FOUR BURNED IN WRECK.

Three Others Killed Outright—Officials Blame Freight Brakeman.

Pittsburg, Jan. 7.—As a result of a collision between a passenger train and a freight train on the Monongahela division of the Pennsylvania Railroad to-night at Cochrane, near Duquesne, seven men are dead, one is thought to be dying, and five others are injured. The passenger train was the West Elizabeth accommodation, which left here at 3:20 p. m. It was on time, and had a clear track, according to the signals. At the siding at Cochrane it ran into the rear car of an extra freight train, which had taken the switch, but failed to clear the main line.

The officials of the road attribute the disaster to the failure of the rear brakeman of the freight train to see that his train had fully cleared. Late to-night the brakeman had not been found. When the passenger train came along the caboose of the freight train overlapped the main track enough to catch the tender of the passenger engine, which was thrown back on the combination baggage and smoking car.

The thirteen passengers were jammed against the rear end of the car in an almost solid mass. Three of the victims were apparently killed outright, while two of the other four were literally roasted to death, and the remaining two were so badly burned that they died on the way to the hospital.

Almost immediately after the collision the wreckage caught fire from the stove in the smoking car, and the imprisoned passengers were surrounded by flames.

Strangely, only the tender left the track. Only the passengers in the smoking car were injured.

CHANGES IN ERIE MANAGEMENT.

E. B. Thomas Retires as Chairman of Executive Board.

The changes foreshadowed last week in the executive staff of the Erie Railroad Company were made yesterday, the Board of Directors accepting several resignations and electing successors for the retiring officers. The most important resignation was that of E. B. Thomas, who retired as chairman of the board, and as a member of the executive committee, his resignation to become effective on February 1. Mr. Thomas was a few weeks ago elected president of the Lehigh Valley Railroad Company, and will in future devote his entire attention to the management and upbuilding of that road.

The office of chairman of the board was abolished, and the duties heretofore devolving upon Mr. Thomas in that post will henceforth be assumed by President Underwood. Norman B. Ream, of Chicago, was elected a member of the executive committee, in place of Mr. Thomas, but the latter will remain in the directorate of the company.

The board also accepted, as of January 1, the resignation of J. A. Middleton, second vice-president and secretary, whom Mr. Thomas has selected as assistant to the president of the Lehigh Valley; and the resignation of L. D. Smith, assistant secretary. G. A. Richardson, assistant to President Underwood, was elected secretary, and David Bosman assistant secretary.

SANTA FE REFUSES TO RAISE WAGES.

Topeka, Kan., Jan. 7.—The Santa Fe Railway Company has refused to accede to the demands of the Order of Railway Conductors and the Brotherhood of Railway Trainmen for a 20 per cent increase in wages. The committee representing these unions is still in session in this city. Presumably it is awaiting instructions from those in charge of the general movement for a 20 per cent increase on all the Western lines. Nothing further will be done until the committee representing the Order of Railway Conductors and the Brotherhood of Railway Trainmen makes a request for another conference.

UNION STATION AT NORFOLK.

Norfolk, Va., Jan. 7.—A mortgage from the Chesapeake Transit Company to the Colonial Trust Company, of Pittsburg, for $2,500,000 was put on record here to-day. Of this amount $600,000 is issued to take up and cancel the $500,000 bond issue now outstanding. The $1,900,000 remaining after the retirement of the present bond issue will be used to construct a tunnel under Smith's Creek and the Elizabeth River for a connection with the Southern Railway, the Atlantic Coast Line, the docks and wharves of the New-York, Philadelphia and Norfolk Railway and the Seaboard Air Line. It will bring all of these lines into Norfolk to a union station, which will be established, probably in the neighborhood of Granby-st. and Smith's Creek.

The road has ample property on which to establish terminals, both at Lynn Haven and at Cape Henry. The Seaboard Air Line has just entered the coal fields of the Virginias, and is to become a coal carrying and coal exporting road. It is possible that this business will be done at Cape Henry.

"TOMMYROT" SAYS LANDSTREET.

[BY TELEGRAPH TO THE TRIBUNE.]

Baltimore, Jan. 7.—When asked to-night about a story sent out from here to-day to the effect that there was friction between the Goulds and the other members of the Western Maryland underwriting syndicate, Vice-President Landstreet said, "Tommyrot," and added that it was too silly to discuss.

It was pointed out by an official of the company, as an indication of the absurdity of the story that the construction of the sixty-five mile line between Cumberland and Cherry Run, W. Va., which will connect the Western Maryland with the West Virginia Central, will be begun within the next sixty days. Chief Engineer Barlow, who is at Cumberland, has his force at work on the plans and specifications, and within thirty days bids will be asked for construction.

W. U.-P. R. R. FIGHT.

Chicago, Jan. 7.—The fight between the Pennsylvania Railroad Company and the Western Union Telegraph Company was carried into the federal court here to-day, the telegraph company filing a bill for an injunction to restrain the Pittsburg, Cincinnati, Chicago and St. Louis Railroad Company from carrying out an expressed intention to prevent the operation of the complainant's telegraph business on the railroad's lines after June 2 next.

The contention is made that the Western Union has certain agreements with the government for the transmission of messages, and that these agreements cannot be interfered with by the defendant. It also says that it has contracts with the railroad company and its predecessors, under which the use of the right of way for poles and wires cannot be taken away.

STOCKHOLDERS OF B. AND L. R. R. MEET.

Boston, Jan. 7.—The annual meeting of the stockholders of the Boston and Lowell Railroad Company was held here to-day, and it was voted to authorize the directors to issue $250,000 twenty year refunding bonds. The old board of directors were re-elected.

JAMAICA PUTS CHECK ON CATTLE.

Ottawa, Ont., Jan. 7.—A report received from Canada's commercial agent at Jamaica says that the Governor General of Jamaica had an order passed prohibiting the importation of cattle from Canada and the United States on account of the foot and mouth disease in the New-England States.

CHICAGO FIXES HISTORICAL DATE.

Chicago, Jan. 7.—Through its executive committee the Chicago Historical Society has expressed itself in favor of the celebration of the centennial anniversary of the founding of Chicago on August 1 next. Resolutions were adopted in which the committee calls attention to the fact that the date chosen marks the passage of one hundred years since the Federal troops commanded by Lieutenant Swearengen established Fort Dearborn at the mouth of the Chicago River. This, in the opinion of the committee, marks the real beginning of the city's history rather than the arrival of John Kinzie, as has been suggested.

NEW-YORK CENTRAL MAKES ANSWER.

Washington, Jan. 7.—The New-York Central and Hudson River Railroad to-day filed with the Interstate Commerce Commission a statement by request giving the reasons for the recent advance in freight rates on grain and grain products, dressed meats and packing house products and other commodities. The railroad says it is customary for railroads to impose somewhat higher rates on the principal commodities for winter transportation, owing to the greater cost of operation in that season, but that there has been no general increase in freight rates.

COLUMBIA COLLEGE HONORS.

Honors in Columbia College have been announced by Dean J. Howard Van Amringe, as follows: Final honors in comparative literature, H. G. Cowen; in English, Armour Caldwell; in philosophy, A. G. Hays and J. G. Hopkins. Junior honors in German, A. O. Bechert; in classics, R. L. Schuyler. Sophomore honors in German, Harry Abeles, Edward Sapir and Jacob Zeitlein, and in romance languages and literatures, L. F. Fuld.

THEODORE B. STARR
Diamond Merchant,
Jeweler and Silversmith,
MADISON SQUARE WEST
Between 25th and 26th Streets.
Established 1862.
15 years on John St. as Starr & Marcus
25 years as above.
SPECIAL NOTICE.
No connection with any other house in this line of business.

$1,000,000 RIVAL FOR TRUST.

Independent Cigar Company Organized in Detroit.

Detroit, Jan. 7.—"The Tribune" will say to-morrow that Detroit men and men well known in the cigar and tobacco business have nearly completed plans for the organization of a $1,000,000 independent cigar company to compete with the trust. J. H. Brown, who was head of the firm of Brown Brothers, of this city, when that concern sold out to the trust last spring, is credited with engineering the deal. The entire amount of the capital stock has already been subscribed. Among the stockholders will be Sigmund Rothschild, Oren Scotten, Alexander McPherson, president of the Old Detroit National Bank, and Henry Stephens.

HOME NEWS.

PROMINENT ARRIVALS AT THE HOTELS.

ASTOR—Captain J. Oliver, United States steamship Thetis. FIFTH AVENUE—James W. Eckels, of Carlisle, Penn., and President R. B. Fulton of the University of Mississippi. HERALD SQUARE—Captain John J. Lysop, U. S. A. HOLLAND—H. T. Scott, of San Francisco. MANHATTAN—Colonel H. F. Pope, of Cleveland; Captain T. C. Treadwell, U. S. A., and Horace S. Sears, of Boston. PARK AVENUE—C. Hartzell, Acting Governor of Porto Rico. VICTORIA—Judge W. E. Werner, of Rochester. WALDORF-ASTORIA—Count Bernstorff, Count von Berg, Baron v. du Vernois and Captain von Uslar, of Berlin; B. F. Yoakum, president of the "Frisco" Line Railway, of St. Louis; Craig Lippincott, of Philadelphia; W. M. Greene, vice-president of the Southwestern Railway, of Cincinnati, and Emilio d'Ojeda, Spanish Minister to the United States.

WHAT IS GOING ON TO-DAY.

Poultry Show at Madison Square Garden.
Noon prayer meeting, No. 113 Fulton-st.
Chamber of Commerce meeting, No. 65 Liberty-st., 12:30 p. m.
Rapid Transit Commission, afternoon.
Union Service of the Evangelical Alliance, Marble Collegiate Church, 4 p. m.
Annual dinner of the Hotel Association of New-York City, Delmonico's, 6:30 p. m.
Dinner of the Sound Currency Committee of the Reform Club, 233 Fifth-ave., 7 p. m.
Robert C. Ogden's dinner for the Southern and General Educational boards, Waldorf, evening.
Reception for John A. Weekes, Madison Square Republican Club, No. 1,146 Broadway, 8 p. m.
Reception by the people of St. Gabriel's Parish for Archbishop Farley, school hall, East Thirty-sixth-st., 8 p. m.
Reception for the Rev. Dr. and Mrs. Cobb, Collegiate Church, West End-ave. and Seventy-seventh-st., evening.
Church Association for the Advancement of the Interests of Labor, discussion of "Child Labor," the Tuxedo, Madison-ave. and Fifty-ninth-st., 8 p. m.
Academy of Medicine, No. 17 West Forty-third-st., 8 p. m.
People's Institute lecture by Professor John B. Clark, "Labor Movements of History," Cooper Union, 8 p. m.
Free lectures of the Board of Education—Educational Alliance, corner of East Broadway and Jefferson-st., "The Structure and Functions of the Healthy Human Body," first of a course of five lectures on "First Aid to the Injured," Dr. Theron W. Kilmer; Columbus Hall, Sixtieth-st., between Columbus and Amsterdam aves., "Static Electricity," first of a course of eight lectures on "Principles and Practice in Electric Engineering," W. W. Ker; School No. 3, corner of Grove and Hudson sts., "Family, Guild and Factory; Growth of the Business World," first of a course of four lectures on "Elementary Economics," Henry R. Mussey; School No. 10, One-hundred-and-seventeenth-st. and St. Nicholas-ave., "Tannhauser," Mrs. Raymond Brown.

NEW-YORK SOCIETY.

Last night at the National Arts Club Charles M. Kurtz, assistant chief of the art department of the Louisiana Purchase Exposition, gave a talk on the fair. Pictures were shown on the screen of the exposition buildings in the different stages of construction, and also of the buildings as they will appear when completed. The talk, which was extremely interesting, was heard by many well known artists and sculptors.

The New-York University Glee, Banjo and Mandolin Club will give an opening concert and dance at University Heights this evening.

At a public meeting of the Men's Club of the Judson Memorial, to be held to-day at 8 p. m., in the hall of the society, No. 53 Washington Square South, there is to be a discussion of the practical side of the tenement house problem. The speakers will be Robert W. de Forest, president of the Charity Organization Society; Richard Watson Gilder, Editor of "The Century Magazine," and Dr. E. R. L. Gould, city chamberlain.

A dinner in commemoration of the 146th anniversary of the birth of Alexander Hamilton will be given by the Association of Hamilton College Alumni, January 10, at the Hotel Manhattan. Among the speakers will be President M. W. Stryker, '72, on "The Proper Independence of the College," and the Rev. Dr. William A. Bartlett, '52, on "Grit." The Rev. Dr. George William Knox, '74, and Richard C. S. Drummond, '01, and others are expected to speak also.

The newly elected officers of Ward B. Burnett Post, Grand Army of the Republic, at Tarrytown, were installed on Tuesday night by Major James H. Jenkins, president of the Westchester County Association. John H. Briggs, the new commander, received a sword and bullion belt. Among others present were Colonel Edward J. Mitchell, past senior vice-commander of the State Department; Colonel Henry E. Rhoades, senior aide on the department commander's staff; Colonel William Wilson, jr., and delegations from the several posts of the country.

The Union Boat Club will hold its first dance of the season at the clubhouse, One-hundred-and-forty-ninth-st. and Lenox-ave., to-night.

P. R. R. STOCK OPENS DOWN.

New Issue Might Be Used to Buy Other Railroads.

The proposal to increase the authorized capital stock of the Pennsylvania Railroad Company to $400,000,000 or more, has excited much interested comment in Wall Street, and has called forth more or less criticism. Pennsylvania stock opened ¾ per cent off in yesterday's market, and closed with a net loss of 1¼ points, having at no time passed Tuesday's closing figure, 157. In 1901 the authorized capital stock was increased by $100,000,000, the proceeds of the new issue being used to pay off the collateral investment obligations of the company, to meet construction and equipment expenditures and for other purposes.

In 1902 there were issued $50,000,000 convertible bonds, from the proceeds of which $24,000,000 was applied to payment for new cars and locomotives, and about $20,000,000 was for account of expenditures on the New-York tunnel construction in 1902 and 1903. The total cost of the tunnel work is estimated at $50,000,000, and in addition a large sum is to be expended on the Washington terminal, and many millions will be used in improvement of the Pennsylvania lines west of Pittsburg.

It is reported that part of the new stock which the shareholders are expected to authorize on March 10 will be used for the acquisition of interests in other important roads, continuing the policy of the Pennsylvania Railroad Company as marked out during the last three or four years in its extensive investment in the Baltimore and Ohio, the Chesapeake and Ohio, the Long Island, the Norfolk and Western and other roads.

The shareholders will be asked at the annual meeting to approve agreements made for the acquisition by the Pennsylvania Railroad Company of the corporate property and franchises of these companies: The South Fork Railroad Company, Westchester Railroad Company, River Front Railroad Company, Turtle Creek Valley Railroad Company, Western Pennsylvania Railroad Company and Downington and Lancaster Railroad Company; and a lease to the Pennsylvania for twenty years from August 1, 1903, of the railroad and property of the Western New-York and Pennsylvania Railway Company. The Pennsylvania already owns practically all the stock and bonds of these companies.

Dr. Lyon's
PERFECT
Tooth Powder
Used by people of refinement for over a quarter of a century
PREPARED BY
J. W. Lyon, D.D.S.

FLINT'S FINE FURNITURE
SPECIAL BARGAINS.
PARLOR MORRIS CHAIRS, $12 & $14.
Oak and Mahogany frames, seat and back upholstered in Tapestry.
CORNER CHAIRS, $4.00, $7.00 & $9.00.
Mahogany finish and Gilt frames, some inlaid, others plain, seats upholstered in Tapestry and Damask.
RECEPTION CHAIRS, $5.00 & $7.00.
Mahogany finish and Gilt frames, seats upholstered in Tapestry and Damask.
Novelties in design and colorings, some reproductions of the oldest and best works of decorative art, but, alas!—on account of the rush this year they were not finished in time for Xmas, so must now be disposed of below even the factory price, so promptly
"BUY OF THE MAKER"
GEO. C. FLINT CO.
43, 45 AND 47 WEST 23RD ST.
NEAR BROADWAY.
FACTORY: 154 AND 156 WEST 19TH STREET

CALLS TRUSTEES A SOVEREIGN BODY.

Court of Appeals Holds That Southampton Officials Have Remarkable Powers.

A decision has been handed down by the Court of Appeals in the case of Nathan C. Jessup against the trustees of the township of Southampton, holding that in some respects the trustees of the township are a sovereign body, with legislative rights superior even to those of the State of New-York, and that the only way the State can assume full legal jurisdiction over the town of Southampton will be to acquire it by condemnation proceedings. The basis of the decision is that the Governors of James II of England, under his authority, vested in the trustees of the town of Southampton as early as 1673, the "right to govern the land, the adjacent waters and the land under the adjacent waters."

Mr. Jessup acquired a good part of the riparian land of the village of Westhampton, and later bought a part of the sandy strip which separates the Great South Bay from the ocean. As his two properties were unconnected, the channel being narrow and the water adjacent to the shores shallow, he planned a bridge across Great South Bay in 1888 to make his land on the ocean front serve as cottage plots.

The trustees, it is alleged, gave him permission to build a bridge, but when he began to fill in the spaces between the piles with dirt and stones he was stopped by an injunction. Several suits were brought against him, including one by the Attorney General, and Mr. Jessup was beaten and the bridge was ordered removed. A stay, however, was obtained, the case was reopened, and the courts upheld the trustees' contention that they had not given Mr. Jessup the right to fill in his bridge with dirt and stones. The Court of Appeals has now decided in favor of the contention of Mr. Jessup's counsel, Charles M. Stafford, that the trustees had not only the right to grant what his client contended for, but that they had actually done so. Mr. Jessup may now build a solid roadway across the Great South Bay.

RULES FOR STORAGE OF MATCHES.

Commission Has Schedule of Quantities That May Be Carried.

The Municipal Explosives Commission yesterday sent to Mayor Low for his approval the regulations which they propose for governing the sale and use of matches in this city. The Mayor will give a public hearing on them on January 14, at 11 a. m. The commission proposes a license fee of $50 for the sale at wholesale of matches by firms or persons owning private brands, and the granting to retailers and others by the Fire Commission of a permit, on the payment of a fee of $1, for the storage and sale of matches. It is stipulated that a retail store may carry fifty matchman's gross, or approximately fifty gross, of boxes which hold 100 matches or less; that a wholesale dealer may carry 3,500 gross, and the manufacturer, or his agent, 250,000 gross. The last named must store his goods in a brick building. Other regulations proposed are the use of strong boxes and stems; the abolishment of the "fusee" match and the prohibition of the sale to children under ten years of age. The commission also recommends the use of the safety match.

TRADE IN CHICAGO.

[BY TELEGRAPH TO THE TRIBUNE.]

Chicago, Jan. 7.—There were some rapid fluctuations in wheat; but all within narrow limits. There was a dip of ¼c early on favorable Argentine news and snows West. There was a rally of ½c from the bottom on liberal buying by Armour, and then most of the advance was lost just at the close because Armour was taking his profits. There was nothing more serious than big scalping operations; the close was ⅛@¼c better than yesterday. May opened at 75⅝c, sold between 75⅛c and 75¾c, and closed at 75½c bid; January closed at 71⅞c; July at 72c. There was as little movement abroad as here. Liverpool closed unchanged and London a fraction lower. Speculators are keeping their eyes on the Argentine situation, and are inclined to be bearish on it. Minneapolis reported its flour demand rather slow. Broomhall estimates Europe in the next twenty-eight weeks will require 104,000,000 bushels from North America. The figures are one of the helps; though no one imagines that Broomhall or any one else can estimate what Europe requires from this side. St. Louis reported 250,000 bushels of wheat loading and as much more under orders. Primary receipts were 600,000 bushels, compared with 482,000 bushels last year. Clearances were 159,000 bushels. Shipping sales here were 25,000 bushels; the seaboard reported twenty loads for export. This market is about on a shipping basis for No. 1 Northern all rail; but the demand is for small lots.

To-night's corn prices are the same as yesterday's. The only fluctuations of significance were in the January. It advanced ¾c to 47¾c, but was immediately sold off by the January longs. May opened at 43⅝c, sold between 43⅝c and 43¾c, and closed at 43⅝c; January closed at 47c; July at 42¾c. Receipts were 293 cars, with no contract; to-morrow's estimate, 315 cars. Cash prices were ¼c to ½c higher. Cables were up a fraction. Shipping sales here were 200,000 bushels. Clearances 316,000 bushels, and the seaboard reported twenty-two loads. It was merely a scalping market. Shipping sales in three days, 1,000,000 bushels. The old billing expires to-day. It will cost 1¼c a bushel more to ship East to-morrow.

Oats closed ¼c over yesterday; January, 32⅜c; May, 34⅝c, and July, 32c. Patten added largely to his May line, the feature of the trade. Receipts were 150 cars; to-morrow's estimate, 165 cars. Cash was ¼c to ½c higher. Shipping sales were 160,000 bushels. The shipping interests are unanimously bullish on oats.

Hogs were 5c to 10c higher, with receipts 33,000 hogs, or 10,000 under the estimate. At all the Western points there were 68,000 hogs, compared with 102,000 last year. Armour added to his line of ribs; the Swifts to their line of lard. Foreigners were sellers in a moderate way. Liverpool was lower. The Cudahys were selling pork. The Armour and Swift interests were bullish, most of the other packers bearish, on the deferred months.

Flax was dull and unchanged; May, $1.21 bid. At the three points there were 42½ cars of seed, against 68 last year.

And the Winter's young yet!
Lots of it to come—lots of good overcoats yet to go at $15.
Lots of mighty good values—overcoats that were anywhere from $16 to $32; most were $22 and above.
Regular length and long overcoats—all sorts of cheviots; meltons, kerseys.
Fine worsted linings, and mostly all with silk shoulders.
All sizes to 46 inch chest—lots of young men's sizes among them, 32-34 inch chest.
$15.
ROGERS, PEET & COMPANY.
258 Broadway, opposite City Hall, and 7 and 9 Warren St.
842 Broadway, cor. 13th, and 140 to 148 4th Ave.
1260 Broadway, cor. 32d, and 54 West 33d St.
We fill orders by mail.

Another Evidence of Popular Approval
The Net Sales of
The DAILY TRIBUNE
were
23%
more in December, 1902, than in December, 1901.

THE FIRE RECORD YESTERDAY.

3:50 a. m.—No. 56 Avenue B; Tobias & Sperling; $500.
9:30 a. m.—No. 971 Second-ave.; Regina Lowenstein; $200.
10:40 a. m.—No. 44 West Seventeenth-st.; Mary Galt; $100.
11:25 a. m.—No. 325 East One-hundred-and-twenty-sixth-st.; Stephen Devine; trifling.
11:45 a. m.—No. 142 Eldridge-st.; Rachel Rosen; trifling.
11:45 a. m.—Southeast corner Amsterdam-ave. and One-hundred-and-fifth-st.; Edward Pierce; $200.
12:15 p. m.—No. 636 Prospect Place; Annie Martin; $50.
1:45 p. m.—No. 1,813 Third-ave.; R. Winter; $5.
2:30 p. m.—No. 123 West Forty-fifth-st.; owner unknown; $2,000.
5:15 p. m.—Northwest corner of One-hundred-and-eighty-first-st. and Daly-ave.; William Muller; $4,000.

Announcements.
E. & W. ICARIA. A New Collar. E. & W.

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sunrise 7:24 | Sunset 4:50 | Moon sets 1:40 a m | Moon's age 9

HIGH WATER.

A. M.—Sandy Hook 1:57 | Gov. Island 2:29 | Hell Gate 4:18
P. M.—Sandy Hook 2:04 | Gov. Island 2:36 | Hell Gate 4:25

INCOMING STEAMERS.

TO-DAY.

Vessel.	Port.	Line.
Hanover	Hamburg, December 7	Brauer
St Nicholas	Antwerp, December 19	Phœnix
Eretria	St Lucia, December 27	—
*Maraval	Port Spain, December 27	Trinidad
Concho	Galveston, December 31	Mallory
Finland	Antwerp, December 27	Red Star
*Georgic	Liverpool, December 26	White Star
*Main	Bremen, December 27	N G Lloyd
*Merchant Prince	Barbados, January 1	Prince
Rio Grande	Brunswick, January 3	Mallory
San Marcos	Galveston, January 2	Mallory
Comanche	Jacksonville, January 5	Clyde
Furnessia	Glasgow, December 27	Anchor
FRIDAY, JANUARY 9.		
El Mar	Galveston, January 3	Morgan
El Monte	New-Orleans, January 4	Morgan
*Germanic	Liverpool, December 31	White Star
SATURDAY, JANUARY 10.		
*Hubert	Barbados, January 4	Booth
*St. Louis	Southampton, January 3	American

*Brings mail.

OUTGOING STEAMERS.

TO-DAY.

Vessel.	For	Line.	Mails close.	Vessel sails.
Apache	Charleston, Clyde	—	—	3:00 p m
El Alba	Galveston, Mallory	—	—	3:00 p m
La Lorraine	Havre, French	—	7:00 a m	10:00 a m
Monterey	Havana, N Y & Cuba	—	8:00 a m	11:00 a m
Princess Anne	Norfolk, Old Dominion	—	—	3:00 p m
Neckar	Bremen, N G Lloyd	—	—	10:00 a m
Niceto	Santiago, Larrinaga	—	12:00 m	3:00 p m
FRIDAY, JANUARY 9.				
Alamo	Mobile, Mallory	—	—	3:00 p m
Jefferson	Norfolk, Old Dominion	—	—	3:00 p m
Niagara	Tampico, Ward	—	12:00 m	3:00 p m
Uller	St Kitts, Demerara	—	11:30 a m	2:00 p m
SATURDAY, JANUARY 10.				
Altai	Kingston, etc, Hamb-Am	—	9:30 a m	12:00 m
Athos	Hayti, etc, Hamb-Am	—	9:30 a m	12:00 m
Basil	Para, etc, Booth	—	12:00 m	3:00 p m
Canadian	Liverpool, Leyland	—	—	—
Caracas	Curacao, Red D	—	9:00 a m	12:00 m
Comanche	Charleston, Clyde	—	—	3:00 p m
Concho	Galveston, Mallory	—	—	3:00 p m
Daggry	Yucatan,	—	10:00 a m	12:00 m
Etona	Argentina, Norton	—	9:00 a m	12:00 m
Graf Waldersee	Hamburg, Hamb-Am	—	—	2:00 p m
Hekla	Copenhagen, Scand-Am	—	11:00 a m	2:00 p m
Mesaba	London, Atl Trans	—	—	9:00 a m
Morro Castle	Havana, N Y & Cuba	—	10:00 a m	1:00 p m
Olinda	Havana, Munson	—	12:30 p m	3:00 p m
Pretoria	Bermuda, Quebec	—	8:00 a m	10:00 a m
Proteus	New-Orleans, Morgan	—	—	3:00 p m
Sardinian	Glasgow, Allan-State	—	—	—
Umbria	Liverpool, Cunard	—	9:30 a m	1:00 p m
Zeeland	Antwerp, Red Star	—	8:00 a m	10:00 a m

SHIPPING NEWS.

Port of New-York, Wednesday, Jan. 7, 1903.

ARRIVED.

Steamer Tanagra (Br), Abbott, Swansea December 20 and Louisburg, C P, January 3, with coal to J H Winchester & Co. Arrived at the Bar at 7:30 a m.

Steamer Hekla (Dan), Lassena, Copenhagen December 17, Christiania 18 and Christiansand 19, with mdse, 5 cabin and 61 steerage passengers to Funch, Edye & Co. Arrived at the Bar at 2 a m.

Steamer Finland, Albrecht, Antwerp December 29, with mdse and passengers to the International Navigation Co. East of Fire Island at 7:15 p m.

Steamer Hevelius (Belg), Byrne, Rio Janeiro December —, Pernambuco 21, Bahia 23 and Barbados 30, with mdse and 18 passengers to Busk & Jevons. Arrived at the Bar at 1:30 a m.

Steamer Athos (Ger), Gerdes, Cape Haytien December 19, Port de Paix 20, Gonaives 21, Port au Prince and Jeremie 22, Aux Cayes 23, Jacmel 24, Savantilla 28 and Santa Marta 31, with mdse and 2 cabin passengers to the Hamburg-American Line. Arrived at the Bar at 6:15 a m.

Steamer Verbena (Br), Mann, Matanzas December 16, Cardenas 17 and Santiago 25, with sugar to Larrinaga & Co. Arrived at the Bar at 5:30 a m.

Steamer Volund (Nor), Pettersen, Laguna December 27, with mahogany to W D Munson. Arrived at the Bar at 11:30 a m.

Steamer Rescue, Licato, Sagua January 1, to the Merritt-Chapman Wrecking Co. Towed steamer Orange (Nor) to this port.

Steamer Mackay Bennett (Br), Schenck, Halifax, N S, to the Commercial Cable Co. Arrived at the Bar at 2:30 a m.

Steamer Oneida, Devereux, Georgetown, S C, January 2, via Wilmington, N C, 3, with mdse to William P Clyde & Co.

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

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

Steamer Reading and one barge.

Steamer Lancaster and one barge.

Steamer Orange (Nor), Fjeldstad, Sagua January 1, in ballast to Funch, Edye & Co.

Steamer City of Augusta, Daggett, Savannah January 5, with mdse and passengers to the Ocean Steamship Company.

Sandy Hook, N J, Jan 7, 9:30 p m—Wind west southwest, moderate breeze, cloudy and hazy.

SAILED.

Steamers Bellena (Br), for Montevideo, Buenos Ayres, etc; Korona (Br), St Kitts, etc; Gulf Stream, Philadelphia; Kansas City, Savannah; Manna Hata, Baltimore; Jamestown, Norfolk and Newport News; El Paso, New-Orleans; Auguste (Aust), Trieste via Baltimore; Cherokee, San Domingo City, etc; Sabine, Galveston; Teutonic (Br), Liverpool; Alexandria (Dan), Copenhagen, etc; Ranza (Br), Durban, via St Vincent; St Paul, Southampton; Potsdam (Dutch), Rotterdam via Boulogne; Trave (Ger), Naples, Genoa and Algiers.

THE MOVEMENTS OF STEAMERS.

FOREIGN PORTS.

London, Jan 7—The Danish steamer Nordkap, Captain Rasmussen, from Swansea January 3, for New-York, has arrived at Milford Haven with machinery damaged.

Lizard, Jan 7—Passed, steamers Amsterdam (Dutch), Roggersteen, New-York for Rotterdam; 12:40 p m, Philadelphia, Mills, New-York for Southampton.

Brow Head, Jan 7, 4:50 p m—Passed, steamer Celtic (Br), Lindsay, New-York for Liverpool.

Hamburg, Jan 7—Arrived, steamer Blucher (Ger), Krech, New-York via Plymouth and Cherbourg.

Genoa, Jan 3—Sailed, steamer Sicilia (Ital), Sartorio, New-York.

Hong Kong, Jan 7—Arrived, steamer Gibraltar (Br), Morris, New-York via Algiers, Colombo, etc.

St Lucia, Jan 6—Passed, steamer Susquehanna (Br), Hendry, Cape Town for New-York.

Palermo, Dec 27—Sailed, steamer Mongibello (Ital), Lavetelli, New-York.

Pernambuco, Jan 3—Arrived, steamer Coleridge (Br), Connolly, New-York for Rio Janeiro.

St Michaels, Jan 7—Arrived, steamer Patria (Fr), Coste, New-York for Marseilles.

Queenstown, Jan 7, 8:36 p m—Arrived, steamer Celtic (Br), Lindsay, New-York for Liverpool (and proceeded).

Southampton, Jan 7—Arrived, steamer Philadelphia, Mills, New-York (passed Hurst Castle at 8:40 p m).

Liverpool, Jan 7—Sailed, steamers Bohemian (Br), McCallum, New-York; Cymric (Br), Thompson, New-York.

Antwerp, Jan 6—Sailed, steamer American (Dutch), Markschlaeger, New-York.

James McCreery & Co.
Ladies' Coats.
Rain Coats, made of tan and oxford grey cravenette.
12.00, 15.00 and 18.50.
Velours Blouse Coats, various models.
17.00 and 22.00.
Twenty-third Street.

James McCreery & Co.
Cotton
Sheets and Pillow Cases.
Utica Mills Sheets and Pillow Cases. Ready for use. Prices are below cost of muslin by the yard.

Sheets.		
54x93½	inches	44c. each
63x99	"	50c. "
72x93½	"	53c. "
72x99	"	56c. "
81x93½	"	60c. "
81x99	"	62c. "
90x99	"	70c. "
90x108	"	80c. "
Pillow Cases.		
42x38½		14c. "
45x38½		15c. "
50x38½		16c. "
54x38½		17c. "

Twenty-third Street.

Amusements.
HERALD SQUARE THEATRE MR. RICHARD MANSFIELD
Evenings at 8. Saturday Mat., 2. Telephone 703—38.
for nine evenings only and two matinees, in
JULIUS CÆSAR.
MR. MANSFIELD'S LAST APPEARANCE HERE IN SHAKESPEARE'S GREAT TRAGEDY WILL OCCUR SATURDAY EVENING, JAN. 17.
PRINCESS Broadway & 29th St. Tele. 2482 Mad. Evenings at 8:30. Mats. Day & Sat.
"MR. AUBREY BOUCICAULT scored an undoubted triumph in HEIDELBERG."—N. Y. Herald.
CASINO B'way & 39th St. Telephone 6020—38th. Evenings, 8:15. Mats. Wed. & Sat., 2:15.
"A CHINESE HONEYMOON."
SILK SOUVENIRS NEXT SATURDAY MATINEE
New York's Finest. MAJESTIC The World's Safest Theatre.
Broadway and 50th St. Grand Circle.
OPENS THURSDAY, JAN. 15.
WITH THE WIZARD OF OZ. Staged by Mr. Julian Mitchell.
Seats on sale at box office, $1.50, $1, 75, 50 & 25.
NEW YORK Eve., 8:15. Mat. Sat'y only, 2:15. WHEN JOHNNY COMES MARCHING HOME.
IRVING PLACE THEATRE. STAR ENGAGEMENT BONN
Every Eve., 8:20, & Sat. Mat. "Das Grosse Licht."
BELASCO THEATRE Bway, 42 st. Ev. 8 sharp. Mat. Saturday at 2.
DAVID BELASCO presents BLANCHE BATES in THE DARLING OF THE GODS.
BIJOU Ev. 8:15. Mat. Sat. LAST WEEK. MABELLE GILMAN in THE MOCKING BIRD.
Monday—Clyde Fitch's "THE BIRD IN THE CAGE."
Victoria, 42d st., B'way & 7th Av. Ev., 8:15. Mat. Sat.
VIOLA ALLEN THIRD MONTH. THE ETERNAL CITY.
CARNEGIE HALL.
BOSTON SYMPHONY ORCHESTRA Mr. Gericke Conductor.
Thursday Eve., Jan. 15. ALWIN SCHROEDER
Saturday Aft., Jan. 17. KIRKBY LUNN
Tickets, $1.50 to 75c. On sale at Box Office, Tyson's (Fifth Avenue Hotel), and Ditson's, at regular prices.
BROADWAY THEATRE. 41st St. & B'way. Evgs. 8. Mats. Wed. & Sat. 2.
WED'Y MATINEE. 50c to 1.50. THE SILVER SLIPPER.
SOUVENIRS.....100th performance.....JAN. 19.
ACADEMY OF MUSIC. 14th St. & Irving Pl.
LAST 3 WEEKS THE NINETY AND NINE.
Prices, 25, 50, 75, 1.00. Mats., Wed. & Sat., 2. Eve., 8:10.
Manhattan Broadway and 33d street. Evgs. 8. Matinee SAT. at 2.
MRS. FISKE MARY OF MAGDALA.
TO-DAY at 3 P. M.
ARNOLD DOLMETSCH
LECTURE AND CONCERT OF OLD MUSIC.
SEATS AT BOX OFFICE AND AT DITSON'S.
WEST END. RICE'S "SHOW GIRL."

Winter Suits won't be outlawed for a good many winter days to come. $15.
We've started a sale to-day where $15 captures many of the very choicest fancy worsteds and cheviots, that yesterday were $20, $22 & $24.
Best and next to best thrown in together at money-savings galore. $15.
Hackett, Carhart & Co.
Three BROADWAY Stores. Cor. 13th St. Cor. Canal St. Near Chambers.

The Tribune Uptown Office
is now located at
1,364 Broadway
Between 36th and 37th Sts.