ROCK ISLAND PLAN OUT.

TWO NEW COMPANIES REQUIRED TO EFFECT REORGANIZATION.

AS A FINAL RESULT CONTROL CAN BE HELD BY A COMPARATIVELY SMALL AMOUNT OF PREFERRED STOCK.

The Rock Island readjustment plan, whereby it is proposed to inflate the capitalization of the company to nearly three times its present amount, was made public late yesterday afternoon. The plan, which, according to the official circular to the stockholders "has already been approved by the holders of a majority of this (the Chicago, Rock Island and Pacific Railway) company's capital stock, including the members of the board of directors," and which is "recommended to the stockholders as one which, in the judgment of the members of the board, it is to the interest of stockholders to accept," is in substance as follows: Two new corporations have been organized, the Chicago, Rock Island and Pacific Railroad Company (of Iowa), with authorized securities consisting of $125,000,000 stock and $75,000,000 4 per cent gold bonds maturing in 2002; and the Rock Island Company (of New-Jersey), with an authorized capital stock of $150,000,000, of which $54,000,000 is non-cumulative preferred stock and $96,000,000 is common stock.

The Rock Island company is to become the ultimate owner of the present railway company, through a rather complex interchange of the securities of the three corporations. The circular letter issued yesterday to the shareholders of the Chicago, Rock Island and Pacific Railway Company contains the terms on which the new Chicago, Rock Island and Pacific Railroad Company offers to purchase their stock, the proposition being to give in exchange for each share (par value $100) of the present stock $100 in the railroad company's 4 per cent gold bonds and $70 in preferred stock and $100 in common stock of the Rock Island company. But in order that the railroad company should be able to offer to the shareholders of the present company the stock of the Rock Island company in partial exchange for their holdings, it has been necessary to make an agreement whereby the Rock Island company purchases the $125,000,000 capital stock of the Iowa company (the Chicago, Rock Island and Pacific Railroad Company of Iowa), the consideration for the purchase being the delivery to the Iowa company of so much of the $150,000,000 stock of the Rock Island company as will be required for carrying out the terms of the offer—that is, $52,000,000 of the Rock Island company's $54,000,000 preferred stock and $75,000,000 of its common stock. The capital stock of the Rock Island company not required for the purposes of the offer is reserved for future issue for the acquisition of additional properties and other corporate purposes. The preferred stock of the Rock Island company is entitled to non-cumulative yearly dividends at the rate of 4 per cent for 1903 and for each year thereafter until and including 1909; at the rate of 5 per cent for 1910 and for each year thereafter until and including 1916, and at the rate of 6 per cent thereafter. The preferred stock is also preferred as to capital. The holders of the preferred stock are entitled to elect a majority of the directors, but such privilege may be surrendered with the consent of the holders of two-thirds in amount of the preferred stock. The amount of the preferred stock cannot be increased save with the consent of two-thirds of each class of stock.

The present company has $75,000,000 capital stock, all of one class, so that to hold absolute control requires the ownership of more than $37,500,000 par value, or the locking up of twice that amount of capital (as the stock is now selling around 200). By the device now proposed by the management, bonds which can probably be disposed of at nearly par are given, dollar for dollar in par value, in exchange for the present stock, and there are given with the bonds an equal amount in common stock and 70 per cent in preferred stock, the latter controlling the management. To secure that control the dominant interests will need to own only a trifle more than $26,250,000 (par value) of the new preferred stock, which undoubtedly will for some time to come rule far below 200.

The directors and officers of the new Rock Island Company are as follows:

Directors—R. R. Cable, Marshall Field, H. C. Frick, William H. Moore, J. H. Moore, D. G. Reid, W. B. Leeds, Ogden Mills, George S. Brewster, Anson R. Flower, F. L. Hine, George G. McMurtry and George T. Bogge.

Finance committee—W. H. Moore, chairman; Marshall Field, W. B. Leeds, D. G. Reid, J. H. Moore and F. L. Hine.

Officers—W. B. Leeds, president; D. G. Reid, secretary and treasurer, and George T. Boggs, assistant secretary and assistant treasurer.

The net income of the Chicago, Rock Island and Pacific Railway Company for the fiscal year ending March 31, 1902, was $11,079,969. Deducting $2,951,322, interest on the bonded debt, and about $900,000 for rentals, there remained applicable for dividends and for surplus account $7,220,941. Under the new plan 4 per cent interest on $75,000,000 new bonds must be paid, amounting to $3,000,000, and the 4 per cent dividend to which the $52,500,000 of the Rock Island Company's preferred stock will be entitled will take $2,100,000 more, leaving, if the net income for the current year shall be approximately the same as for the year ended March 31, about $2,000,000 applicable to surplus account, against $4,973,040 surplus for the last year of the Chicago, Rock Island and Pacific Railway Company, or else possibly to be applied to the payment of a dividend on the common stock. A statement was issued yesterday by a leading interest in Rock Island, setting forth the importance and the scope of the Rock Island system and its prospects of future development. This statement is in part as follows:

The Chicago, Rock Island and Pacific Railway in 1900 embraced 3,900 miles of tracks and trackage, and was a through line only from Chicago to Denver and from Chicago to Kansas City, and a local proposition southwest from Kansas City as far as Texas. By combination with the Burlington, Cedar Rapids and Northern Railroad, the Rock Island and Peoria, the Choctaw, Oklahoma and Gulf, building an extension to El Paso, a line between Kansas City and St. Louis, a connection between Fort Worth and Galveston in Texas, it has to-day 7,600 miles of railroad in operation, and an additional 1,000 miles in course of construction, making a total mileage, when completed, of 8,600 miles.

It has every variety of product from the Gulf to the praries of Dakota—timber, coal, cotton, spring wheat, winter wheat, corn, stock and cattle from the ranges.

It extends from the parallel through St. Paul and South Dakota, south to the Gulf of Mexico. It is a north and south road from St. Paul to the Gulf—1,000 miles wide. It is a trunk line from Chicago to the Colorado gateways at Denver and Pueblo. It is a trunk line from St. Louis through Kansas City to the same points in Colorado. It is a trunk line from Chicago, southwest through Kansas City, El Paso, Tex., there connecting with all the growing territory of the country of Mexico, the Pacific States and Territories of New-Mexico and Arizona. It is a trunk line for all the Southern States from Memphis west through the richest section of the United States, embracing Arkansas, Indian Territory and Oklahoma, to the points before mentioned. With the completion of its Galveston line, it becomes a trunk line from the Gulf of Mexico to the Colorado gateways and has secured an outlet to the sea for its 8,000 miles of road.

The table appended indicates the basis of the Rock Island reorganization as compared with other lines of railroad operating in the same territory.

		Per mile.
Chicago and Northwestern, selling at approximately		$40,000
Chicago, Rock Island and Pacific (proposed), based on present 7,000 miles in operation:		
Bonds at par	$29,000	
Preferred stock at par	7,700	
Common stock at par	10,700	
Total par value of securities proposed per mile		$47,400
Chicago, Milwaukee and St. Paul:		
Bonds	$19,500	
Stock selling value	28,000	
Approximately		$47,500
Chicago, Burlington and Quincy		48,000
Illinois Central, selling at approximately		50,000
Atchison, Topeka and Santa Fe		55,000
Texas and Pacific:		
Income bonds and stock	$41,715	
Bonds	18,825	
		$60,540
Southern Pacific:		
Stock	$22,859	
Bonds	40,792	
		$63,651
Northern Securities		55,000
Union Pacific:		
Stock	$36,347	
Bonds	44,920	
		$81,267
Chicago and Alton:		
Stock	$43,526	
Bonds	58,759	
		$102,285

This year the Rock Island placed seven thousand additional cars and two hundred locomotives upon its lines, bringing its equipment in efficiency up to the highest standard in the West, and with a competent management the Rock Island as an earning proposition is equal, mile for mile, to any of the properties mentioned in the foregoing table.

Des Moines, Iowa, July 31.—The Chicago, Rock Island and Pacific Railroad Company filed articles of incorporation with Secretary of State Martin this morning. The capitalization is fixed at $125,000,000. The fee accompanying the articles was $125,015, the largest ever paid in the State. The corporators are William T. Rankin, Benjamin S. Cable and George S. McCaughn, of Chicago, and John I. Dille and Frank Davy, of Des Moines.

The purpose of the corporation, as recited by the articles, is to conduct a general railroad and telegraph business across the State of Iowa from Davenport to Council Bluffs and elsewhere in the State, as desired, and in any other State or Territory of the United States. The life of the corporation is fifty years. The principal place of business is to be in Des Moines, with branch offices to be maintained in Chicago and New-York. The annual meeting of the company is to be held here on the third Thursday of October of each year, beginning with 1903.

Dr. Lyon's
PERFECT
Tooth Powder
AN ELEGANT TOILET LUXURY.
Used by people of refinement for over a quarter of a century.

C., H. AND I. AND L., D. AND W. COMBINE.

CINCINNATI, INDIANAPOLIS AND WESTERN THE NAME OF THE NEW RAILROAD.

Indianapolis, July 31.—A meeting of the Cincinnati, Hamilton and Indianapolis and the Indiana, Decatur and Western directors was held in Indianapolis to-day, which resulted in ending the existence of the two roads as far as name is concerned. In their stead was created the Cincinnati, Indianapolis and Western. This was brought about by consolidating the properties and issuing $8,700,000 4 per cent refunding bonds. Although the consolidated property will have another name, it is really the property of the Cincinnati, Hamilton and Dayton.

The Cincinnati, Hamilton and Indianapolis is known as the Indianapolis division of the Cincinnati, Hamilton and Dayton, and extends from this city to Hamilton, Ohio. On the books of the company it is a separate corporation, but the officers are the officers of the Cincinnati, Hamilton and Dayton.

It was given out that the directors authorized the issue of $2,800,000 4 per cent bonds to refund $1,800,000 7 per cent bonds of the Cincinnati, Hamilton and Indianapolis, due January 1, and to take up a large amount of bonds against the Indiana, Decatur and Western, and also to obtain a large share of money to be used in the betterment of the two roads, purchasing equipment, etc.

By to-day's action of the directors the Cincinnati, Indianapolis and Western will get an entrance into Springfield, Ill., and a good working connection with Kansas City.

IMPROVEMENTS FOR W. AND M.

Milwaukee, July 31.—A "Journal" special dispatch from Marinette, Wis., says:

Over $2,000,000 will be expended this year by the Wisconsin and Michigan Railway in furtherance of improved plans in the ore carrying trade from the mines to the Eastern furnaces. Next fall the Wisconsin and Michigan road will have tracks into Norway, Quinnesce and to Lake Superior through a rich ore and timber belt. Sidetracks will be laid to all the mines in the vicinity of Norway, Vulcan and Quinnesce.

The company will build a fleet of car barges with a capacity of fifty tons of ore to the car. J. N. Faithorn, of Chicago, is said to be at the head of the project.

MUST FILE AFFIDAVITS AUGUST 6.

VICE-CHANCELLOR EMERY LIMITS THE TIME FOR THE COUNSEL OF THE UNITED STATES STEEL CORPORATION.

Vice-Chancellor Emery, of Newark, yesterday gave the counsel for the United States Steel Corporation until August 6 to file affidavits of Henry C. Frick and others, in reply to affidavits filed a few weeks ago by Robert H. McCarter, counsel for J. A. Hodge, William H. Curtis and Bernard Smith, who ask that the steel corporation and J. P. Morgan & Co. be permanently restrained from retiring $200,000,000 of preferred stock and issuing the same amount of bonds in its place.

Mr. McCarter asked the vice-chancellor yesterday, in private chambers, for an order compelling Richard V. Lindabury, the Newark counsel for the Steel Corporation, to file their answers to his affidavits without further delay. He stated in an affidavit that to the defendants had been granted two extensions of time to present the affidavits, and the last extension expired Wednesday morning. Mr. McCarter filed amendments to his bill.

Sherrerd Depue then said that his partner, Mr. Lindabury, started Wednesday night on a two weeks' vacation, and he said the delay on the defendants' part was due to a misunderstanding with the New-York counsel.

The Vice-Chancellor remarked that the defendants had ample time to file their affidavits, but he would sign an order giving them until August 6 to do it, so Mr. Depue could inform William D. Guthrie and Francis Lynde Stetson, of this city, the leading counsel for the defendants.

COLONEL BARBOUR NAMED.

HE GETS UNANIMOUS NOMINATION IN VITH CONGRESS DISTRICT.

Passaic, July 31 (Special).—Amid much enthusiasm, Colonel William L. Barbour, of Bergen County, was to-day nominated for Congress by the Republican convention of the VIth Congress District. The convention was called to order at noon by Mr. Tyler, an editor, of Rutherford, and Judge Henry Houston, of Sussex County, was chosen chairman.

William M. Johnson, formerly First Assistant Postmaster General, made the speech nominating Colonel Barbour, and Wayne Dumont, of Paterson, nominated Congressman James F. Stewart, of Paterson. The mention of Mr. Stewart's name brought forth many cheers. Mr. Dumont, who had named Mr. Stewart, asked that the nomination of Colonel Barbour be made unanimous. Mr. Stewart's name was withdrawn, and Colonel Barbour was unanimously chosen. The latter was called upon for a speech. He said in part:

"If elected I will stand by Roosevelt. I believe in Cuban annexation, reciprocity in so far that it would make Cuba prosperous." He also said he was a protectionist of the Mark Hanna type.

Mr. Stewart was called upon to speak. He said that he would support Mr. Barbour, and promised to do all in his power to see that he was elected. "I have served eight years, and I guess that is enough," he said.

It had been planned to give Mr. Stewart a complimentary vote, but this idea was abandoned at the last moment, as he had but 60 delegates out of 235.

A platform was adopted indorsing the administration of President Roosevelt, and praising his Cuban and Philippine policies. Isthmian canal legislation was commended, national supervision and regulation of all corporations engaged in interstate commerce were favored, faith in a protective tariff was pledged, and legislation to improve the navigation of the Passaic and Hackensack rivers was favored.

INQUEST OVER CAMDEN MURDER.

JURY RENDERS A VERDICT THAT MORRISSEY MET DEATH AT HANDS OF BLAND.

Camden, N. J., July 31.—An inquest was held this morning into the death of James Morrissey, who was killed at the Republican primaries on Monday night, and the jury rendered a verdict that Morrissey came to his death at the hands of James Bland, who was a supporter of Loudenslager at the primaries.

The most important witness against Bland was a Mrs. Bruder, who identified Bland as the man who fired the shot that killed Morrissey. She testified that Bland fired the fatal shot from the pocket of his coat without exposing his revolver to view.

"Joe" Goddard, the pugilist, who was shot in the head during the rioting by Constable George Washington, a colored man, is sinking, and it is not thought that he will live through the day. The constable is under arrest, awaiting the result of his victim's injuries.

ACCEPTS CARNEGIE'S GIFT OF LIBRARY.

WEST HOBOKEN WILL APPROPRIATE A YEARLY SUM OF AT LEAST $2,500 FOR ITS MAINTENANCE.

The West Hoboken Board of Council has voted unanimously to accept the offer of $25,000 from Andrew Carnegie for the building of a public library. It has also been decided to appropriate a yearly sum not less than $2,500, or 10 per cent of the gift, for the maintenance of the library. The Council authorized an issue of bonds for $3,750 for the purchase of a suitable site for the building.

MONTCLAIR ACCEPTS CARNEGIE'S GIFT.

Montclair, July 31 (Special).—The authorities of this place have accepted the additional $10,000 offered by Andrew Carnegie for the free public library. The council will only have to raise about $200 annually, as $3,500 has already been appropriated and $300 is collected yearly from fines.

A Rush Downward!

The New Prices On:

Negligee Shirts, **$1.45,** old price was $2 & $2.50.

And $1.50 Negligee Shirts now **$1**

50-cent Lace Mesh Half Hose at **25 cts.**

$1.50 All Silk Suspenders are **50 cts.**

Stores close Saturday at 1 o'clock.

Hackett, Carhart & Co.

Three BROADWAY Stores: 841 Cor. 13th St. | 420 Cor. Canal St. | 265 Near Chambers St.

DEATH IN MOSQUITO'S BITE

IT CAUSES ERYSIPELAS, TO WHICH BABY SUCCUMBS—HEALTH BOARD TO FIGHT THE STINGERS.

According to a report made yesterday to the Board of Health, the death on Wednesday night of Alfred Croneberger, the fourteen months old son of George Croneberger, a butcher, of No. 142 Willis-ave., was due to the bite of a mosquito.

The child became ill three or four days ago with whooping cough. Monday morning it was bitten on the calf of the left leg by a mosquito. The leg rapidly became swollen and discolored. Erysipelas developed, and, in spite of the care of Dr. W. T. Klein, of No. 182 Willis-ave., the attending physician, the child died on Wednesday night. Yesterday Dr. Klein filed with the Board of Health in The Bronx a death certificate, in which it was set forth that "Death was caused by erysipelas, due to the bite of a mosquito."

The Board of Health officials refused to accept the certificate, and reported to the Coroner's office in The Bronx. Coroner Berry turned the case over to Dr. Riegelman, his deputy, to investigate. Dr. Riegelman said last evening he had no doubt the mosquito bite brought on the erysipelas.

Growing out of this case came the news yesterday that The Bronx Health Department has begun a crusade against mosquitoes in The Bronx, and that the first steps toward ridding some of the pest ridden localities will be taken the first of next week. There is a particularly bad place in the neighborhood of Two-hundred-and-thirty-seventh-st., Yonkers Lane, and Crotona and Arthur aves. There the streets have been graded away above the level of the lots, and there is no means by which the surface water can drain. Crude petroleum will be used to spray the stagnant water and the surface of the ground. Dr. Hurd, of the Health Department, says he thinks one application of the petroleum will be sufficient.

Westchester-ave. and Classon's Road is another spot the Health Board has turned its attention to. Owners of the property have been told to fill and drain the property at once, and it is said that if they do not comply at an early date the case will be placed in the hands of Borough President Haffen.

CAPTAIN J. K. PRICE RETIRED.

HIS APPLICATION PROMPTLY GRANTED—DISTRICT ATTORNEY GETTING EVIDENCE IN HIS RECENT PRECINCT.

Police Captain James K. Price, who was transferred recently from Tremont to the "redlight district," east of the Bowery, yesterday asked for retirement on a pension. Commissioner Partridge granted the application promptly and assigned Sergeant McDermott as acting captain in Eldridge-st. As Price was leaving Police Headquarters he said:

"I have retired because I am fifty-six years old, and I don't feel physically able to go down and take the hard knocks you have got to stand in that redlight district. I would be liable to go out and hurt some of those people down there, and then I'd have to stand trial, I suppose. I am now going home and am glad of it. I'm going to cultivate an acquaintance with my own family."

Price has been a picturesque figure in the police force for twenty-eight years. Before he was a policeman he was a boilermaker and a soldier in the United States Army. His army service was partly in Alaska, where he helped to raise the American flag after the purchase of Alaska from Russia. As a young policeman in the Tenderloin he found favor with Captain Williams and was one of Williams's wardmen for years. He was regarded by many as the ugliest looking man on the force. His brusque, aggressive manners helped to make him unpopular with many people. After Williams became an inspector, he helped Price to promotion. Price was made a captain in 1892. In the late Tammany administration Price had command of the police in the Tenderloin for a time, but Devery suddenly transferred him to the Grand Central Station and later sent him from one precinct to another in a manner denoting displeasure. Nobody ever was able to find out the cause of Devery's hostility to Price.

For several years Price has lived at No. 1,652 Monroe-ave., in the Mount Hope district of The Bronx. He has purchased considerable real estate in that part of the city in recent years.

Assistant District Attorney Sandford was in the Tremont police station yesterday questioning policemen of the precinct about the case in which Captain Price, prior to his transfer to Eldridge-st., made charges of insubordination against Policeman James J. O'Brien, who refused to sign a book for recording violations of the Excise Law. There was a suspicion that Mr. Sandford was collecting material for charges against Price.

WANTS NEW TENDERLOIN STATION.

COMMISSIONER PARTRIDGE ASKS FOR $100,000 BOND ISSUE TO MEET EXPENSE.

Commissioner Partridge is trying to get a new police station for the Tenderloin, and yesterday sent a resolution to the Board of Estimate and Apportionment requesting them to direct the Controller to issue $100,000 in bonds for the erection of the new station. The plans of the Police Commissioner provide that the new structure shall occupy the site of the present station, at No. 137 West Thirtieth-st., and the site of the colored mission, at No. 135, adjoining, which is owned by the city. The Commissioner said that if the bonds were issued before October the new station can be completed by April 1.

BLAST SMASHES WINDOWS.

ROCK WEIGHING 250 POUNDS HURLED FROM SUBWAY INTO FORTY-SECOND-ST.

Forty-second-st. was again shaken and startled yesterday by a heavy blast in the rapid transit tunnel when, at 1:30 o'clock, there was a loud report, a shower of stones and a crashing of glass. This time the trouble was a few feet east of Madison-ave. It was at a time when the street was well filled with people, but no one was hurt, as for three minutes before the explosion flagmen kept all persons back.

Two large plate glass windows in the florist establishment of John S. Nicholas, at No. 37 East Forty-second-st., were smashed, as was another window of plate glass in the store of McCoy & Stilwell, opticians, at No. 39. Smaller windows in the upper floors were also broken. A rock weighing 250 pounds was blown from the tunnel excavation to the sidewalk.

Thomas Sullivan, the foreman, who had charge of the blast, declared that the blast was properly covered, and that no more than the usual amount of dynamite was used. He said a big rock in the tunnel had proved most obstinate. Two attempts had been made prior to yesterday to move it, but unsuccessfully.

THE FIRE RECORD YESTERDAY.

5:10 a. m.—No. 85 East Fifty-sixth-st.; unknown; $5,000.
5:35 a. m.—No. 421 West-st.; Charles McDonough; $3,000.
6:25 a. m.—No. 409 East One-hundred-and-sixth-st.; Frank Rocco; $200.
10:55 a. m.—No. 147 Orchard-st.; Philip Drucken; $100.

HOME NEWS.

PROMINENT ARRIVALS AT THE HOTELS.

ALBEMARLE—Governor William H. Hunt of Porto Rico; Dr. F. C. Cook, U. S. N. GRAND—Captains R. S. Hanna and F. V. King, U. S. A. IMPERIAL—Dr. Donnel Hughes, of Philadelphia. MURRAY HILL—C. C. Woolworth, of Albany. NAVARRE—Captain A. G. Cummins, U. S. A. STURTEVANT—Ex-State Treasurer L. J. Fitzgerald, of Cortland. VICTORIA—Terence V. Powderly, of Washington. WALDORF—Walter Lippincott, of Philadelphia; G. G. Pabst, of Milwaukee; Rogers K. Wetmore, of Newport; J. Sloat Fassett, of Elmira; Captain S. M. Felton, of Chicago.

WHAT IS GOING ON TO-DAY.

Racing at Brighton Beach, 2:30 p. m.
Departure of seven Tribune Fresh Air parties.
Music at Battery and Hudson parks, 8 p. m.

NEW-YORK CITY.

The prosecution of Edward B. Corey and William B. T. Thompson, the alleged proprietor and manager, respectively, of the Haymarket, fell through yesterday in the Jefferson Market court, owing to the inability of Assistant District Attorney Krotel to convince Magistrate Brann that Corey was the proprietor.

The Board of Justices of the Court of Special Sessions yesterday appointed Ernest K. Coulter, a newspaper man, to the position of assistant clerk in the Children's Court, at a salary of $2,000 a year. Edward H. Cole was appointed court stenographer.

Justice Clarke, in the Supreme Court, yesterday signed an order for the discontinuance of the suit for absolute divorce brought by Mrs. Lillian L. Bergen against her husband, James D. Bergen. The order was made at the request of counsel for both sides.

Mails from China, Japan and Hawaii of the following dates: Hong Kong, July 3; Shanghai, July 7; Yokohama, July 15, and Honolulu, July 24, were dispatched east on July 31 at 10 a. m. They are due in New-York on the morning of Monday, August 4. Mails for China, Japan and Hawaii will close as advertised.

JUDGMENT AGAINST A CONVICT.

Judgment by default for $36,876 was entered yesterday against Harry G. Bell in favor of the Riverside Bank. Bell, it is alleged, while receiving teller of the bank, misappropriated and converted to his own use funds and property of the bank. He is now in Sing Sing, serving the sentence imposed by Recorder Goff at the end of a criminal trial on the same charge.

Announcements.

E. & W. Missoula. Tetonka. Two New Collars. E. & W.

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sunrise 4:56 | Sunset 7:15 | Moon rises 2:32 | Moon's age 27

HIGH WATER.

A.M.—Sandy Hook 5:11 | Gov. Island 5:33 | Hell Gate 7:22
P.M.—Sandy Hook 5:33 | Gov. Island 6:02 | Hell Gate 7:51

INCOMING STEAMERS.

TO-DAY.

Vessel.	From.	Line.
Queensland	Gibraltar, July 16	.....
*Celtic	Liverpool, July 23	White Star
Colorado	Hull, July 19	Wilson
St Nicholas	Antwerp, July 19	Phoenix
Pinners Point	Dundee, July 17	Arrow
Nauplia	Stettin, July 15	Ham-Am
*Dominic	Para, July 20	Red Cross
Condor	Montevideo, July 12	Merchant
Iroquois	Jacksonville, July 30	Clyde

SATURDAY, AUGUST 2.

Philadelphia	Sauthampton, July 26	American
Etruria	Liverpool, July 26	Cunard
Pontabelle	St Croix, July 27	Quebec Ss
Comanche	Jacksonville, July 30	Clyde

SUNDAY, AUGUST 3.

Potsdam	Rotterdam, July 24	Holland-Am
La Bretagne	Havre, July 26	French
El Cid	New-Orleans, July 29	Morgan

*Brings mail.

OUTGOING STEAMERS.

TO-DAY.

Vessel.	For.	Line.	Mails close.	Vessel sails.
Matanzas	Tampico, Ward		12:00 m	3:00 p m
Paloma	Hayti,		12:30 p m	3:00 p m
Princess Anne	Norfolk, Old Dominion		—	3:00 p m
Colorado	Brunswick, Mallory		—	3:00 p m
Algonquin	Charleston, Clyde		—	3:00 p m

SATURDAY, AUGUST 2.

Lucania	Liverpool, Cunard		10:30 a m	2:00 p m
Trave	Naples, N G Lloyd		12:00 m	3:00 p m
Zeeland	Antwerp, Red Star		10:00 a m	12:00 m
Astoria	Glasgow, Anchor		9:30 a m	12:00 m
Statendam	Rotterdam, Holland-Am		7:30 a m	10:00 a m
Minnehaha	London, Atl Trans		—	4:00 p m
Bohemian	Liverpool, Allan-State		—	—
Toronto	Hull, Wilson		—	—
British Princess	Antwerp, Phoenix		—	—
Mexico	Havana, N Y & Cuba		10:00 a m	1:00 p m
Pretoria	Bermuda, Quebec		8:00 a m	10:00 a m
Coamo	Porto Rico, N Y & P R		9:00 a m	12:00 m
Maracaibo	Curacao, Red D		9:00 a m	12:00 m
Alleghany	Jamaica, Hamb-Am		9:30 a m	12:00 m
Jefferson	Norfolk, Old Dominion		—	3:00 p m
Lampasas	Galveston, Mallory		—	3:00 p m
Comus	New-Orleans, Cromwell		—	3:00 p m

SHIPPING NEWS.

PORT OF NEW-YORK, THURSDAY, JULY 31, 1902.

ARRIVED.

Steamer Celtic (Br), Lindsay, Liverpool July 23 and Queenstown 24, with mdse, 487 cabin and 882 steerage passengers to the White Star Line. Arrived at the Bar at 4:35 p m.

Steamer Toronto (Br), Forth, Hull July 9 and Boston 29, with mdse to Sanderson & Son. Arrived at the Bar at 1:40 p m.

Steamer Princess Anne, Hulphers, Norfolk and Newport News, with mdse and passengers to the Old Dominion Ss Co.

Steamer City of Macon, Johnson, Boston, with mdse to the Ocean Ss Co.

Steamer Ulriken (Nor), Pedersen, Cardenas July 23 and Matanzas 24, with sugar to W D Munson. Arrived at the Bar at 4:30 a m.

Steamer El Alba, Quick, New-Orleans 5 days, with mdse to J T Van Sickle.

Steamer Manuel Calvo (Span), Olivier, Vera Cruz July 24 and Havana 27, with mdse, 72 cabin and 72 steerage passengers to J M Ceballos & Co. Arrived at the Bar at 2:30 a m.

Steamer Hardanger (Br), Harland, Mazzarelli July 8 and Oran 12, with asphaltum to the Sicilian Asphalt Co, vessel to Simpson, Spence & Young. Arrived at the Bar at 1 a m.

Steamer City of Birmingham, Berg, Savannah July 28, with mdse and passengers to the Ocean Ss Co.

Steamer Jersey City (Br), Frankland, Bristol July 15 and Swansea 17, with mdse and 1 passenger to James Arkell & Co. Arrived at the Bar at 11:40 a m.

Steamer Pinner's Point (Br), Jones, Leith July 10 and Dundee 17, with mdse to Simpson, Spence & Young. Arrived at the Bar at 1 p m.

Steamer Capri (Ger), Rambush, Santos July 9, Barbados 22 and St Thomas 25, with mdse and 41 passengers to Funch, Edye & Co. Arrived at the Bar at 12:40 p m.

Steamer Prins Willem II (Dutch), Vinckners, Paramaribo July 7, Demerara 9, Trinidad 11, Carupano 12, Cumana and Guanta 13, La Guayra 14, Porto Cabello 15, Curacao 17, Jacmel 19, Aux Cayes and Aquin 21, and Port-au-Prince 24, with mdse and 7 passengers to Kunhardt & Co. Arrived at the Bar at 4 p m.

Sandy Hook, N J, July 31, 9:30 p m—Wind calm; partly cloudy.

SAILED.

Steamers Friedrich der Grosse (Ger), Bremen; Columbia (Ger), Hamburg; La Gascogne (Fr), Havre; Llandaff City (Br), Bristol; British Prince (Br), Trinidad; Havana, Havana; Tremont, San Francisco; El Paso, New-Orleans; Saratoga, Nassau, etc; Jamaica (Nor), Banes; Dorfsbrook (Br), Norfolk; J M Guffey, Galveston; Jamestown, Norfolk and Newport News; Camperdown (Br), Cardenas; Bluefields, Baltimore; Goldsboro, Philadelphia; Hugonia, Norfolk; Kansas City, Savannah.

THE MOVEMENTS OF STEAMERS.

FOREIGN PORTS.

Liverpool, July 30—Sailed, steamers Lancastrian (Br), Ridley, New-York; Elizabeth, for New-York.

Southampton, July 31—Arrived, steamer St Louis, Passow, New-York (passed Hurst Castle at 7:20 p m).

Plymouth, July 31, 5:10 p m—Arrived, steamer Fürst Bismarck (Ger), Barends, New-York for Cherbourg and Hamburg (and proceeded).

Prawle Point, July 31—Passed, steamers British Empire (Br), O'Hagen, New-York for Antwerp; Martello (Br), Jenkins, New-York for Hull.

Swansea, July 30—Sailed, steamer Exeter City (Br), Watkins, New-York.

Queenstown, July 31, 8:58 a m—Sailed, steamer Germanic (Br), Haddock (from Liverpool), New-York.

Scilly, July 31, 7:30 a m—Passed, steamers St Louis, Passow, New-York for Southampton; 11:50 a m, Fürst Bismarck (Ger), Barends, New-York for Plymouth, Cherbourg and Hamburg.

Swansea, July 30—Sailed, steamer Tonawanda (Br), Brown, New-York.

Half through a boy's vacation often means all through his suit.

Double-breasted jacket and knee trouser suits of stout mixtures.

$4—were higher.

Sizes 9 to 15 years.

If but half through his suit—separate knee trousers.

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MEN.

Men's trousers of good cotton duck cost $2.

Here are linen trousers, all linen, at the same price — brown, striped with white.

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Amusements.

MANHATTAN BEACH
TO-DAY at 3:30 P. M. SHANNON'S 23D REGT BAND
TO-NIGHT AT 8 P. M. PAIN'S ANCIENT ROME and GRAND FIREWORKS
9 P. M. Last wk Primrose & Dockstader's MINSTRELS. Sat. Mat. 4 P.M.
TO-NIGHT! ATLANTIC YACHT CLUB NIGHT
Com'cing next Monday, FLORODORA. Great cast.

MADISON SQ. ROOF GARDEN. 4TH BIG WEEK. Adm. 50c.
JAPAN BY NIGHT JAPANESE IMPERIAL TROUPE.
JAPANESE COMIC OPERA MIKADO. Geisha Girls, Japanese Novelties, d'Aquin's Orch.

KEITH'S B'way and 14th St. BEST SHOW IN TOWN. 30—Great Acts—30 PRICES 25c. and 50c.

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CASINO BROADWAY & 39TH ST. EVENINGS at 8:15. Mat. Sat. at 2:15.
Sam S. Shubert and Nixon & Zimmerman's
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Every Ev. St. GRAND REPUBLIC, Frl. excepted.
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TERRACE GARDEN 58th & 59th Sts. Near Lex. Ave.
TO-NIGHT. AUDRAN'S "MASCOT."

CHERRY BLOSSOM GROVE. B'way, 45th St. Eve'gs, 8:15.
VAUDEVILLE BILL OF UNUSUAL STRENGTH.

PARADISE ROOF GARDENS, 42d St. Ev. 8:15.
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KALTENBORN Circle Auditorium. B'way & 60th. To-night, 8:30. 50c. That's all. STRAUSS AND OPERATIC NIGHT.

Meetings.

QUARTERLY MEETING OF THE AMERICAN INSTITUTE. August 7th, at 8 o'clock P. M., at 19 West 44th Street. WM. T. PEOPLES, Sec'y.

The Turf.

Last 2 Days of Brighton Races
FRIDAY AND SATURDAY.
6 High-Class Contests, beginning at 2:30.
No more racing around New York until August 30th.
REACHED BY ALL CONEY ISLAND ROUTES.

Havre, July 31, 3 p m—Arrived, steamer La Savoie (Fr), Poirot, New-York.

Cherbourg, July 31, 8 a m—Arrived, steamer Bremen (Ger), Meyer, New-York via Plymouth for Bremen (and proceeded).

Rotterdam, July 31, 10 a m—Sailed, steamer Ryndam (Dutch), Van der Zee, New-York via Boulogne sur Mer.

Stettin, July 27—Sailed, steamer Nicomedia (Ger), Folke, New-York.

Cuxhaven, July 31—Arrived, steamer Helios (Ger), Jansen, New-York.

Gibraltar, July 26—Sailed, steamer Topaze (—), for New-York.

Genoa, July 28—Sailed, steamer Nord America (Ital), Mascazzini, New-York.

Shanghai, July 30—Arr