TO COURT ON STRETCHER.

VAN SCHAICK CALLED.

Says He Is Anxious to Testify at Inquest To-day.

Testimony of witnesses at the Slocum inquest developed:

That not the slightest attention was paid to the law requiring steam connection from the boilers into the hold compartments to drown out fire.

That the inspector did not enforce this requirement, declaring that the Slocum, not carrying freight, had no "hold," and that the chief engineer had never heard of this requirement.

That there were no new life preservers since 1895.

That, according to one deckhand, the hose did not burst, for the water never came, and that nobody gave any orders while the fire was being fought.

Bodies recovered yesterday	87
Total bodies recovered	883
Total bodies identified	778
Missing (approximately)	808

From an examination of John W. Fleming, who inspected the boilers of the General Slocum, Assistant District Attorney Garvan brought out at the coroner's inquest yesterday that no effort was made to see if the regulation requiring valve connection from the boilers to various compartments of the hold for a steam fire extinguishing apparatus was complied with. Instead, on the stand, Inspector Fleming and his chief, Thomas H. Barrett, quibbled on the interpretation of the term "hold," declaring that, as the Slocum was merely a passenger steamer, carrying no cargo, she had no "hold."

The efforts of Mr. Garvan were centred on bringing out how superficial must have been the inspection made by the government officials. He showed from various witnesses what has already been proved by others, that some of the life preservers were old and torn, and that these broke when attempts were made to use them. He showed that the fire hose was not tested with the donkey engine, and obtained an admission from Captain Pease of the Grand Republic, sister ship to the Slocum, that nobody could buy good hose for 16 cents a foot, the price paid for the hose on the Slocum. He showed that, in spite of the altered bills and the incomplete ledger records, no life preservers had been purchased for the General Slocum since 1895. The District Attorney's office is not through with this detail of the altered bills and the unsatisfactory replies given in regard to them.

Although Captain Van Schaick is still so weak that he will have to be carried on a stretcher, he will attend the inquest to-day. A physician will go with him, in case he should collapse. Captain Van Schaick is eager to testify, that he may "straighten out some of the tangles."

HAD FIRE DRILLS, VAN SCHAICK SAYS.

"Inspector Lundberg made a mistake in not telling everything," said he yesterday to a Tribune reporter. "After he inspected the Slocum he told me that it was the finest equipped steamer he had ever inspected. They have made a great mistake in saying we never had fire drills on board. We had four in two months. The log will show that we had them. Why, when we used to run down to Rockaway the crew would hold contests in launching the lifeboats to amuse the people at the hotels. The point was to get the boat into the water, row a given distance and get back to the ship first.

"When I heard of the fire first we were three lengths above the red buoy off the Sunken Meadows. There was never any hesitancy as to what to do. The only place we could land was on North Brother, and we headed for there. We were calm and cool there in the pilot house."

Captain Edward Van Wart, chief pilot of the Slocum, was served with a subpœna after considerable effort, and will be at the inquest to-day.

Fleming, who has been in the government service for ten years, inspected the Slocum's boilers. He found everything "first class," he said, and certified thereto. He did not try the pressure from the donkey engine on the fire hose, though he did inspect the donkey engine. He was examined in part as follows:

Q.—Is it a part of your duty to see that the regulations requiring valves from the boilers to turn steam into all compartments of the hold are complied with? A.—Yes.

Q.—Did you make an inspection of the Slocum under that provision of the law? A.—Yes.

Q.—What did you find? A.—No; for the Slocum had no hold, except where the boilers were.

Q.—Did you inspect the boilers and engines? A.—Yes.

Q.—Did you see any valves from the boilers to any part of the ship, to flood it with steam in case of a fire? A.—No; and, if she did have any, it was a mistake.

Q.—Are you sure she didn't have any such valves? A.—She might have had, but she didn't need them under the law.

The Rev. George Schultz, pastor of St. Luke's Lutheran Church, of Erie, Penn., was asked if he had used a life preserver.

TELLS HOW LIFE PRESERVER BROKE.

"I took one, but when I held it by the strap the weight of the life preserver broke the strap, and I threw it away," he replied.

"Did you see any of the crew doing anything?"

"I saw one of them jump overboard."

Benjamin F. Conklin, the chief engineer, said he had never heard of the requirement for a steam fire extinguishing apparatus. No fire drills had been held this year, he said. He got no word from the captain from the time the alarm was given until the Slocum was beached. He had never tested the hose, nor did he know of any test ever having been made. The government inspectors made a thorough examination of the boilers and engines.

The Knickerbocker Steamboat Company conceded formally that since 1895 no new life preservers were purchased for the General Slocum. Ex-Judge Dittenhoeffer, personal counsel for President Barnaby of the company, said he could not make the confession beyond admitting that Mr. Barnaby had no knowledge on the subject, one way or the other.

"The officers are trying to shirk their responsibility," said Mr. McManus, "and place it on the corporation"——

"There is no attempt to shirk any responsibility" interrupted Mr. Dittenhoeffer.

"It looks that way," said the Coroner.

It appeared as if this admission were made to save Miss Hall, the bookkeeper, from any further examination, but Mr. Garvan couldn't see it in that light. He made her admit that she had been able to find no other bills which she had altered as she had those put in evidence on Tuesday. She persisted that she had made the erasures solely for her own convenience, because she "thought Captain Pease said the 350 life preservers were for the Slocum." She "thought the captain said he was going to order some new ones."

Mr. Barnaby could not say who told him the life preservers were for the Slocum, as he testified at the beginning of the inquest. Miss Hall and Mr. Parks, the company's attorney, told him, he thought. They gave him that information when he asked for the bills. Mr. Garvan wanted more details of the report of Miss Hall and Mr. Parks. Ex-Judge Dittenhoefer, after a wordy contest with the Assistant District Attorney, advised his client not to answer.

"I cannot take your advice," Mr. Barnaby replied. "I want to answer every question."

Mr. Garvan said he purposed to show that Mr. Barnaby had not acted in good faith; that he had tried to make the jury believe these new life preservers were bought for the Slocum.

"You could have found those life preservers if you had wanted to," he declared, turning to the witness.

"Detectives from my office went aboard the Grand Republic and counted them all. The statements made here were not made in good faith."

SAYS WATER DID NOT REACH HOSE.

William W. Trembley, who was a waiter in California, but who got a job as deckhand on the Slocum, said he ran to the fire when he heard the alarm. He found the assistant engineer, Brandow, trying to straighten out the hose.

Brandow had testified that he was in the engine room when the alarm was given, and that he stayed there until the boat was beached.

Trembley said he did not see the mate or the captain. Nobody gave any orders, but everybody did his best. There was only smoke showing, he said, when he and Brandow started to get the hose. He could not tell how long Brandow was there, but he and some other deckhands worked at least three minutes trying to get the nozzle on the hose. No water came, he said, and the hose did not burst. They gave up the job when the flames drove them away.

"Did you save any lives?" a juror asked.

"I think I did. I pulled down thirty or forty life preservers and threw them to the people."

"Did they seem all right?"

"Many of them had holes in them."

The witness said he found one faulty preserver on the Slocum a week before the fire. He reported to Flanagan, who had him take it out of the rack.

CAPTAIN PEASE ON THE STAND.

After recess, Captain John A. Pease, master of the Grand Republic ever since she was built, went on the stand. He had superintended the equipment of the Slocum at the beginning of the season, he said, but didn't have charge of the life saving apparatus, which was under Captain Van Schaick's charge. He had not examined the lifeboats or the life preservers, but saw them casually as he went around the boat.

Mr. Garvan said he wanted to prove that all the life preservers billed to the Grand Republic went to her and were on her now.

"Will you let us send a man there to take the dates on those preservers?" asked the Assistant District Attorney.

"You sent a man down there the other night and he stole the vessel's log," shouted Mr. McManus, "and the District Attorney's office has it yet."

Coroner Berry ordered that a man with an order from him be admitted to the Grand Republic to obtain the dates stamped on the life preservers.

"Were there valves from the boilers into any part of the hold?" asked Mr. Garvan.

"Yes," answered the captain; "into what I considered the most dangerous part—the kitchen."

"Did you ever buy any good fire hose at 16 cents a foot?"

"No," said he, slowly, "and I don't believe anybody kin, either."

Walter Payne, the negro porter whose story was told in Monday's Tribune, denied that he had ever used matches in the dark forward cabin or left a lighted lamp there. The witness denied both actions.

Thomas Dyag, a waiter, had never seen a fire drill on the Slocum, although this was his second season aboard. He told how he helped several children to escape.

TO SEE WRECK RAISING.

General Wilson Coming To-day—Meeting of President's Commission.

[FROM THE TRIBUNE BUREAU.]

Washington, June 22.—The commission designated by the President to investigate the disaster to the General Slocum will not go to New-York before the first of the week. This decision was reached because of the impossibility of obtaining certain necessary exhibits which are now before the coroner's jury, and which will later be turned over to the local board of inspectors which is carrying on an investigation entirely independent of the one contemplated by the commission appointed by the President.

At an informal meeting held to-day in the office of Assistant Secretary Murray of the Department of Commerce and Labor, the commission authorized Commander Cameron Winslow, of the navy, one of its members, to go to New-York to see the raising of the Slocum. He will go to-morrow morning, and is expected to obtain a series of photographs of the wreck for use in the investigation. He will also note such other evidence as may come under his observation prior to the arrival of the full commission.

George Uhler, supervising inspector general, was the only absentee at to-day's meeting. He is in New-York on the investigation of the local board of inspectors. Assistant Secretary Murray, General Wilson, Commander Winslow and Deputy Commissioner Smith outlined as fully as practicable a plan of investigation. There was a general discussion of the commission's duties, which, under the terms of appointment, seem to be purely judicial and not in any sense executive.

Using the evidence it adduces as a basis the commission probably will formulate a series of recommendations, both as to necessary legislation in regulation of steamboat service and as to action by the Department of Commerce and Labor. Should criminality be proved, the likelihood is that the evidence will be turned over to the Department of Justice for court action.

APPLICANTS FOR AID MANY.

They Go to St. Mark's in a Constant Stream—Grand Opera House Benefit.

When the bureau of relief for Slocum sufferers opened its headquarters in St. Mark's Church, in Sixth-st., yesterday, many women, children and men were waiting to ask help, and soon there was almost a constant stream of applicants. The relief fund yesterday reached a total of $76,147 42.

The list of volunteers for the benefit on Friday night at the Grand Opera House for the surviving children of the disaster continues to grow. Among the latest to promise their services are George M. Cohan and Ethel Levy, Harry Kelly, Rice and Prevost, William Gould, Joseph Coyne, Aimee Angeles, Emma Carus and Lee Harrison. The Tammany Hall general committee of the VIth Assembly District is assisting Manager Springer in the sale of tickets, and more than $3,000 seems sure to be realized. Broadway florists have given the flowers, which will be sold by Miss Frankie Bailey and ten of the prettiest show girls in town. An automobile filled with stage favorites invaded Wall Street yesterday, and a goodly sum was realized from the sale of tickets to brokers. Seats will be placed on sale to-day at the various stands in hotels.

Resolutions of sympathy were received yesterday by the Rev. George F. H. Haas, of St. Mark's, from the Reformed Church of Queens. The resolutions were accompanied by $25 for the relief fund.

ASKS ABOUT CITY FERRYBOATS.

Grout Says Responsibility for Fireproofing Rests on Featherson.

If the proposed new steel ferryboats which the city will build within the next year, and for which the contract has been awarded, ever catch fire Controller Grout does not propose that any part of the responsibility will be laid on him. At the meeting of the Sinking Fund Commission yesterday he asked Dock Commissioner Featherson if every possible precaution had been taken, and told him that there was still time, as he had not yet certified the contract.

The Dock Commissioner insisted that the boats would be as perfect as science could make them. Mr. McCall, the chairman of the aldermen's Finance Committee, remarked that "It's all up to the Controller to make 'em fireproof if he wants to."

"It's not all up to me at all," said the Controller. "My certification of the contract means only that there is money in the fund for the purpose of the contract, and, aside from that, I have nothing to do with the specifications."

Lord & Taylor
Order Dept.

For a limited period will accept orders for

Women's
Linen Tailor-made
Walking Gowns
at $35.00.

Broadway and Twentieth Street
and Fifth Avenue.

WORE A LIFE PRESERVER.

Father Says Child Sunk as if Tied to Stone.

In identifying the body of his daughter, Elsie, seven years old, at the morgue yesterday, John Kircher, of No. 185 Russell-st., Greenpoint, said he believed her drowning was due to a life preserver that was worse than useless.

"My wife and our three children, Elsie, the youngest, and two others, went on the excursion," he said. "My wife is a fine swimmer. When the panic started she gathered the children and decided to put a life preserver on Elsie, as she could not swim. The other two could, a little. Thinking that the little girl would be perfectly safe with the preserver on, she lifted her to the rail and dropped her over the side. Then she waited for Elsie to come up. But the child never appeared. She had sunk as though a stone were tied to her. The only one lost was the one who wore a life preserver."

NEWLY IDENTIFIED DEAD.

Following is the list of identifications made since the compilation of the list of identified dead printed in yesterday's Tribune:

ADDICKES, John, age 15, of No. 49 Avenue A.
BAHR, Lillie, age 7, of No. 424 East Ninth-st.
BAUER, Mrs ——, of No. 130 East Sixth-st.
BAUMANN, Marguerite, age 6, of No. 526 Sixth-st.
BINN, Mary, age 36, of No. 211 Fifth-st.
BAUER (?), Mrs. Margarita L., age 33, of No. 107 East Eighty-fourth-st.
BRAUN, Elsie, age 9, of No. 233 Fifth-st.
BRAUN, Walter, age 6, of No. 233 Fifth-st.
BRETZ, Edith, age 2 years and 6 months, of No. 304 East Twenty-eighth-st.
BUCKMULLER, Annie, age 27, of No. 79 Calyer-st., Greenpoint.
DIAMOND, May, age 8, of No. 79 Mangin-st.
DIECKHOFF, Katherine, age 45, of No. 121 Fourth-ave., Brooklyn.
DIECKHOFF, Katherine, age 14, of No. 121 Fourth-ave., Brooklyn.
DOERRKOEFER, Frolda, age 13, of No. 121 Avenue A.
EHRHARD, Pauline, age 36, of No. 151 East Fourth-st.
FISHLER, Bertha, age 18, of No. 314 East Ninth-st.
FRICKBOHN, Ernest, age 12, of No. 91 East Ninth-st.
GERMANN, Mrs. Friederika, age 46, of No. 315 East Eighteenth-st.
GRUNNING, Lena, age 29, of No. 45 Seventh-st.
HARTWIG, Laura, age 10, of No. 342 East Thirty-first-st.
HECKMAN, William, age 3 years and 6 months, of No. 525 East Twelfth-st.
HEILSHON, Margaret, age 33, of No. 181 Waverley Place.
KANTNER, Mary, age 15, of No. 110 First-ave.
KIRCHER, Elsie, age 7, of No. 185 Russell-st.
KLEIN, Julia, age 6, of No. 31 Avenue A.
KLEIN, Tillie, age 10, of No. 31 Avenue A.
LAMBECK, Albert, age 3½, of No. 427 East Ninth-st.
MATHEWS, ——, age 15, of Greenpoint.
MEINHARDT, Rudolph H., age 13, of No. 146 East Fourth-st.
METTLER, Elise, age 15, of No. 347 Fifth-st.
RAMUS, Frederick, age 60, of No. 420 East Seventeenth-st.
REISS, Mrs. Kate, age 35, of No. 70 First-ave.
REISS, Rosie, age 16, of No. 70 First-ave.
ROETH, Helen, age 40, of No. 310 East Broadway.
SCHELKLE, Elsie, age 8, of No. 331 Fifth-st.
SCHIETTINGER, Dora, age 16, of No. 754 East 149th-st.
SCHMIDT, Emma, age 25, of No. 264 First-ave.
SMITH, Margaret, age 15, of No. 283 Monroe-st.
STOEHR, Henry, age 6, of No. 340 Sixth-st.
STRICKRODT, Louie, age 5, of No. 144 Essex-st.
TORNIPORT, Mrs. Freda, age 47, of No. 196 Guernsey-st., Brooklyn.
VEIT, Rose, age 18, of No. 151 East Ninth-st., College Point, Long Island.
WEBER, Anna, age 10½, of No. 404 Fifth-st.
WEHMER, Lena, age 11, of No. 107 East Twelfth-st.
ZIMMERMANN, Hugo, age 12, of No. 196 Second-ave.
BODEN, Edna, age 43, of No. 101 Clymer-st., Brooklyn.
STEIL, Adelaide, age 15, of Bronxdale.
BAUER, Harry, age 21, of No. 81 Beekman Place.
FELDHAUS, George, age 10, of No. 526 East Sixth-st.
KIRCHER, Harold John, age 5, of No. 185 Russell-st.
LUCAS, Robert, age 35, of No. 546 West Forty-ninth-st.
LAMBECK, Albertina, age 9, of No. 427 East Ninth-st.
RINGER, Alfred, age 11, of No. 170 Avenue A.
SCHWEIKERT, Catharine, age 64, of No. 216 East Eleventh-st.

PUPILS HOLD MEMORIAL SERVICE.

Of Those in Public School No. 25, 119 Perished on Slocum.

Pupils of Public School No. 25, in Fifth-st., between First and Second aves., held a memorial service yesterday for those in the girls' section who perished in the Slocum disaster. One hundred and nineteen of the pupils of the school were victims of the calamity. Dr. Maxwell made a brief address and Dr. Burlingham, of St. Mark's Episcopal Church, offered prayer. Then the pupils sang Handel's "Hope in the Lord," "Nearer, my God, to Thee" and "Lead, Kindly Light." The boys of the school will have a similar service next Wednesday in their section.

The graduating class of this year has decided to hold no formal exercises. A large group picture of the graduates was taken for presentation to the school before the disaster. When the photographer heard of the loss of so many of the class he offered to refund the money for it, $30, if the class would agree to give it to the relief fund. The pupils promptly agreed. The picture will have a place of honor on the wall of the school.

FIREPROOFING FOR STEAMBOATS.

Inland Craft Combustible as the General Slocum, Says "Enginering News."

In its editorial discussion of the Slocum disaster this week "Engineering News" holds the combustible nature of the boat to be the chief factor in the tragedy, and makes everything else subordinate. It says:

The real reason why nearly a thousand persons met a violent death by burning or drowning in this disaster was because the General Slocum burned so rapidly that there was no time to quench the flames and no time to rescue the great bulk of the unfortunate passengers who crowded her decks. And why did she burn so rapidly? It was not because she was an old boat, not because she was overloaded, not because captain, or crew, or government inspectors were in any way delinquent. It was because she was built of such inflammable construction as to directly invite such a disaster as occurred.

Further than this—and we know not how to emphasize this too strongly—the General Slocum was no worse a fire risk than the average river or sound or harbor passenger steamer in use all over the United States. She was a fair representative of the prevailing type. The same disaster that befell her may befall to-morrow any one of thousands of such craft plying on American inland waters, and we do not except from this the so-called finest examples of the steamboat builders' art plying on the Sound or the Hudson River.

We may strengthen our federal inspection laws as we please, and secure their rigid enforcement by competent and incorruptible inspectors; but the finest equipment of lifesaving material can avail little to mitigate the disaster if a vessel burns so fast that there is no time to launch lifeboats or put on life preservers. . . .

We are not urging anything impracticable. We freely recognize that security against fire is only one of the very many practical considerations which confront the marine architect. We freely recognize that on shipboard fireproof construction—or let us better say fire retarding construction—will necessarily be considerably less fire resistant than fireproof construction on shore, where weight is a matter of secondary importance. But when the marine architect does the best he can do within his limitations—when he makes practical use of the knowledge and experience that have been accumulated in other branches of the engineering profession—he will produce a structure far more resistant to the spread of flames than the present type of American steamboat for inland waters. With this will be coupled such an extension of the use of fire extinguishing apparatus, such as automatic sprinklers for storage rooms where fire is likely to originate, that the chances of quelling a fire at its start will be greatly increased. . . .

LIFE PRESERVERS FOR SCHOOL DRILLS.

Greenwich, Conn., June 22.—A novel feature of a meeting of the East Port Chester school district was the introduction of a resolution by William L. Wessels, formerly a member of the school board, providing for the purchase of life preservers for the purpose of instructing the pupils of the schools in their use. The resolution was adopted after several citizens had made addresses in which they referred to the General Slocum disaster.

Registered. Trade Mark.

Dr. Deimel

Underwear

One never has "to get used to" Dr. Deimel Underwear. It is comfortable from the moment it is put on.

Booklet about it and the garments at "THE LINEN STORE."

James McCutcheon & Co.
14 WEST 23D STREET.

CHURCH ACTION ADVISED.

St. John's, of Brooklyn, Would Stop Excursions.

A movement was started yesterday by St. John's Protestant Episcopal Church, in St. John's Place, Brooklyn, to cut off the church excursion in New-York Harbor "until the owners of excursion steamers shall make them fireproof and seaworthy, or replace them with new vessels, built on safe lines. It was at a special meeting of the vestry, held in the church, that a resolution was adopted that steamboat companies should provide iron or steel steamboats, with fireproof decks, protected boiler and galley rooms, a minimum of woodwork, a properly drilled crew, and a full supply of life saving devices.

The resolution urged churches of every denomination to take such steps as may be in their power to protect the children in their charge, and that chances of disaster could be greatly lessened if churches would refuse to patronize vessels which are firetraps from the moment they are launched.

The Rev. Dr. Frank Page urged that the inflammable steamboats should be taken off the water, and that the churches should exert an influence that would make it impossible for the steamboat companies to get business until they put on safe excursion boats.

Sherman Esselstyn, treasurer of the church, said excursion committees should inspect the life preservers, hose and other protective provisions of steamboats and refuse to take boats which did not meet their ideas of safety.

The need of union on the part of the churches to force the steamboat companies to take proper precautions was urged by Dr. J. Elliott Langstaff, junior warden, and Mr. McIlvaine, Mr. Todd and other vestrymen.

The Intercession Brotherhood, of the Church of the Intercession, has deemed it expedient to omit its annual excursion, announced for July 19, feeling that it is better to err on the side of public safety, and that in the midst of so great public distress the present is not an appropriate time to hold an excursion.

A free excursion by water for children of the poor has been given by Newark citizens annually for many years. This year the Common Council passed an appropriation to pay the expenses, and a committee was appointed to hire two steamers and barges. The disaster to the General Slocum created a sentiment adverse to the excursion this year, and the committee has now decided to expend the money on excursion trips over the railroads.

DYNAMITE OF NO USE.

Fails to Bring Bodies to Surface After Two Trials.

Up to 11 o'clock last night thirty-seven bodies of Slocum disaster victims had been recovered and taken to North Brother Island. All the bodies were enclosed in metallic coffins, hermetically sealed, or in zinc lined wooden cases and tightly soldered. The clothes were first removed, however, and the jewelry, etc., placed in envelopes stamped with the numbers corresponding to the figures marked on the coffins. The bodies will not be taken from these airtight coffins again, and the authorities will depend on the effects taken from each body for identification.

Owing to the decomposed condition in which the bodies are now found, Coroner O'Gorman is having difficulty in obtaining men for the work.

The explosion of dynamite in the river, designed to bring bodies to the surface, was barren of result. While two charges, of thirty-five and forty-two pounds, respectively, were exploded in ninety feet of water, no bodies rose to the surface.

The dynamiting, which was done off the north shore of the island, under the supervision of Captain Tucker, of the Merritt-Chapman company, caused only a slight rippling at the surface, resembling the movement of a shoal of fish, although the concussion shook the island and stunned thousands of fish. Captain Tucker expects to make another trial of dynamiting to-day.

The Merritt & Chapman company had placed four of the eight chains needed under the hulk of the Slocum yesterday afternoon, and expects to have the others in position by to-day, when it will begin the work of raising the vessel. Mr. Chapman thinks that the Slocum will be entirely raised by Sunday. Divers are working night and day putting the chains under the keel.

No bodies were recovered from the wreck yesterday, although it is thought there are many still there.

Mr. Uhler, superintending inspector general, visited the wreck again yesterday in the tug Wallace Flint, but when approached by reporters withdrew hastily to his boat and steamed away.

REPORTS ON THE PIERS.

Too Many on Boats, Says Captain Dean of Harbor Police.

Commissioner McAdoo yesterday received and made public reports from thirty-six police captains as to provisions for handling excursion crowds at piers. As a whole, the reports state that conditions are good, but in some instances sharp criticism is made of the narrow stairways on excursion boats and on the class of employes on many of the big barge excursions. Captain Dean of the harbor police, recommends that the carrying capacity of many boats be cut down, and that storerooms for oil, paints and other inflammable materials, as well as the boiler rooms and galleys, be lined with fireproof material.

Captain Burns, of the Church-st. station, recommends that the floor space of Battery landing be enlarged.

Captain Handy recommends that a crew of twelve deckhands, instead of six, be employed on each boat landing at the pier at West Twenty-second-st., where the boats of the Iron Steamboat Company, the Albany Day Line and the Dreamland company land.

At the pier at West Thirty-fifth-st. Captain Hussey says many excursions are landed without previous notice to the passengers. The employes on these boats, he says, are a shiftless lot, who pay little attention to their duties after the boats are made fast to the pier, and the care of the passengers devolves principally on the police. He suggests that some action be taken to compel the proper authorities to acquaint, in proper time, the passengers as to what landing will be made on the return of the boats, that two patrolmen be detailed at the pier from 7 a. m. to 8 p. m., and from 3 p. m. to 10 p. m., and that the pier be properly lighted, there being no lights there at present.

Captain Shire says that at the pier at East Thirty-second-st.—the Starin Steamboat Company's—many policemen are frequently necessary to prevent overcrowding, and that a man with proper authority should be kept stationed there to prevent overloading. He suggests a life saving crew which shall have no other duty to perform for each steamer.

Captain McNally reports that at the pier at One-hundred-and-thirtieth-st. and the Harlem River the means of access to and from the boats are inadequate on Saturdays and Sundays, and that the lifeboats are inadequate. He recommends a stringpiece or gate erected on each side of the gangplank.

Captain Dean says that while the carrying capacity of excursion steamers is fixed by the federal authorities and inspectors are detailed at the piers to see that the limit fixed is not exceeded, and that while the boats carry the crew called for by their certificates, he thinks that the carrying capacity of the steamers should be cut down and the boats required to carry larger crews.

"In my opinion," says Captain Dean, "all stairways leading from main deck to upper decks should be made much wider and the storerooms for oil, paints and other inflammable materials, as well as the boiler room and galley, should be lined with fireproof material."

Captain Condon, of Brooklyn, says that the bridge pier, at Fulton-st., should be lighted with gas or electricity instead of the kerosene lamps now in use, which do not furnish sufficient light for the safe landing of passengers. He also suggests that life lines, life preservers and ladders be placed at each pier.

At Barren Island where the ferryboats land, says Captain Reimels, of the Canarsie station, conditions are unsafe, as there are no guard rails and the pier is badly in need of repairs. Passengers, he reports, are allowed to get on and off the boats as they please, as gangplanks are not used.

Captain Darcey, of Long Island City, reports that more life preservers and better appliances for fighting fires should be furnished at the Jamaica-ave. pier, Long Island City and the North Beach pier. Captain Wohlfarth, of the Flushing station, makes a similar report with regard to the various piers in Flushing, and also suggests that the crews should be made to go through frequent fire drills.

GOV. GARVIN WANTS INVESTIGATION.

Providence, R. I., June 22.—An investigation of the circumstances and conditions affecting the life and health and passengers on steamers plying in Narragansett Bay is requested by Governor Garvin in a letter sent to the State Board of Health today. The Governor said that the reason for his action was the public uncertainty as to safety appliances for women and children, and he asks for a report on the earliest possible day as to the existing conditions on each of the steamboats used in passenger traffic.

ARREST IN CHATHAM SQUARE CASE.

Workman on Comfort Station Freed, However, and Contractor Held.

Alexander Hearn, an iron worker, of No. 283 Fifth-ave., Brooklyn, employed by Patrick Gallagher, the contractor, shoring up a pillar of the elevated railroad structure in connection with his work of building a comfort station for the city in Chatham Square, was arrested yesterday morning. When Hearn was arraigned in the Tombs Court, District Attorney Jerome said to Magistrate Breen that H. de B. Parsons, an engineer, had reported that the elevated structure was heavily taxed at the point in question and that he believed it dangerous to disturb the pillar, except under the most careful and expert supervision.

When the case was called in the afternoon, District Attorney Jerome submitted a complaint against the contractor, Patrick Gallagher, made by George H. Pegram, an engineer, living at No. 309 West One-hundred-and-first-st. At the request of the District Attorney, the complaint against Hearn was dismissed and the case against the contractor was postponed until to-day, the defendant being paroled in the custody of his counsel.

HOME NEWS.

NEW-YORK CITY.

Morris Gelleri, royal privy councillor, of Budapest, who came to this country to represent the Hungarian Minister of Commerce at the St. Louis Exposition, was the guest last night at a farewell dinner given by the Hungarian Literary Society of New-York, in Arlington Hall, St. Mark's Place.

Harry K. Dards and George Gleckler, the clerk and bellboy in the Hotel Le Marquis, No. 12 East Thirty-first-st., pleaded guilty yesterday to grand larceny in the first degree. They admitted entering the apartment of Mrs. Halsey Corwin and taking jewelry valued at $15,000. As all the stolen property has been recovered and as neither boy had been in trouble before, Judge Newburger sent both to the Elmira Reformatory.

The date for the examination to provide an eligible list from which to fill a vacancy in the position of superintendent, lighthouse service, has been postponed to 9 o'clock on the morning of July 18, 1904, instead of July 1, 1904, as at first announced. The examination will be held at the office of the Inspector of the Third Lighthouse District, Tompkinsville, Staten Island.

BIG PEACH CROP IN GEORGIA.

The railroads which have arranged for the rapid handling of the peaches shipped here from Georgia this season have been informed that the crop is the largest the State has ever known and will approximate 4,000 cars. To facilitate the handling of these peaches, an arrangement is being planned by which they will be delivered at Pier 22, North River, instead of the pier at the Pennsylvania Railroad.

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sunrise 4:29 Sunset 7:34 Moon sets 1:36 Moon's age 10

HIGH WATER.

A.M.—Sandy Hook 3:37 Gov. Island 4:30 Hell Gate 6:23
P.M.—Sandy Hook 4:07 Gov. Island 4:39 Hell Gate 6:32

INCOMING STEAMERS.

FRIDAY, JUNE 24.

Vessel.	From.	Line.
Frieda	Gibraltar, June 5	Austrian
Indrawadi	Gibraltar, June 7	
Kronprinz Wilhelm	Bremen, June 14	N G Lloyd
Aurania	Liverpool, June 13	Cunard
Patricia	Hamburg, June 12	Hamb-Am
*Grangense	Barbados, June 17	Booth
*Esperanza	Havana, June 21	Ward
*Caribbee	St Thomas, June 18	Quebec
Vera	Huelva, June 10	
El Valle	New-Orleans, June 19	Morgan

SATURDAY, JUNE 25.

*Lucania	Liverpool, June 18	Cunard
Moltke	Hamburg, June 16	Hamb-Am
Perugia	Naples, June 11	Italian
Pocasset	Gibraltar, June 12	N Y & Med
El Dia	Galveston, June 19	Morgan
Nacoochee	Savannah, June 22	Ocean Ss Co

*Brings mail.

OUTGOING STEAMERS.

TO-DAY.

Vessel.	For.	Line.	Mails close.	Vessel sails.
La Savoie	Havre, French		7:00 a m	10:00 a m
Procida	Antigua		12:30 p m	——
Korona	Leeward Islands, Quebec		12:30 p m	3:00 p m
Matanzas	Tampico, Ward		12:00 m	3:00 p m
Monterey	Havana, Ward		8:00 a m	11:00 a m
Blücher	Hamburg, Hamb-Am		——	1:30 p m
Friedrich der Grosse	Bremen, N G L		——	3:00 p m
El Dorado	Galveston, Morgan		——	3:00 p m

FRIDAY, JUNE 24.

Valencia	Inagua, Atlas		9:30 a m	12:00 m
Orizaba	Nassau, Ward		12:00 m	3:00 p m
Arabic	Liverpool, White Star		——	3:00 p m
Iroquois	Jacksonville, Clyde		——	3:00 p m
Rio Grande	Mobile, Mallory		——	3:00 p m
Princess Anne	Norfolk, Old Dominion		——	3:00 p m
Tallahassee	Savannah, Ocean Ss Co		——	3:00 p m

SATURDAY, JUNE 25.

Mesaba	London, At Trans		——	9:00 a m
Columbia	Glasgow, Anchor		1:30 p m	3:00 p m
Koenig Albert	Naples, N G Lloyd		8:30 a m	11:00 a m
Pennsylvania	Hamburg, Hamb-Am		——	1:30 p m
Prinz Adalbert	Naples, Hamb-Am		8:30 a m	10:00 a m
Adria	Stettin, Scandia		——	——
Etruria	Liverpool, Cunard		8:30 a m	12:00 m
St. Louis	Southampton, American		6:00 a m	9:30 a m
Martella	Hull, Wilson		——	——
British King	Antwerp, Phœnix		——	——
Gallia	Naples, Fabre		——	——
Albenga	Kobe, Japan		——	——
Castilla	River Plate, Norton		8:00 a m	——
Moorish Prince	Rosario, Prince		——	——
Maranhense	Para, Booth		12:00 m	3:00 p m
Caracas	Curacao, Red D		8:30 a m	12:00 m
Finland	Antwerp, Red Star		8:30 a m	11:00 a m
Altai	Port Limon, Atlas		9:30 a m	12:00 m
Maraval	Trinidad, Trinidad		10:00 a m	1:00 p m
Olinda	Gibara, Munson		12:30 p m	3:00 p m
Morro Castle	Havana, Ward		10:00 a m	1:00 p m
El Cid	Galveston, Morgan		——	3:00 p m
El Sud	New-Orleans, Morgan		——	3:00 p m
Lampasas	Galveston, Mallory		——	3:00 p m

We've got a tip-top pile of boy's furnishings.
Negligee shirts of patterns selected with as much care as the men's shirts.
Blouses and shirt waists.
Thin underwear.
Summer pajamas.
Bathing suits.
Everything else boys or men wear.

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.

Amusements.

Dreamland
CONEY ISLAND
Coolest spot on Atlantic Coast. Always 15 degrees cooler than on Broadway. Bathing for 3,000.
PERMANENT EXPOSITION OF SPLENDID ENTERTAINMENT.
Excursion Boats from New York.
Time Table in Excursion Column.
Elevated and Surface Cars from Brooklyn Bridge.
ADMISSION, 10 CENTS.

LUNA PARK. FIRE & FLAMES. The Great FIRE Show. DURBAR OF DELHI. B. R. T. EXPRESS FROM BRIDGE—36 Minutes. ORIGINAL OF ALL GREAT SUMMER SHOWS. UNEQUALED BY THE WORLD OF IMITATORS—ASK YOUR NEIGHBOR.

GRAND OPERA HOUSE.
FRIDAY NIGHT, JUNE 24TH.
Monster Benefit, tendered by Tammany Hall General Committee, Sixth Assembly District, to the Children Sufferers of the Steamer Slocum Disaster. Lillian Russell, Edna Wallace Hopper, Joe Weber, Sam Bernard, Marie Dressler, Frankie Bailey and others will appear.
Entertainment Committee:
Marc Klaw, A. L. Erlanger, John H. Springer.

VENICE BEAUTIFUL TONIGHT 8:30 MAD. SQ. GARDEN 50c. to $1.00 DUSS ORCHESTRA

BOSTOCK'S ANIMAL ARENA. CONEY ISLAND
HINDOO SACRED TATTOOED BULL.
Bonavita's Lions, The Giant Gorilla.

PROCTOR'S 23d St. COMEDY & VAUD. SHOWS. 25c., 50c. Every Aft. & Eve. Res. 75c. Bx Seats $1. Highland Lassies, Magic Kettle & Vaude. Bill. 5th Av. "On Change." PROCTOR STOCK CO. 125th St. HEART AND SWORD.

CASINO Evgs., 8:20. Mats. Sat. & Wed. at 2:15. PIFF, PAFF, POUF

AERIAL GARDENS over the New Amsterdam. Evgs., 8:20. Rain or Shine. A Little of Everything By John J. McNally.

NEW YORK B'way, 44th 45th St. Eve., 8. Last Mat. Saturday. Prices, 50, 75, 1.00, 1.50. Geo. W. Lederer's LAST WEEK. The Southerners Will Reopen Here Aug. 1st.

NEW YORK ROOF TO-NIGHT Wayburn and Anderson's ROOF SHOW

CRITERION THEATRE. B'way & 44th St. Evs., 8:30. Mats. Wed. & Sat. WILLIAM COLLIER—THE DICTATOR

HAMMERSTEIN'S. 42d St., B'