGA'S FLORAL FETE.

THRONGS ATTEND ON THE SECOND DAY OF THE EXHIBITION.

Saratoga, N. Y., Sept. 3 (Special).—The most superb weather favored this, the second day of the eighth annual fête given under the popular auspices of the Saratoga Floral Association, the president of which is Spencer Trask, of New-York City and Saratoga. All of the incoming trains have brought large numbers of merrymakers, who are enjoying to the fullest extent the autumn festival. Broadway and the lateral streets are even more crowded than they were at the height of the August racing rush.

This morning Franklin W. Smith, who to-day celebrated the seventy-fifth anniversary of his birth, gave a reception at the House of Pansa, the Pompeiian reproduction in South Broadway. Mr. Smith was the originator of the floral fête in Saratoga.

Broadway was again illuminated to-night with thousands upon thousands of lanterns that formed a net work with the stately elms. The principal fête attraction was the pyrotechnical display given at the picturesque Union-ave. running park of the Saratoga Racing Association, the use of which was tendered by William C. Whitney, president of the association.

ILL ON LAND ONCE HIS ANCESTORS'.

DESCENDANT OF THE KIPS IN BELLEVUE SEEN BY BROTHER WHO ASKED FOR PRIVILEGE ON ACCOUNT OF HIS LINEAGE.

A middle-aged man, not very well dressed, called on Night Deputy Superintendent Rickard at Bellevue Hospital last night and asked to be permitted to see his brother, Andrew Kip, a patient there. When told it was after visiting hours, he said:

"I feel that I have a kind of claim on Bellevue, and that you might grant me this favor in consideration of the claim. Our great-great-grandfather once owned all the land from Twenty-third-st. to Thirty-eighth-st. on the river front, and Bellevue Hospital stands on part of the land. The land was known as Kip's Bay, and the hospital is on what was the Kip's Bay farm."

Mr. Rickard said that he knew that that was true, and he let the man into his brother's ward.

Andrew Kip is fifty-six years old, and entered the hospital on Saturday, suffering from heart disease. He is improving. Though his ancestors owned land now worth millions, he is now a clerk on an ordinary salary. He gave his address as No. 369 William-st. There is no such number in William-st. in the city.

CHRISTIAN CONFERENCE AT SEA CLIFF.

Sea Cliff, Long Island, Sept. 3.—This was "brotherhood day" at the Christian Conference. The morning study service was conducted by the Rev. Thomas P. Strauss, of the Second Presbyterian Church, of New-York, the subject being the Book of Acts. At the morning meeting Henry T. Dickson, secretary of the Twenty-third-st. branch of the Young Men's Christian Association, spoke on special work among men. Miss Susie Serabji, of India, spoke on "Brotherhood in Contrast to Caste." At the afternoon session the Rev. J. G. Mannen, secretary of the Brotherhood of Andrew and Philip, spoke on the "Training of the Apostle of the New Century." The Rev. Dr. Madison C. Peters spoke on "The Fatherhood of God and the Brotherhood of Man." Alexander M. Hadden spoke for the local association of the Brotherhood of St. Andrew, of which he is secretary. George M. Dean, vice-president of the Association for Organized Work for Boys, spoke on "The City Boy and Plans for His Welfare." At the evening sessions addresses were made by Frank Harvey Fields and Mornay Williams.

BAD CONDITION OF ROCKAWAY BEACH.

Assistant Sanitary Superintendent Ovid L. Lusk, of Queens Borough, has written a letter in which he calls the attention of the superintendent to the deplorable condition of many of the streets at Rockaway Beach. The portion criticised extends from Kneer-ave. to Rockaway Park. He says the sewers at the beach, with a few exceptions, were laid several years ago, when there was no appreciation of the additional capacity which they would be called upon to accommodate in the near future. In the small streets that have sewers the pipes are too small. The manholes are poorly constructed, and in Division-st. the sewer is broken in a number of places.

When there is an excessively high tide the contents of the sewers are forced out in the street. The surface of the roadways where there is no beach sand is usually covered with an inch or two of mud.

WOMAN WHO CARRIED REVOLVER FREE.

Mrs. Mildred Hunt, who was arrested on Sunday night on a charge of carrying a revolver after she had been taken to the West Sixty-eighth-st. station by Dr. Denwood Newbury, of No. 105 West Sixty-fourth-st., who said she had threatened to shoot him, was discharged in the West Side police court yesterday.

"She had the revolver in her hand," said the complaining officer.

"Then the weapon was not concealed?" said Magistrate Hogan.

"No," replied the policeman.

"Discharged," declared the magistrate.

Dr. Newbury was not in court.

School shoes—high school in quality, down to kindergarten in size.

2000 pairs all told. Half, from our own counters; half, the season's accumulation of samples from our own manufacturers.

Sizes 2½ to 6, boys', were $2 to $3.50; now $1.50.

Sizes 8 to 2, with heel and spring heel, were $1.75 to $2.75; now $1.

Cheap shoe schooling that!

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.

We fill orders by mail.

Announcements.

E. & W. Tiona. E. & W.
A New Collar.

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sunrise 5:30 | Sunset 6:28 | Moon rises pm 10:16 | Moon's age 21

HIGH WATER.

A.M.—Sandy Hook	——	Gov Island	——
P.M.—Sandy Hook	11:42	Gov Island	12:14
Hell Gate	——		
Hell Gate	2:03		

INCOMING STEAMERS.

TO-DAY.

Vessel.	From.	Line.
Powhatan	Gibraltar, August 18	N Y & Mediter
Hildur	Curacoa, August 19	Red D
State of Nebraska	Glasgow, August 24	Allan State
Pontiac	Gibraltar, August 20	N Y & Mediter
Majestic	Liverpool, August 28	White Star
K M Theresia	Bremen, August 27	N G Lloyd
Barbarossa	Bremen, August 24	N G Lloyd
Briardale	Huelva, August 21	——
Algonquin	Jacksonville, September 1	Clyde

THURSDAY, SEPTEMBER 5.

Colorado	Hull, August 24	Wilson
El Norte	New-Orleans, August 31	Morgan
Princess Anne	Norfolk, September 4	Old Dominion

FRIDAY, SEPTEMBER 6.

Auguste Victoria	Hamburg, August 29	Hamb-Am
Dunstan	Para, August 25	Lamport & Holt
Jamestown	Norfolk, September 5	Old Dominion
Membland	St Lucia, August 31	——

OUTGOING STEAMERS.

TO-DAY.

Vessel.	For.	Line.	Mails close.	Vessel sails.
St Louis	Southampton, American		6:30 a m	10:00 a m
Germanic	Liverpool, White Star		8:30 a m	12:00 m
Southwark	Antwerp, Red Star		10:00 a m	12:00 m
Mongolian	Glasgow, Allan State		——	——
Esperanza	Havana, Ward		12:00 m	3:00 p m
Nueces	Galveston, Mallory		——	3:00 p m
Lauenburg	Inagua		9:30 a m	12:00 m

THURSDAY, SEPTEMBER 5.

Buffon	Brazil and Argentine, L & H.	10:30 a m	1:00 p m
Caribbee	Bermuda, Quebec	12:30 p m	3:00 p m
Cherokee	Dominican Republic, Clyde	12:30 p m	3:00 p m
Deutschland	Hamburg, Hamb-Am	6:30 a m	10:00 a m
Jefferson	Norfolk, Old Dominion	——	3:00 p m
La Champagne	Havre, French	7:00 a m	10:00 a m
Santiago de Cuba	Santiago, N Y & C.	12:00 m	3:00 p m

FRIDAY, SEPTEMBER 6.

Matanzas	Havana, Ward	12:00 m	3:00 p m
Algonquin	Charleston, Clyde	——	3:00 p m
Colorado	Brunswick, Mallory	——	3:00 p m
Princess Anne	Norfolk, Old Dominion	——	3:00 p m

SHIPPING NEWS.

PORT OF NEW-YORK—TUESDAY, SEPT. 3, 1901.

ARRIVED.

Steamer Vigsnaes (Nor), Johannesen, Banes August 28, with fruit to the United Fruit Co. Arrived at the Bar at 5:30 a m.

Steamer Hohenzollern (Ger), Cuppers, Genoa August 21, Naples 22 and Gibraltar 25, with mdse, 160 cabin and 328 steerage passengers to Oelrichs & Co. Arrived at the Bar at 2:05 p m.

Steamer Madiana (Br), Fraser, St Lucia August 19, Demerara 24, Barbados and Martinique 26, Dominica and Guadeloupe 27, Antigua and St Kitts 28, St Croix and St Thomas 29, with mdse and 86 passengers to A E Outerbridge & Co. Arrived at the Bar at 7:40 a m.

Steamer Andes (Ger), Porter, Fortune Island August 14, Cape Haytl 16, Gonaives 17, Port-au-Prince 18, Petit Goave 19, Jeremie 20, Aux Cayes 21, Jacmel 22, Santa Marta 28 and Fortune Island 30, with mdse and 4 passengers to Pim, Forwood & Kellock. Arrived at the Bar at 3:30 p m.

Steamer Trinidad (Br), Fraser, Bermuda August 31, with mdse and 133 cabin passengers to A E Outerbridge & Co. Arrived at the Bar at 2:30 a m.

Steamer Mexico, Stevens, Havana August 31, with mdse and 76 cabin passengers to James E Ward & Co. Arrived at the Bar at 9:30 a m.

Steamer Concho, Evans, Galveston August 28 and Key West 31, with mdse and passengers to C H Mallory & Co.

Steamer El Sud, Higgins, New-Orleans five days, with mdse to J T Van Sickle.

Steamer Mae, McDonald, Pensacola August 27, with mdse to A H Bull & Co.

Steamer Saginaw, Hale, Georgetown, S C, August 29 and Wilmington, N C, 31, with mdse and passengers to William P Clyde & Co.

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

Sandy Hook, N J, Sept. 3, 9:30 p m—Wind west, seven miles; clear.

SAILED.

Steamers Georgic (Br), for Liverpool; Servia (Br), Liverpool; Hohenzollern, Genoa, Naples and Gibraltar; Sicilia (Ital), Genoa, etc; Advance, Colon; Prins Willem (Dutch), Hayti, etc; City of Augusta, Savannah; Arapahoe, Charleston and Jacksonville; El Monte, New-Orleans; Gruffydd (Br), Norfolk; Jamestown, Norfolk and Newport News; Manna Hata, Baltimore; Benefactor, Philadelphia.

THE MOVEMENTS OF STEAMERS.

FOREIGN PORTS.

Prawle Point, Sept 3—Passed, steamer Maasdam (Dutch), Bakker, New-York for Rotterdam.

Lizard, Sept 3, 4:40 a m—Passed, steamers Manitou (Br), Cannons, New-York for London, Buffalo (Br), Loveridge, New-York for Hull.

Flushing, Aug 31—Sailed, steamer Washington (Ger), Dressler, New-York.

Plymouth, Sept 3, 8:40 a m—Sailed, steamer Pennsylvania (Ger), Spliedt, from Hamburg and Boulogne for New-York.

Cuxhaven, Sept 2—Arrived, steamer Geestemunde (Ger), Hetmenet, New-York.

Glasgow, Sept 3—Arrived, steamer Furnessia (Br), Young, New-York.

Rotterdam, Aug 31—Arrived, steamers Deutschland (Ger, tank), Schierhorst, New-York; Rotterdam (Dutch), Voege, New-York.

Bremen, Sept 3—Arrived, steamer Kaiser Wilhelm der Grosse (Ger), Hogemann, New-York via Cherbourg and Southampton.

Christiania, Aug 29—Sailed, steamer Norge (Dan), Gundell, New-York.

Huelva, Sept 1—Arrived, steamer Huelva (Br), Tweedie, New-York.

Christiansand, Aug 29—Sailed, steamer Arkansas (Dan), Petersen, New-York.

Dantzic, Aug 30—Sailed, steamer Standard (Ger), Schleemilch, New-York.

Stettin, Aug 29—Sailed, steamer Nassovia (Ger), Neppenschmidt, New-York.

Cherbourg, Sept 1, 10 p m—Sailed, steamer Koenigin Luise (Ger), Volger, from Bremen for New-York.

Sarges, Sept 1—Passed, steamer Peconic (Br), Mills, New-York for Venice, etc.

Gibraltar, Sept 1, 7 p m—Sailed, steamer Werra (Ger), Oesselmann, from Genoa and Naples for New-York.

Genoa, Aug 31—Arrived, steamer Duchessa di Genova (Ital), Carbone, New-York.

Genoa, Sept 2, 9 a m—Arrived, steamer Aller (Ger), Wilhelmi, New-York via Naples.

Naples, Sept 2—Arrived, steamer Calabria (Br), Bridges, New-York for Marseilles, etc.

Curacao, Sept 1—Arrived, steamer Maracaibo, Crockett, New-York via Porto Rico; 2d, sailed, steamer Zulia, Terrill, New-York.

Algiers, Aug 28—Sailed, steamers Betty (Aust), Blecich (from Trieste, etc), New-York; 30th, Lowther Castle (Br), Jackman (from Yokohama, etc), New-York.

Pernambuco, Sept 2—Arrived, steamer British Prince (Br), McDougall, New-York for Santos.

Rio Janeiro, Aug 24—Sailed, steamer Leargo (Br), Davies, New-York.

BOSTON WOOL MARKET.

Boston, Sept. 3.—The wool market here shows a quieter tone this week, as far as the taking of large lines is concerned, but the smaller operators are in evidence and have picked up considerable wool. There is yet a continued absence of speculative feeling. Territory wools continue to lead in the business transactions; strictly fine w