MORMONS OFF FOR UTAH.

Large Numbers Migrating for Summer Season—Believer's Defence.

In the last two weeks there has been a general exodus of Mormons to Utah, it was learned in Harlem yesterday. The majority of the students that have been living in this city and the new converts will spend the summer in Salt Lake City, and will not return to this city until late in September. There are only a few Mormons in Harlem at present, and those that are in the city are here simply to look after the interests of the Church. It was learned that the Mormons sold their former headquarters at No. 121 West 123d-st for a profit of about $2,500.

John A. McQuarrie, in charge of the Mormon interests in the Eastern States, said:

We have been preaching the Gospel of Christ as we understand it, for many years in the city of New-York. Neither our neighbors nor the officials of the city have had occasion to complain or call us to account. The only charges against us have come from competing religionists or from people who know us only through slanderous reports. True religion teaches charity and toleration, but the history of the Church, with its many branches, is not a very striking illustration of these virtues. While the character of ministers is considered above reproach, their judgment of those who hold opposite views is not always sound.

It has been said that the Mormon Church was a political and not a religious organization, but if one will view their history and think of the privations they have endured, the sacrifices they have made and the work they have done, he will realize that the Mormons needed a sublime faith in God and the hope of a future reward to sustain them. For we as a people could truly say, with Paul: "If in this life only we have hope, we are of all men the most miserable." The few political offices that our people have held in late years would have been no incentive to cause the thousands to labor who have already passed away. Patriots sometimes make great sacrifices for the generations to follow them, but this is not a characteristic of politicians and political organizations.

We are charged with disloyalty to our government. What is there in our actions to give a color of truth to this statement? Surely not our actions in the Mexican War, when five hundred of our best men enlisted and left their families on the plains in the care of their associates while they marched to Mexico.

It was stated in a New-York paper a while ago that, with all that had been written on the Mormon question, there was no history to which the student could turn for reliable information. There is one record that seal cannot color or prejudice cannot deface. That story has been written by the iron pen of industry. We have been called thieves, but thieves never turned a wilderness into a fruitful field or a desert into a garden. We have been called ignorant, but ignorance does not build commodious schools, fine churches and artistic theatres. The ministers have said that we are fanatics, but fanatics never gave to the world such a wonderful social system and complete organization. A few individuals may have broken the law, but the overwhelming sentiment of the people is in favor of conforming strictly to the laws of the country.

The Editor of "Truth," a non-Mormon paper in Salt Lake City, has offered $500 to Dr. Duncan J. McMillan, pastor of the New-York Presbyterian Church, if he can prove certain statements regarding the Mormons.

TARS OF Y. M. C. A. MEN.

School for Sailors on Schooner Yacht Given to Organization.

The Young Men's Christian Association in this city has received a two-masted schooner yacht to be utilized this summer in teaching practical navigation to members of the various New-York City branches. The first cruise will be to Nantucket Island.

The boat is named the Amazon. She measures 108 feet over all, beam 21 feet, and has a draught of 10 feet. The plans for the summer's work are in charge of Dr. Frederick Knowles, the physical director of the Harlem Branch of the Young Men's Christian Association. They include cruises to last two weeks, a new set of men to be taken out each time. Thirty men will go on each cruise.

Dr. Knowles will be in charge of the Young Men's Christian Association classes, but the vessel will be sailed by a licensed captain, who will have his own crew of three men. A professional cook will also be aboard the Amazon.

The Amazon is to be equipped with a library, and the books will include works on astronomy and navigation.

As at present planned the course in navigation will extend over a period of four years, it being believed that a man who had gone out two weeks each time in four summers will have gained a sufficient knowledge of navigation to act as a mate.

The members of the several branches have taken most enthusiastically to the new course, and applications are coming in rapidly.

Late this month the Amazon will be brought over to the Hudson River, and for the first six days in July she will be thrown open for inspection.

Dr. Knowles said last night that with the Amazon as a nucleus it was hoped to build up a marine club in the Young Men's Christian Association.

BUTTONS FOR CURB BROKERS' BOYS.

Unmarked Youths Will Be Kept Out—New Location of Market Unknown.

The following circular has been sent out by the curb brokers who were in conference on Monday with Police Commissioner McAdoo concerning the regulation of the curb market:

The traffic squad of the police will hereafter regulate the use of that portion of Broad-st. to be used by brokers as

"The Curb Market."

Among other rules it will be required that all boys employed be furnished with a badge or button, in order that they may remain within the lines allotted for trading, etc.

To maintain a uniform system, buttons and badges will be furnished by E. S. Merdas, No. 6 Wall-st., on application, the cost to be defrayed by the firm or broker receiving the same. A proper record of all badges or buttons will be kept.

No boys will be permitted within the lines without badge or button.

Just where they are to be corralled the curb brokers have not yet heard, but they believe that they are to be shifted from in front of the Broad-Exchange building to a point in Broad-st., about midway between Exchange Place and Beaver-st. Among the suggestions which they are making for their greater comfort is one for the erection of a big tent, covering the roped in market place, to shelter them from sun and rain alike.

PLAN TO TOW RAFT ACROSS PACIFIC.

British Columbian Company Hopes to Get 10,000,000 Feet of Timber to Shanghai.

San Francisco, June 20.—A log raft containing ten million feet of spars and piling is to be towed across the Pacific to Shanghai this summer. This is the plan of a company just organized in British Columbia, a branch of a raft company of this city. The latter concern is said to have been successful in rafting lumber from northern points to San Francisco.

Except for accidents to the first one or two big rafts, which broke loose, all have been brought safely to port. But they are looked on with considerable fear by seafaring men and shipowners, who regard them as positive menaces to shipping, which should be prohibited from going to sea.

The new company will send to Shanghai a larger raft of big logs than has ever yet been put together. From present plans it will be towed by one or more of the most powerful tugboats of San Francisco, accompanied by a collier or oil steamer with fuel for the tugs.

DENIES HE FORGED OLIVER DEEDS.

Admits, However, That He Signed Father's Name as Commissioner Without Authority.

In his own behalf, James S. Alderdyce, accused of the forgery of deeds of the estate of Mary S. Oliver, testified in General Sessions yesterday that five deeds purporting to transfer property to his sister, Elizabeth Alderdyce, had been executed by Mary J. Oliver before her death. On cross-examination he admitted that he had signed the name "James Alderdyce" to deeds and other conveyances, explaining that he had understood he had been made a commissioner of deeds through the good offices of an alderman. His father, James Alderdyce, was a commissioner of deeds. He said he had no authority from his father to use his name.

COAL FOR THE ISTHMUS.

Washington, June 20.—Bids were opened to-day by the purchasing agent for the Panama Canal Commission for 50,000 tons of bituminous coal for delivery at Colon. Sixteen concerns entered into the competition, representing the Atlantic and Pacific coasts, and even London. The bids were for different grades of coal, for the run of mine and screened. Until a careful analysis of the bids is made it will be difficult to determine which is the best bid, as both price and quality are to be considered.

NEWARK IN 30 MINUTES

PUBLIC SERVICE PLANS.

Rapid Transit to Manhattan—Road Lies Partly in Morris Canal.

When the question of the abandonment of the Morris Canal was under discussion during the session of the New-Jersey Legislature last winter, Thomas N. McCarter, president of the Public Service Corporation, said that his corporation did not want the canal bed between Jersey City and Newark, as it had already acquired a private right of way between the Passaic and the Hudson rivers. What the corporation desired was the canal right of way west of Broad-st., Newark, to connect with the private right of way. The purpose was to build an electric high speed road without grade crossings to connect with the Jersey City tunnels. Subsequently a sale was made of property with a large frontage on Park Place, adjoining Proctor's Theatre, in Newark, to Thomas N. McCarter and Uzal McCarter. The purchase was explained as purely a private investment. The rear of the property is in Pine-st. Between Pine-st. and the Passaic River is comparatively cheap land, covered by old houses and shanties. The corporation acquired enough of this territory for a right of way, and yesterday the announcement was made by President McCarter that an electric road would now be built with a terminal in Park Place. Three years ago, when the corporation contemplated the acquisition and use of the canal bed between Newark and Jersey City for a trolley freight railroad, it purchased a plot of ground at Park Place and North Canal-st., in Newark, with the object of erecting a large office building. The purpose was also the removal of Centre Market, which stands over the canal, and the erection of a large union station and terminal on the site. This scheme was abandoned, and recently the plot of ground acquired for the company's office was sold. Plans for a rapid transit electric road were carefully considered and adopted, and all the necessary preliminaries have been carried out. Yesterday President McCarter made public the following statement:

The road will be built with the finest modern electrical construction. There will be no grade crossings; within the limits of the city of Newark it will be a sub-surface road, and the Passaic River will be tunnelled. It has not yet been determined whether to tunnel or bridge the Hackensack River. The route through Jersey City will be in part elevated and in part below the grade. The project is already financed.

To secure the necessary terminal rights in New-York City, and to construct the road will consume considerable time, but the work will be proceeded with as rapidly as possible.

In connection with the terminal station in Newark the company will erect a building for its offices. The plot at Park Place and Canal-st., heretofore acquired by Public Service for a building site, has been disposed of.

When the road is completed, passengers will be transported from the centre of Newark to the heart of New-York easily in thirty minutes, and probably in quicker time.

The plan as outlined provides a more direct and far better entrance into the city of Newark than would have been the case had the new road been built on the bed of the Morris Canal. If the canal should ever be abandoned as a waterway, and become available for railway purposes, it will be practicable to make a sub-surface connection between the new line and the bed of the canal at or near Broad-st., in which case the line could be extended west as far as desirable. Such an extension, however, is only incidental to the plan we have outlined, the consummation of which has been determined upon without reference to canal abandonment.

Mr. McCarter does not indicate in his statement how the corporation proposes to get entrance into New-York. Some time ago Mr. McAdoo, president of the Hudson River Tunnel Company, stated that the tunnel would have no connection with the Public Service system, but it is conjectured that President McCarter has effected some arrangement by which the cars of the proposed new rapid transit line can use the tunnels. The route has all been surveyed and laid out, and all property rights have been secured in Newark, on the meadows and at Jersey City. If the Morris Canal be abandoned for navigation the corporation will bid for the right of way west of Broad-st., to Bloomfield and beyond, and Broad-st., Newark, will be crossed below grade and probably in the present canal bed. The road will then run in the canal bed through West Newark, and the steep grades will be overcome by mechanical devices. To use the new road for freight purposes would require the passage of a legislative act, which would be opposed by the steam railroads, which have always antagonized such measures. It is believed that when a modern high speed electric road, free from grade crossings and having a terminal within New-York City, is put in operation it will draw heavily upon the local passenger traffic of the steam railroads without appreciably affecting the traffic of the Plank Road and Turnpike trolley lines now operated by the corporation. When the Morris Canal bed west of Broad-st., Newark, can be utilized for an extension of the road to Bloomfield, Montclair and other large suburban places, inhabited largely by New-York business men, a considerable patronage will be added, and the corporation will also have the benefit of a large travel between local points in New-Jersey. Mr. McCarter is now investigating electric traction conditions in the Middle West and in the Northwest.

INSANE MAN'S DEATH NATURAL.

Bruises Were Caused in Fight Following His Attack on Hospital Attendant.

Coroner's Physician Lehane made an autopsy yesterday on the body of Charles Rufer, who died Sunday at the Manhattan State Hospital for the Insane, and whose body was marked on the head and face with ugly cuts. The physician, Dr. Roelloffs, complained to the coroner of the condition of Rufer's body.

Dr. Lehane announced that the patient died from natural causes, that he had chronic nephritis, or inflammation of the kidneys, and that this with the heat and his exertions in an insane struggle he precipitated with the hospital attendants by attacking one of them, caused his death. Dr. Lehane said that the bruises on his head and body had no direct effect upon the man's death, and were only incidental, and probable unavoidable in the fight with his attendants.

VESUVIUS IN COMMISSION AGAIN.

Boston, June 20.—The torpedo training ship Vesuvius, formerly the dynamite cruiser of the same name, was placed in commission to-day in the Charlestown Navy Yard. The Vesuvius has been out of service for seven years, and repairs made on the ship have cost $200,000.

NEW COALING RECORD ESTABLISHED.

Newport, R. I., June 20.—A successful official coaling test was reported by the new United States armored cruiser Maryland, which arrived in the outer harbor to-day. At the Bradford station in Narragansett Bay yesterday the cruiser took on board from lighters 800 tons of coal in eighteen hours. This was said by the officers to establish a new record for that time.

WANTED EXERCISE, NOT A LOOK.

Jerome Scheur, the sixteen-year-old boy, who was arrested on Monday night on complaint of Magistrate Crane and other residents in West 129th-st., charged with playing "Peeping Tom" from the roofs of the houses, was arraigned in the Harlem police court yesterday morning, and discharged, after he had explained that he went to the roof for exercise. He declared he meant no harm.

DEATH FROM SUNSTROKE.

Watertown, N. Y., June 20.—Alpheus Davis, a hardware merchant of this city, forty-three years old, was found dead in his garden to-day. Death was due to sunstroke. He resided in Pittsburg up to January 1.

DECLARE A 4 PER CENT DIVIDEND.

By a resolution of the board of trustees of the Title Guarantee and Trust Company, a 4 per cent dividend has been declared. It will be paid on June 30 to stockholders on the transfer books at the closing, 2 p. m., on June 22. The transfer books will be opened at 10 a. m. on July 1.

Dr. Lyon's
PERFECT
Tooth Powder

Cleanses and beautifies the teeth and purifies the breath.
Used by people of refinement for over a quarter of a century.
Very convenient for tourists.

PREPARED BY
J. W. Lyon, D.D.S.

WARNS AGAINST HOLD-UP.

Rapid Transit Commission Tells Court About Wilcox Suit.

The Rapid Transit Commission, by leave of the Supreme Court, yesterday intervened in the suit against Mayor McClellan and others, instituted in the name of Clermont H. Wilcox, to restrain the Board of Estimate from passing franchises. Permission of this kind is granted only in unusual cases involving great public interests, on which the conscience of the court needs enlightenment. As this case of Wilcox is understood to be the one by which "Little Tim" Sullivan and other aldermen, under the disguise of testing the constitutionality of the recent legislation depriving them of their hold-up power, expect to tie up the development of rapid transit in the city indefinitely, the Rapid Transit Commission is to have the privilege of enlightening the court's conscience as to what is really behind this inoffensive looking taxpayer's suit.

Yesterday printed briefs were handed to Justice Blanchard, and the one by the Rapid Transit Commission's counsel says in part:

The act which is in question in this action is either constitutional or unconstitutional. If it is constitutional, then the Board of Estimate and Apportionment ought not to be enjoined from dealing with the routes now before them. Such delay would be a real and very serious injury to the interests of all the people of the city.

If the act is unconstitutional and it shall ultimately be so decided, the fact that the Board of Estimate and Apportionment may have acted in the mean time would not injure the plaintiff in any way. Their act would be a mere nullity, and no rights whatever can possibly have accrued to any third party under it.

In conclusion, the counsel made the significant suggestion that if the court shall deny the motion for an injunction, thus refusing to hold the legislation to be unconstitutional, and yet grant a stay pending an appeal to the Appellate Division, the very purpose of the plaintiff in making this motion will have been accomplished.

SCHEDULE OF ALBERT C. WILCOX.

Bankrupt Shows Debts of More than $200,000, Assets Nearly $500,000.

Albert C. Wilcox, who until his failure a few weeks ago conducted a banking business at Nassau and Liberty sts., this city, and controlled a chain of small banks up the State, has filed in the United States District Court schedules showing debts of $210,069 and assets of $491,754. Of the indebtedness $62,500 is secured by hypothecated stock. The principal creditors are the First National Bank, Shenandoah, $9,000, secured; M. S. Pierce, No. 50 Liberty-st., $4,000; L. E. Miller, Florida, $5,640. The bankrupt has about fifteen creditors who had money on deposit with him as a private banker, the claims being chiefly small, few exceeding $1,000. The majority of these creditors reside in Highland Falls, N. Y.; Downsville, N. Y.; Au Sable Forks, N. Y.; Rouses Point, N. Y.; Tupper Lake, N. Y.; Montgomery, N. Y.; Nanuet, N. Y.; Central Valley, Newark Valley, Roscoe, Fort Covington and New-York City.

The principal depositors in Manhattan are the North American Underwriting Company, $8,023; A. C. Wilcox, $9,591; Mrs. A. C. Wilcox, $3,718; the State Bank of Ovid, N. Y., $9,454; the First National Bank of Cornwall, $11,552; John L. Colvin, Painted Post, N. Y., $5,216. The assets consist of real estate, $3,000; cash, $10,920; fixtures, $8,100; bills of exchange, $19,798; accounts, $397; stocks and bonds, $410,450, and notes and securities, $58,887.

MERCHANTS' TRUST NOT YET SAVED.

Sale of Hudson Valley Stocks Leaves Need of $300,000 That May Not Be Raised.

The extrication of the Merchants' Trust Company from its difficulties is not assured, it is understood, as a result of the action of the directors in accepting, subject to the approval of the court, the bid of $850,000 made by the Herbert-Colvin syndicate for the Hudson Valley Railway Company, securities held by the Merchants' Trust Company. With this $850,000, added to $300,000 cash held by the trust company, the proceeds of $500,000 city bonds also so held and $300,000 to be raised by the directors, it was figured by the board, enough money would be available to pay the depositors in full. It is now said, however, that it may not be possible to raise the projected $300,000 fund, and, that plan failing, that the receivers may be asked to sell the Hudson Valley properties to the Colvin-Herbert syndicate for the $850,000, pay in the near future about 90 cents on the dollar to the depositors, and arrange to hold the Rutland properties for a better market, when the Rutland securities could be disposed of for a sum which would discharge the remaining obligation to the depositors and return to the stockholders part of the amount invested by them in the shares of the trust company.

TWENTIETH CENTURY BACK ON TIME.

Run from Chicago in Sixteen Hours and Fifty-five Minutes' Running Time.

The Twentieth Century Limited rolled into the Grand Central Station exactly on time on its return trip to this city yesterday. The train left Chicago at 2:30 p. m. Monday, and arived here at 9:30 o'clock yesterday morning. The actual running time was sixteen hours and fifty-five minutes.

Besides the regular stops at Elkhart, Toledo, Cleveland, Syracuse and Albany, which consumed thirty-nine minutes, there was a delay of twenty-one minutes at Cleveland.

In trying to make this up the fifty-five miles from Cleveland to Ashtabula were covered in fifty-one minutes. At Ashtabula a hot box caused another five minutes' delay. This made the train twenty-one minutes behind the schedule at Buffalo. The distance from Batavia to Syracuse, which is 113 miles, was covered in 104 minutes, and the train arrived in Albany on time. Coming down the Hudson the train easily kept to the schedule.

HALF A LOAF FOR M'CARREN'S FOES.

Leader Graciously Consents to Split Even on Election Patronage.

Michael E. Butler, who is to oppose Register Matthew E. Dooley for the Democratic leadership in the 22d Assembly District in Kings County, said yesterday that although Senator McCarren had said that he was to receive all of the election patronage, he was perfectly willing that Dooley should have half of the inspectors.

Thomas F. Byrnes, the McCarren leader in the 21st District, also stated that he intended to offer the appointment of half of the inspectors in the district to Deputy Water Commissioner Thomas F. Farrell, who is one of the anti-McCarren leaders. Both Butler and Byrnes said that all they wanted in the primary fight was a fair count, and that the division of the inspectors between themselves and their opponents ought to be perfectly satisfactory to the latter.

DEGREE FOR EDWARD LAUTERBACH.

Manhattan Gives LL. D.—First Jew Honored by Catholic College in State.

Diplomas were given to twenty-eight graduates of Manhattan College last evening in Carnegie Hall. In addition, sixteen advanced degrees were granted.

John P. Holland, inventor of the submarine boat, received the degree of master of science. The Rev. Dennis J. McMahon, president of the Catholic Summer School, and Edward Lauterbach were made doctors of laws. Mr. Lauterbach is the first of the Jewish faith to receive an honorary degree from a Catholic college in New-York State, and probably in the country. This degree was recommended by Monsignor Lavelle.

Archbishop Farley presided at the exercises. Prizes were announced by Father John P. Chidwick, chaplain of the Maine at the time of the disaster. Ex-Congressman Charles A. Towne delivered the address of the evening, in which he severely criticised modern business and educational methods.

We turn on the hose to-day.

15573 pairs of men's fancy socks.

Mostly French lisles, with a few cottons—every pair imported.

Patterns—a maze of 'em, both quiet and roaring loud.

Quantities in shades of brown for wear with russet shoes.

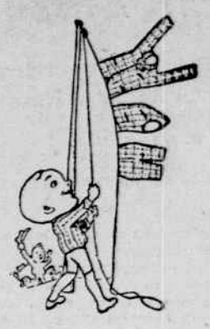
Fully two thirds are regular 50 cent socks—the balance 35 cent quality.

25 cents.

ROGERS, PEET & COMPANY.

Three Broadway Stores.

258 at Warren St. | 842 at 13th St. | 1260 at 32nd St.



For boys.

Three piece summer suits; just a handful, but all we've left.

All new this year—every one.

Were $13, $12.50, $12, $11, $10, $9.50 and $8.50.

All $7.50 now.

For men.

At Warren St. and 32nd St. stores only.

Another handful—Norfolk jackets with long trousers.

77 young men's sizes, 32, 33, and 34 chest.

$5; were $14 to $18.

60 men's sizes, 34 chest and up.

$10; were $16 to $22.

ROGERS, PEET & COMPANY.

Three Broadway Stores.

258 opposite City Hall. | 842 near Union Square. | 1260 opposite Greeley Square.

QUICK DISCHARGE FOR BALL PLAYERS.

Magistrate Mayo in the Harlem Court yesterday discharged without hearing, five men arrested at the Yorkville Field on Sunday and two at the Olympia Field, charged with violation of the Sunday law in playing baseball. The court said there was nothing to substantiate any charges of violation.

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sunrise 4:29 | Sunset 7:33 | Moon rises 10:53 | Moon's age 19

HIGH WATER.

A.M.—Sandy Hook 10:54 | Gov. Island 11:16 | Hell Gate 1:09
P.M.—Sandy Hook 11:00 | Gov. Island 11:22 | Hell Gate 1:15

INCOMING STEAMERS.

TO-DAY.

Vessel	From.	Line.
*Teutonic	Liverpool, June 14	White Star
*Byron	Pernambuco, June 6	Lamp & Holt
Prinz Oskar	Naples, June 6	Hamb-Am
El Siglo	Galveston, June 15	Morgan

THURSDAY, JUNE 22.

Koenigin Luise	Naples, June 10	N G Lloyd
Carpathia	Liverpool, June 13	Cunard
Pretoria	Hamburg, June 10	Ham-Am
City of Memphis	Savannah, June 19	Savannah

FRIDAY, JUNE 23.

*Esperanza	Vera Cruz, June 16	Ward
*La Lorraine	Havre, June 17	French
Ultonia	Gibraltar, June 14	Cunard
Sardegna	Naples, June 8	Italian
Graecia	Inagua, June 18	Hrmb-Am
Cape Breton	Gibraltar, June 7	
Indravel	Cardiff, June 9	Tyser
Monomoy	Port Talbot, June 9	Vogemann
Comanche	Jacksonville, June 20	Clyde
Grangense	Para, June 11	Booth
El Alba	Galveston June 17	Morgan

SATURDAY, JUNE 24.

*Campania	Liverpool, June 17	Cunard
*St. Paul	Southampton, June 17	American
Celtic	Liverpool, June 16	White Star
Hamburg	Hamburg, June 15	Hamb-Am
Nuestria	Naples, June 7	Fabre
Saratoga	Nassau, June 20	Ward
El Paso	New-Orleans, June 19	Morgan

SUNDAY, JUNE 25.

*Caledonia	Glasgow, June 17	Anchor
*Maracas	Trinidad, June 17	Trinidad
Coamo	San Juan, June 20	N Y & P R

*Brings mail.

OUTGOING STEAMERS.

TO-DAY.

Vessel.	For.	Line.	Mails close.	Vessel sails.
Baltic	Liverpool	White Star	5:30 a m	9:00 a m
Rotterdam	Rotterdam	Holland-Am	7:30 a m	10:00 a m
Citta di Milano	Naples	La Veloce	9:30 a m	12:00 m
Hellig Olav	Copenhagen	Scand-Am	11:00 a m	2:00 p m
Bermudian	Bermuda, Quebec		9:00 a m	11:00 a m
Adirondack	Hayti	Hamb-Am	9:30 a m	12:00 m
Prins Willem IV	Hayti, D W I		11:00 a m	1:00 p m
Seminole	San Domingo	Clyde	12:30 p m	3:00 p m
Proteus	New-Orleans	Morgan	——	12:00 m
Alamo	Galveston	Mallory	——	3:00 p m
Iroquois	Jacksonville	Clyde	——	3:00 p m
Monroe	Norfolk, Old Dominion		——	3:00 p m

THURSDAY, JUNE 22.

Deutschland	Hamburg	Hamb-Am	5:30 a m	9:00 a m
La Bretagne	Havre	French	7:30 a m	10:00 a m
Monterey	Havana	Ward	9:00 a m	12:00 m
Matanzas	Tampico	Ward	12:00 m	3:00 p m
Caslida	Argentina	Norton	12:00 m	3:00 p m
Numidian	Glasgow	Allan-State	——	2:00 p m
El Sud	Galveston	Morgan	——	3:00 p m
Hamilton	Norfolk, Old Dominion		——	3:00 p m

FRIDAY, JUNE 23.

Yumuri	Santiago	Ward	12:00 m	3:00 p m
Uller	St Kitts, N Y & Dem		12:00 m	3:00 p m
Equita	Argentina	Barber	12:00 m	3:00 p m
Yucatan	Campeche	Ward	1:00 p m	3:00 p m
Rio Grande	Brunswick	Mallory	——	3:00 p m
Algonquin	Jacksonville	Clyde	——	3:00 p m
Princess Anne	Norfolk, Old Dominion		——	3:00 p m

SHIPPING NEWS.

Port of New-York, Tuesday, June 20, 1905.

ARRIVED.

Steamer Kronprinz Wilhelm (Ger), Richter, Bremen June 13, Southampton and Cherbourg 14, to Oelrichs & Co, with 499 cabin and 718 steerage passengers, mails and mdse. Arrived at the Bar at 9 a m.

Steamer Prinzess Alice (Ger), Polack, Bremen June 10 and Southampton 11, to Oelrichs & Co, with 177 cabin and 740 steerage passengers and mdse. Arrived at the Bar at 9:42 a m.

Steamer Bellaggio (Ger), Buss, Santos May 30 and Barbados June 13, to Funch, Edye & Co, with mails and mdse. Arrived at the Bar at 1:36 p m.

Steamer St Helens (Br), Raddish, Baracoa, five days, to the Atlantic Fruit Co, with fruit. Arrived at the Bar at 9 a m.

Steamer Yumuri (Cuban), Johnson, Santiago June 2, Cienfuegos 8 and Manzanillo 14, to James E Ward & Co, with mdse. Arrived at the Bar at noon.

Steamer Morro Castle, Downs, Havana June 17, to James E Ward & Co, with 165 passengers, mails and mdse. Arrived at the Bar at 2:18 p m.

Steamer Sibiria (Ger), Brembser, Savanilla June 7, Cartagena 8, Port Limon 12 and Kingston 15, to the Hamburg-American Line, with 48 passengers, mails and mdse. Arrived at the Bar at 6:20 a m.

Steamer Nueces, Hix, Galveston June 14 and Key West 17, to C H Mallory & Co, with passengers and mdse. Left Quarantine at 3:15 p m.

Steamer Rio Grande, Davidson, Mobile June 12 and Brunswick 17, to C H Mallory & Co, with passengers and mdse. Left Quarantine at 11:35 a m.

Steamer Carib, MacBeth, Georgetown, S C, June 15 and Wilmington, N C, 17, to William P Clyde & Co, with passengers and mdse. Left Quarantine at 8:58 a m.

Steamer Monroe, Hulphers, Newport News and Norfolk, to the Old Dominion Ss Co, with passengers and mdse. Left Quarantine at 6:10 p m.

Steamer J M Guffey, Gunter, Port Arthur, Tex, June 11, towing barge Searchus, with oil, to the J M Guffey Petroleum Company. Off the Highlands at 6:58 p m.

Sandy Hook, N J, June 20, 9:30 p m—Wind calm, foggy.

SAILED.

Steamers Citta di Palermo (Ital), New-Orleans; Goldsboro, Philadelphia; Irisbrook (Br), Norfolk; Jamestown, Norfolk and Newport News; Usk (Br), Gibaie; Grosser Kurfurst (Ger), Bremen via Plymouth and Cherbourg; Kostrena (Aust), Newport News; Jefferson, Norfolk and Newport News; Kansas City, Savannah; El Dia, Galveston.

THE MOVEMENTS OF STEAMERS.

FOREIGN PORTS.

London, June 20—Arrived, steamer Minneapolis (Br), Gates, New-York.

Queenstown, June 20, 10 p m—Arrived off, steamer Caronia (Br), Warr, New-York for Liverpool (and proceeded).

Shields, June 19—Sailed, steamer Phœbus (Ger), Schierhorst (from Hamburg), New-York.

Fastnet, June 20—Passed, steamer Bristol City (Br), Barclay, New-York for Bristol.

Lizard, June 20, 3:20 p m—Passed, steamer Pennsylvania (Ger), Knuth, New-York for Dover and Hamburg.

Prawle Point, June 19—Passed, steamer New-York (Dutch), Peters, Rotterdam for New-York.

Antwerp, June 19—Arrived, steamers British King (Br), O'Hagen, New-York via London; Finland, Apfeld, New-York via Dover.

Havre, June 17—Sailed, steamer Bordeaux (Fr), Delano, New-York.

Naples, June 17—Arrived, steamer Citta di Torino (Ital), Fulle, New-York.

Sagres, June 17—Passed, steamer Antonio Lopez (Span), Oliver, Vera Cruz, Havana and New-York for Cadiz, Barcelona, Algiers, etc.

Palermo, June 11—Sailed, steamer Sicilian Prince (Br), Claridge, New-York.

Trieste, June 16—Arrived, steamer Giulia (Aust), Stuparich, New-York via Naples.

Gibraltar, June 19—Passed, steamers Citta di Napoli (Ital), Lavarello, Genoa for New-York; Gerty (Aust), Descovich, Trieste, etc, for New-York.

Barbados, June 20—Arrived, steamer Explorer (Br), Waldron, Liverpool for Trinidad, La Guayra, etc.

Delagoa Bay, June 18—Arrived, steamer Clan Macmillan (Br), Wadge, New-York via Cape Town, etc.

Colombo, June 17—Sailed, steamer Neidenfels (Ger), Hertzog (from Calcutta), New-York.

Malta, June 20—Arrived, steamer Vandalia (Br), Hasse, New-York for Aden, Singapore, etc.

Melbourne, June 20—Arrived, steamer Aquilla (Br),

Proposals.

U. S. ENGINEER OFFICE, 815 WITHERspoon Building, Philadelphia, Pa., June 16, 1905.—Sealed proposals, in duplicate, are invited for dredging in Delaware River, between Finns Point and the south line of Pennsylvania, in sections No. 3, subsection A and B, No. 4, subsection A and B, and No. 5, subsection A. Separate proposals are also invited for dredging in the same localities, with and without completion of, and changing part of the present bulkhead near Edgemoor, Del., and construction of revetment alongside jetty on upper side of Christiana River. Proposals will be received at this office until 12, noon, Monday, July 17, 1905, and then publicly opened. Information furnished on application. J. C. SANFORD, Major, Engrs.

U. S. ENGINEER OFFICE, ARMY BUILDing, New York, May 22, 1905.—Sealed proposals for Building Stone Sea-wall at Governor's Island, N. Y. Harbor, will be received here until 12 M. June 22, 1905, and then publicly opened. Information on application. W. L. Marshall, Lieut. Col., Engrs.

The Turf.

CONEY ISLAND JOCKEY CLUB, SHEEPSHEAD BAY.
June 15 to July 4, 2:30 P. M. Rain or shine.
6th Day—THE MERMAID and 5 Other Races.
Leave East 34th st., E. R., via L. I. R. R., at 11 A. M., 12:10, 12:40, 12:50 (1:00 Parlor Car Train), 1:10, 1:40, 2:10, 2:40, 3:10 P. M. Take ferryboat foot Whitehall st., N. Y., 11 A. M., and thereafter every 20 minutes, connecting at 39th st., Brooklyn. 30 minutes by Brooklyn Rapid Transit. All Brooklyn trolley cars transfer direct to track. Concert by Lander.
GRAND STAND, $3. FIELD STAND, $1.

Tulloch, New-York via Port Natal for Sydney, N S W.

Montevideo, June 20—Arrived previously, steamers Isle of Lewis (Br), Hovey, New-York; Rossall (Br), Stamfield, New-York.

SAN FRANCISCO STOCKS.

San Francisco, June 20.—The official closing quotations for mining stocks to-day were as follows:

Alta	.04	Justice	.06
Alpha Con	.08	Kentucky Con	.02
Andes	.21	L Wash Con	.03
Belcher	.18	Mexican	1.00
Best & Belcher	1.00	Occidental Con	.90
Bullion	.35	Ophir	6.00
Caledonia	.40	Overman	.17
Challenge Con	.23	Potosi	.13
Chollar	.18	Savage	.48
Confidence	.95	Sag Belcher	.05
Con. Cal & Va	1.40	Sierra Nevada	.31
Con Imperial	.01	Syndicate	.09
Crown Point	.15	St Louis	.10
Gould & Curry	.18	Union Con	.45
Hale & Norcross	1.15	Utah Con	.10
Julia	.05	Yellow Jacket	.24

TRADE E.&W. MARK

The **Donnybrook Shirt**

Every thread a linen thread.

Every button pearl.

Amusements.

HIPPODROME
Block of 6th Av., 43d to 44th St.
MANAGEMENT THOMPSON & DUNDY.
SEASON ENDS JULY 1.
Last chances to witness the theatrical sensation of the age.
MATINEES EVERY DAY.
THOMPSON & DUNDY'S
LUNA PARK.

HERALD SQ. THEATRE. Broadway & 35th St. Evgs., 8:15. Mat. Sat. 2:15.
SAM BERNARD IN THE KOLLICKING GIRL.

Knickerbocker. B'way, 38th. Ev., 8:15. Mat. Sat. 2:15.
FRANK DANIELS in the Musical Comedy hit, SERGEANT BRUE.

HUDSON THEATRE. 44th st., East of Broadway. Evs. at 8:30. Mat. to-day & Sat., 2:15.
New American Comedy THE HEIR TO THE HOORAH

AERIAL GARDENS over the New Amsterdam.
TO-NIGHT Curtain 8:15. GILBERT & SULLIVAN REVIEW at 8:15—To be followed by LIFTING THE LID at 11 o'Clock
And introducing THE AUTOMOBILE CHASE.
Beginning Next Monday, "THE WHOLE DAMN FAMILY," Presenting Stella Mayhew, Maude Lambert, D. L. Don and 100 others.
Also 2nd Edition "LIFTING THE LID."

NEW YORK ROOF AND WISTARIA GROVE.
GLASS ENCLOSED—Comfortable To-night.
Every Eve., 8:15, including Sunday. "Red Domino" at 9. | The Show of Genuine Novelty. | "When We Are Forty-one" at 9:45.
Admission to Table Space 1.00. Best Seats 1.50.

HAMMERSTEIN'S, 42d St., B'way and 7th Ave.
PARADISE ROOF GARDENS Every Eve. 8:15.
18 BIG VAUDEVILLE ACTS.
Daily Matinees in Victoria Theatre, 25c, 50c.

"QUITE THE THING." Every Eve. at 8:30.
ST. NICHOLAS GARDEN, 66th st & Col'ev. 25c to $1
WARREN CONCERTS

LYRIC. 183d Time To-night, 8:15. Mats To-day, Saturday and July 4th. Jefferson De Angelis in "FANTANA"

BOER WAR
BRIGHTON BEACH
Daily, 3.00 and 8.30. Sat. and Sunday, 3.00, 5.00, 7.30 & 9.00.
Entire Original St. Louis Exposition Production with Gen. PIET CRONJE.

"SPINNING" WHEAT.
A NOVEL AND INTERESTING SIGHT.
See It at 1383 Broadway.
IT IS FREE.

DREAMLAND.
THE LARGEST HIPPODROME IN THE WORLD, FREE. Races 4 and 9 p. m. daily.

EDEN MUSEE. WORLD IN WAX. New Groups. CINEMATOGRAPH. Charming Music. THE WAR HEROES.

LEAVING TOWN SOON?

You will want your favorite newspaper, The New-York Tribune, at your out-of-town address.

We can mail the paper or arrange with a local newsdealer to deliver it for you if you will advise us on the blank below as to address, etc.

CIRCULATION DEPT.
N. Y. TRIBUNE.

Please have newsdealer deliver the daily and Sunday Tribune to me at

Country address.....

.....

or mail the Daily and Sunday Tribune to above address for .... months, for which please find check enclosed.

City address.....

.....