"THAT DEVIL LAWYER."

MRS. KINNAN'S DEATH CRY

So Declares Italian Who Attended Dying Victim.

Examination by Coroner McDonald and Detective Sergeant Price of about fifty persons yesterday brought out only one new phase in the Kinnan murder mystery. This, a long statement from Marie Shippo, the Italian who lives in the basement of the old Stenton house, and cared for Mrs. Kinnan the night she was murdered, contained what purported to be the only statement she made after she was struck down. Asked who did it, she replied weakly, according to the Italian woman:

"It was that devil lawyer."

Police and coroners are in a quandary as to the truth and application of this statement. Though the Shippo woman had explained to her in the bluntest possible fashion the nature of perjury and the punishment therefor, and was put through a grilling cross-examination, she stuck to this story. It is uncorroborated from any source save those to whom she also told it. Previously she had told to police and visitors one or two tales varying widely from this one, whose truth she earnestly protested.

DEAD WOMAN'S MOTHER TO TESTIFY.

If the Coroner's plans are carried out, old Mrs. Stenton, the woman of life as marvellous and mysterious as the house in which she lived and the manner of the murder, will be examined practically as a witness. This procedure, Dr. McDonald and Sergeant Price believe, will bring out the knowledge which they have felt certain from the beginning she possessed. Burton W. Gibson, lawyer for the dead woman and for old Mrs. Stenton, will also be called. Mrs. A. E. Miller, at whose home Mrs. Stenton is now living; Mrs. Louise Lund, daughter of Richard Kinnan by a former wife; William K. Aston, a lawyer, who was co-partner with Gibson in the arrangement by which they obtained two-fifths of the proceeds from the sale of the Stenton house, and Robert Flaherty, a former lawyer of Mrs. Stenton, will be other witnesses.

The proceedings yesterday were handled in a peculiar fashion. Deputy Assistant District Attorney Cardozo, whose first appearance in the case was responsible for the farcical arrest of several Italians on the Sunday after the murder because of gossip among the police, took command of the case practically, displacing Coroner McDonald and Sergeant Price, whose work hitherto has been faithful and diligent.

He decreed a star chamber inquiry, though the Coroner, and Sergeant Price advocated publicity, and the persons examined were summoned there on subpœnas, as to a regular inquest. His explanation was that undue publicity might prove detrimental to good work.

Various witnesses told of the events of the night of the murder, but the statement obtained from the Shippe woman was not the result of the day's examination. According to the Coroner, Marie told of hearing loud talking upstairs the night before the murder, apparently quarrelling, in which she distinguished the tones of a man's voice. The next morning Mrs. Kinnan came to her rooms looking worn and ill, so that the Italian remarked that she must be sick. Her reply was that she was not ill, but had much trouble about money and a lawyer.

"The next night Marie Shippo heard the screams and ran upstairs to see what was the trouble," went on Dr. McDonald. "She told us she saw old Mrs. Stenton standing on the porch with a lamp in her hands. The old woman tried to drive Marie away, but she said she went over to where Alice Kinnan was lying at the end of the porch and asked:

"'Do you know me?'

"'Yes, you are Marie, downstairs,' was the answer. Then Marie asked:

"'Who did this?'

"'It was that devil lawyer,' she says the dying woman replied, clearly. We examined her in every way on that, roughshod, but she stuck to her story. She didn't give any name, and said Alice Kinnan had used no name to her. Then we asked her why she told a different story in the first place. She became confused, but said this was the true story, as a few days after the murder she went to see a priest about it all. When we tried to pin her down on the priest, she became vague in her answers again. She seemed not to know where the church was, nor who the priest was.

"There you have it. We don't know now whether the story is truth or fiction. Everything possible is being done toward investigation, and if it turns out to be true I don't believe the murderer will get away."

B. W. GIBSON BEING WATCHED.

In answer to questions, the coroner said that Mrs. Stenton, who evidently could dispel the mystery would be called to-day. Meantime, she was under surveillance by the police. Burton W. Gibson, the lawyer who has appeared prominently in the case, the coroner said, also was being watched, "because of his connection with the case." Mrs. Shippo, too, was under the watchful eyes of the police, though she had promised not to try to get away.

Mrs. Catherine Glah, of Philadelphia, was the first to be interrogated by the examiners, Coroners McDonald and Schwannecke, the young man from Mr. Jerome's office, and Sergeant Price. She told them she had been visiting her daughter, Mrs. Comerford, of No. 814 East 189th street, near the Stenton house. Returning from a shopping trip with her ten-year-old daughter on the night of the murder, she was at Washington avenue and 189th street when she heard piercing shrieks in a woman's voice. Then, looking through the trees to the old Stenton house, she saw Mrs. Stenton appear on the porch with a lighted lamp. She was terrified, and the girl began to cry.

A moment later a woman came running up behind her, announcing that a murder had been committed at the Stenton house. Mrs. Glah, badly scared, walked on home. As she passed the Deaf and Dumb Asylum, whose grounds open in 189th street, she saw a man sitting on the steps, but did not notice him particularly. She had not seen him running from the grounds round the Stenton house.

Patrolman Andre, of the Tremont police station, who was the first official to reach the house, said he found there Mrs. Shippo, who told him Mrs. Kinnan, dying, had said, "He hit me: he hit me!" Patrolmen Devlin, Alken and Keeling, who came later, corroborated his story. Patrolman Manning, who learned on Wednesday night about a mysterious message, told the inquisitors what he heard. Mrs. Matthew Kennedy, a neighbor of the Stentons, told of the piercing scream. She ran across to the old house after her son, and heard the Italian Marie say that Alice Kinnan told her, "He hit me; he hit me!" Mrs. Stenton, she said, mumbled out an unintelligible reply to her questions. Matthew Kennedy, a youth, declared the rear door of the house was shut and locked, and that the front door, fastening with a spring, had snapped shut when Mrs. Stenton came out to the porch. Jacob Carpenter, Hattie Watkins, Negroes living on the Stenton place, all the Italian tenants, a few others living in the vicinity who knew of the peculiarities of the Stenton family, and the Italians arrested the Sunday after the murder, also were examined, but told nothing of importance.

The introduction of the Shippe woman's story has disturbed the police somewhat. They and the coroner cannot make it fit into the case well. They cannot determine just how a woman with five deadly fractures of the skull and a broken neck could retain consciousness long enough to make any dying observations. They cannot determine just what lawyer, assuming the truth of the statement, was referred to, nor can they find a motive for murder by any lawyer or his hireling. Money could not have been the cause, they argue, because lawyers have more refined methods than murder, possibly more efficient, certainly more in compliance with the laws. Sergeant Price would not discuss the case, saying Mr. Cardozo had told him not to talk about it. Coroner McDonald was trying, with the help of the detectives, to find the solution, without much apparent success.

Mr. Cardozo himself would not talk. He explained laboriously that he had made it a policy never to talk about cases, even giving a stereotyped answer, "I have nothing to say," when really he knew nothing about the thing as to which he was interrogated.

If any progress is to be made in the case, it will, the authorities think, come from the examination of Mr. Gibson and Mrs. Stenton to-day.

FALL IN STEEL SHARES.

Effect of "Iron War"—Unimportant, Says Judge Gary.

Selling on the Southern "iron war" and on rumors of an impending general "war" in the iron and steel trade caused a sharp break in the shares of iron and steel manufacturing companies yesterday, under the influence of which the entire list declined. On sales of nearly 130,000 shares United States Steel common went down to 36½, a new low record for this year, and closed 2¼ points lower than on Wednesday, at 36¾. The preferred lost 1⅝ points. Colorado Fuel and Iron declined 2¾ points. Of the companies alleged to be engaged in warfare in the Birmingham district, Sloss-Sheffield and Tennessee Coal and Iron each suffered a net loss of 2 points and the common and preferred stocks of the Republic Iron and Steel Company declined, respectively, 1½ and 2 points. The trading in the shares of these three companies was small.

One of the rumors of the day was that the Republic-Tennessee interests were endeavoring to coerce the Sloss-Sheffield company into a union with their corporations, but this was vehemently denied, and was not widely believed. Another view was that the "price war" in the Southern field, apparently trivial in itself, was being used as the basis for a determined raid on the stock market in general, and reminiscences of the sudden closing of a dozen mills of the old American Steel and Wire Company in 1900 were heard. The Southern situation, indeed, appears to have received an exaggerated importance. The cut in foundry iron was from 50 cents to $1 a ton, and that on only a comparatively small quantity of the commodity. It was said yesterday that the old price of $14 a ton had already been restored.

The weakness in foundry iron is ascribed in well informed trade quarters to the moulders' strike, which for several weeks has tied up many foundries, their closing having cut off consumption and caused an accumulation of stocks. Recently many of the foundries have reopened, and the prospect now is that the demand for foundry irons will soon again become large, cleaning up the moderate accumulations which took place while the strike was in force.

So far as can be gathered, there is no cessation in the demand for steel making iron—the foundry iron is not used in the manufacture of steel—and the general outlook in the iron and steel industry is still excellent.

Asked whether or not the reduction in the price of Southern foundry iron was regarded as important by the steel trade, Judge Gary, chairman of the board of the United States Steel Corporation, said yesterday:

We are so busy with our own affairs, which in the present condition of unprecedented activity require every moment of our attention, that we have no time for the consideration of outside matters. As we see the iron market, no indication is absent that makes for the continuous activity of the steel and iron manufacturing and consuming interests.

One of the rumors which contributed especially to the weakness of the United States Steel issues was that the Steel Corporation was about to bring out a $50,000,000 bond issue. Concerning this revived rumor, Judge Gary said:

There is no foundation for the statement that this corporation purposes to issue bonds for the work planned at Gary. The question of the emission of bonds for that purpose was considered at several meetings of the finance committee held several months ago. There was a difference of opinion on the matter. One opinion was voiced that it did not seem quite fair to the shareholders to pay for the new plant from earnings. But the decision was made that an allotment be made for the new work and that the question of the issue of bonds be indefinitely postponed. Of the amount then set apart for the new industrial city upward of $12,000,000 remains. This sum is more than ample for all possible requirements some time beyond this year. It is possible that the question as to the issue of bonds on account of works of construction at Gary may be taken up at a later time, but certainly not this year.

The sales agents and heads of departments of the Steel Corporation, who have just finished a series of conferences in this city, report that all branches of the steel industry are in a flourishing condition and believe that the present prosperity will continue for many months to come.

H. L. PRATT JOINS DRYGOODS FIRM.

Herbert Lee Pratt, son of Charles Pratt, of the Standard Oil Company, became a member of the drygoods firm of Frederick Loeser & Co., of Brooklyn, yesterday. A certificate of limited partnership was filed in the office of the Kings County Clerk. According to the certificate $300,000 has been added to the capital of the firm. Arthur and John R. Gibb signed the certificate as general partners in the firm.

THAYER DEFENDS P.R.R.

Mistakes Honest, He Says—Roads Should Drop Coal Stocks.

Washington, June 21.—The inquiry of the Interstate Commerce Commission into the relations between railroads and coal companies was devoted to-day to hearing statements and explanations from representatives of the Eastern bituminous coal carrying lines in regard to testimony previously given before the commission. The chief witness was John B. Thayer, fourth vice-president of the Pennsylvania Railroad. He explained the principles of car distribution used by that road, and declared that while it might have made mistakes in judgment regarding that branch of its business they had been honest ones. When asked whether the ownership of coal stocks by railroads might not give occasion for criticism he said that he believed that the time had come when railroads should not hold such stocks, and when the roads should confine themselves strictly to the business of transportation. Thayer first explained the method of car supply and distribution. He said:

The basic principle of the distribution is to take the ratings of the mines as one factor, and their commercial capacity, based on the tonnage we have taken for certain periods, as another factor to arrive at the proper percentage, and then, in the distribution of the cars, the individual car and the car which is furnished for fuel for the railroad company is counted against that percentage. That is the method which was partially put into effect in November last in some of the regions, and in January last finally in all the regions on our road.

Mr. Thayer, continuing, said that before 1901 or 1902, while the Pennsylvania had difficulties with its car supply, things had been moving along smoothly, without complaint. Before 1900 the growth in its coal business was natural and gradual, but beginning with that year there was an increase of 3,000,000 tons over 1899, the total being 16,418,000 tons. In 1906 the tonnage grew to 29,446,000, an increase of over 100 per cent since 1899. This threw such a burden on the road that it was unable to furnish enough cars and had great difficulties in distribution.

CAR DISTRIBUTION SYSTEM.

Mr. Thayer entered into an elaborate explanation of the result of the investigation by his road of private cars. He said that before sailing for Europe in May President Cassatt gave orders for the discontinuance of the individual car system on the Pennsylvania Railroad and had been provoked because the subordinate officials did not feel able in operating the traffic department to carry out that policy.

He said that until that experience was gained it would be difficult to force the owners of individual cars to part with them. They will all be glad to part with them, he said, if the Pennsylvania could prove that it could accommodate the traffic in its own cars, but to force them to do it now "may place us under very extraordinary obligations in carrying out contracts."

The report on the whole question, prepared by Messrs. Thayer and Pugh, was submitted to the commission in confidence, Mr. Thayer remarking that the Pennsylvania Railroad did not care to increase its troubles in its financial deals with the owners of private cars. Mr. Thayer said there were fifteen thousand of these individual cars in operation on the Pennsylvania system, and that their use aroused the suspicions and jealousies of the small shippers. He hoped President Cassatt's plan would be adopted within the next few months.

Mr. Thayer believed the system of mine ratings of the Pennsylvania was as fair as any that could be devised, and that it would be difficult to prepare any system that would prevent charges of car discrimination where private cars and those furnished by the railroads are operated together. He said the car distribution sheets were published and always open to the inspection of shippers in the office of the superintendent of transportation and in the various offices in the region of the mines. It was, however, a tentative system, subject to change.

Mr. Thayer then said that his road had put in about 176 coal sidings since 1900. He declared it was not true that during the coal famine cars were denied to certain operators, while they were supplied to others, as had been alleged. There were, however, at that time, he said, a number of shippers who were desirous of making shipments for speculative purposes, and, he said, "we left them out of our calculations because they wished to ship coal at high prices and force it on the consumer. Of course, we gave the preference to the operators with whom we had contracts."

ROAD'S MISTAKES HONEST.

He said that the end toward which the Pennsylvania Railroad worked during the coal famine was for the relief of the consumer, and not the shipper. He believed his road made some mistakes, but they were honest ones that were bound to occur during such a period of warfare.

Asked by Mr. Glasgow to define more clearly what he meant by "speculator," Mr. Thayer said he was the "man without any business, that he was required by contract to ship."

Frank Hoff, chief accountant in the general manager's office of the Pennsylvania Railroad, said that he had never heard of the "committee of five" that met once a month to discuss company coal business, nor had he ever conversed with any one about a percentage on fuel coal. He admitted having received coal company stock in the Standard Moshannon Mine, on the Tyrone division, but said he had returned it a short time ago, because he did not think it had much value or any prospects of bringing a return. It was sent to him by Mr. Miller, the president of the company, an old friend. The stock, he said, in answer to Chairman Knapp, had been returned since the investigation began.

Mr. Wilson, a lawyer, of Baltimore, on behalf of the Baltimore & Ohio, referred to the various causes of suspicion on the part of shippers, and said he was authorized to announce that, although the Baltimore & Ohio hitherto had not had an open distribution of cars, such a system would be put into effect as promptly as the details could be worked out.

Mr. Thayer was recalled and Commissioner Clements asked him whether suspicion was not always aroused when there was a shortage of cars by the fact that the railroads were financially interested in coal companies, and that, therefore, there should be no such ownership. Mr. Thayer finally expressed himself as having no hesitation in saying that in the future there should be no ownership by railroads of stocks in coal companies.

In reply to a question by counsel for the commission Mr. Thayer said he thought that, as a general proposition, the time had come when the transportation companies should confine themselves solely to the transportation business, and nothing else.

FURLONG INVESTIGATION FINISHED.

Presentment to Grand Jury Expected To-day—Magistrate Out of State.

The investigation by the Kings County Grand Jury of the official conduct of Magistrate Furlong, in connection with the case of Mary Hedden, was ended yesterday. It is expected that a presentment will be made to-day.

The Hedden girl has sworn that, despite her stepmother's plea that she be sent to an institution, the magistrate sent her to a Rockaway Beach hotel. At another time the girl was sent to the home of Mrs. Gussie Hyman, No. 260 Arlington avenue, by Mrs. Tietjen, the probationary officer of Magistrate Furlong's court. While working there, the Hedden girl says, she was assaulted by Frank Grossbard, who lived at the same house. She was arrested on a charge of theft, which, she says, was made when she threatened to expose Grossbard.

Magistrate Furlong is at present out of the state, and it was impossible to serve him with a summons.

M., K. & T.'S $20,000,000 MORTGAGE.

It Is for the Purpose of Disposing of Notes and Improving the Line.

St. Louis, June 21.—A mortgage for $20,000,000 on the Missouri, Kansas & Texas Railroad was filed late yesterday afternoon with the Recorder of Deeds, the loan figuring as being advanced by the New York Trust Company, whose resident trustee is J. C. Van Blarcom, president of the National Bank of Commerce.

The mortgage will draw interest at 4½ per cent and is payable January 1, 1936. The mortgage is for the purpose of disposing of notes for $4,600,000 outstanding and to improve the line.

EXCHANGE CONSIDERING TRUST OFFER.

The offer of the Knickerbocker Trust Company, which recently acquired most of the land upon which the building of the Consolidated Stock and Petroleum Exchange stands, to pay $300,000 for the building and for the ground lease, which has about four years to run, with the privilege of renewal at a new valuation, is still open, it is learned. The Consolidated Exchange authorities are considering the desirability of various parcels of downtown property as sites for a new exchange building, and, if one is selected within a short time, will accept the trust company's offer.

NEW HEAD FOR ROYAL ARCH MASONS.

Boston, June 21.—The business sessions of the thirty-third biennial convocation of the General Grand Chapter of Royal Arch Masons of the United States were resumed to-day at Masonic Temple. Joseph E. Dyas, of Paris, Ill., was elected general grand high priest.

ARMY AND NAVY NEWS

[From The Tribune Bureau.]

Washington, June 21.

ORDERS ISSUED.—The following orders have been issued:

ARMY.

Captain CHARLES G. DWYER, paymaster, from San Francisco, July 15, to Omaha for duty until close of camp of instruction at Fort Riley, thence to New York City.

Chaplain WASHINGTON WILLIAM E. GLADDEN, to 24th Infantry, Philippines, July 25.

Major GEORGE F. DOWNEY, paymaster, from Lethersville, report to commanding general Department of the Lakes, at Chicago.

Major JOSEPH E. KUHN, corps of engineers, to Norfolk and relieve Major E. EVELETH WINSLAW, corps of engineers, who will proceed to Engineer School, Washington Barracks, as instructor.

First Lieutenants WILLIAM D. A. ANDERSON, JOHN J. KINGMAN and HENRY H. ROBERT, and Second Lieutenants THOMAS M. ROBINS and THEODORE H. DILLON, corps of engineers, from 3d to 2d Battalion of Engineers, Washington Barracks.

Captain ARTHUR W. CHASE, artillery corps, to 103d Company, coast artillery, vice Captain LAWRENCE S. MILLER, artillery corps, transferred to unassigned list.

NAVY.

Lieutenant W. S. MILLER, detached the Nicholson; to command the De Long.

Lieutenant W. M'DOWELL, detached the Porter; to command the Wilkes.

Lieutenant F. L. SAWYER, to navy yard, New York, July 18.

MOVEMENTS OF WARSHIPS.—The following movements of vessels have been reported to the Navy Department:

ARRIVED.

June 20—The Barry and the Bainbridge, at Shanghai; the Wisconsin, at Shiakwan.

June 21—The Eagle, at Gloucester; the Lebanon, at Lambert's Point; the Iris, at Che-Foo; the Glacier, the Brutus and the Cæsar, at Singapore.

SAILED.

June 20—The Marblehead, from Corinto for Panama; the Paducah, from Sanchez for Macoris; the Abarenda, from Sanchez for San Juan.

June 21—The Wisconsin, from Shiakwan for Woosung; the Mayflower, from Washington for Cape Cod Bay; the Stewart, from League Island for Norfolk.

The Porter and the Nicholson ordered placed out of commission at Norfolk.

The Wilkes and the De Long ordered placed in commission at Norfolk.

FLOATS WRECKED BY FIRE FROM LIME.

Through the explosion of several barrels of lime on an Erie Railroad float at the foot of Rider avenue and the Harlem River last night about 11 o'clock, the float was sunk and an adjacent float loaded with two flatcars was burned.

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sunrise 4:29 | Sunset 7:33 | Moon sets 8:05 | Moon's age 1

HIGH WATER.

A.M.—Sandy Hook 7:43 | Gov. Island 8:07 | Hell Gate 10:00
P.M.—Sandy Hook 7:56 | Gov. Island 8:20 | Hell Gate 10:13

WIRELESS REPORTS.

The Caledonia reported by wireless telegraph to Sable Island, at 2 p. m. yesterday, when 125 miles east of that station. She is expected to dock about 3 p. m. Saturday.

La Provence reported by wireless telegraph to Sable Island at 8:30 a. m. yesterday, when 180 miles south of that station. She is expected to dock to-day about 4 p. m.

The Graf Waldersee reported by wireless telegraph to Newport yesterday as having passed Nantucket South Shoals Lightship at 5 p. m. She will probably dock to-day about 7:30 a. m.

The Calabria reported by wireless telegraph to Newport yesterday as having passed Nantucket South Shoals Lightship at 4:20 p. m. She will dock to-day about 9:30 a. m.

INCOMING STEAMERS.

TO-DAY.

Vessel.	From.	Line.
*La Provence	Havre, June 16	French
*Esperanza	Havana, June 19	Ward
*Graecia	Inagua, June 17	Hamb-Am
*Panama	Colon, June 16	Panama
*Niagara	Tampico, June 14	Ward
Graf Waldersee	Boulogne, June 11	Hamb-Am
Ultonia	Palermo, June 6	Cunard
Calabria	Palermo, June 7	Anchor
El Siglo	Galveston, June 16	Mallory
Alamo	Galveston, June 16	Mallory

SATURDAY, JUNE 23.

*Etruria	Liverpool, June 16	Cunard
*Caledonia	Glasgow, June 16	Anchor
*St. Louis	Southampton, June 16	American
*Coamo	San Juan, June 19	N Y & P R
*Terence	Barbadoes, June 16	Lamp & Holt
Cedric	Liverpool, June 15	White Star
City of Columbus	Savannah, June 20	Savannah

SUNDAY, JUNE 24.

*Maraval	Grenada, June 14	Trinidad
La Gascogne	Havre, June 18	French

MONDAY, JUNE 25.

*Vaderland	Antwerp, June 16	Red Star
*Nieuw Amsterdam	Rotterdam, June 16	Holland-Am
Minnehaha	London, June 16	Atlantic Trans
Wells City	Swansea, June 12	Bristol
El Sud	Galveston, June 19	Morgan

*Brings mail.

OUTGOING STEAMERS.

TO-DAY.

Vessel.	For.	Line.	Mail closes.	Vessel sails.
Uller	St Kitts, N Y & Dem		9:00 a m	12:00 m
Cherokee	Turk's Island, Clyde		12:30 p m	3:00 p m
Cienfuegos	Cienfuegos, Ward		—	3:00 p m
Rio Grande	Brunswick, Mallory		—	3:00 p m
Arapahoe	Jacksonville, Clyde		—	3:00 p m
Princess Anne	Norfolk, Old Dominion		—	3:00 p m

SATURDAY, JUNE 23.

New York	Southampton, American		6:00 a m	9:30 a m
Campania	Liverpool, Cunard		10:30 a m	2:00 p m
Silvia	Newfoundland, Red Cross		7:30 a m	11:00 a m
Caracas	Curacoa, Red D		8:30 a m	12:00 m
Morro Castle	Havana, Ward		10:00 a m	1:00 p m
Sibiria	Jamaica, Hamb-Am		11:30 a m	2:00 p m
Advance	Colon, Panama		11:30 a m	3:00 p m
Finland	Antwerp, Red Star		—	7:00 a m
Minneapolis	London, Atlantic-Trans		—	6:30 a m
Königin Luise	Naples, N G Lloyd		—	11:00 a m
Pretoria	Hamburg, Hamb-Am		—	6:00 a m
Furnessia	Glasgow, Anchor		—	10:00 a m
Oceana	Hamburg, Hamb-Am		—	10:00 a m
El Dia	Galveston, Morgan		—	3:00 p m
El Dorado	New Orleans, Morgan		—	3:00 p m
Denver	Galveston, Mallory		—	3:00 p m
Algonquin	Jacksonville, Clyde		—	3:00 p m
Monroe	Norfolk, Old Dominion		—	3:00 p m
City of Memphis	Savannah, Savannah		—	3:00 p m

MONDAY, JUNE 25.

Jefferson	Norfolk, Old Dominion		—	3:00 p m

TRANSPACIFIC MAILS.

Destination and steamer.	Close in N. Y.
Hawaii—Alameda (via San Francisco)	June 26, 12:30 a m
Japan, Corea, China and Philippine Islands—Empress of China (via Vancouver and Victoria, B. C.)	June 27, 6:00 p m
Tahiti and Marquesas Islands—Mariposa (via San Francisco)	June 27, 12:30 a m

SHIPPING NEWS.

Port of New York, Thursday, June 21, 1906.

ARRIVED.

Steamer Teutonic (Br), Thompson, Liverpool June 13 and Queenstown 14, to the White Star Line, with 143 cabin and 495 steerage passengers, mails and mdse. Arrived at the Bar at 11:34 p m.

Steamer Deutschland (Ger), Kaempff, Hamburg June 15, Dover and Cherbourg 16, to the Hamburg-American Line, with 345 cabin, 183 steerage passengers, mails and mdse. Arrived at the Bar at 10:25 a m.

Steamer (supposed) Paula (Ger), Hettmeyer, Hamburg May 23 and Shields June 3, to Philip Ruprecht, in ballast. Passed Fire Island at 7 p m.

Steamer Bordeaux (Fr), L'Heveder, Havre June 9, to the Compagnie Generale Transatlantique, with mdse. Arrived at the Bar at 2 p m.

Steamer Albuera (Br), Grady, Huelva June 4, to the Davis Sulphur Ore Co, with ore. Arrived at the Bar at 12:15 p m.

Steamer Longships (Br), Tasker, Shields May 30, to J H Winchester & Co, in ballast. Arrived at the Bar at 12:30 a m.

Steamer Parima (Br), Carey, Demerara June 8, Barbados 12, St Louis, Martinique and Dominica 13, Antigua and Montserrat 14, St Kitts and St Croix 15, to A E Outerbridge & Co, with 117 passengers, mails and mdse. Arrived at the Bar at noon.

Steamer Sofia Hohenberg (Aust), Stuparich, Trieste June 2 and Palermo 7, to Phelps Bros & Co, with 32 cabin and 1,420 steerage passengers and mdse. Arrived at the Bar at 10:15 a m.

Steamer Königin Luise (Ger), Volger, Genoa June 7, Naples 8 and Gibraltar 11, to Oelrichs & Co, with 306 cabin and 1,645 steerage passengers, mails, and mdse. Arrived at the Bar at 2:45 a m.

Steamer Massapequa, Cornell, Mayaguez June 4, Ponce 6, Arroyo 13 and San Juan 14, to the Peck Ss Co, with mdse. Arrived at the Bar at 11:30 a m.

Steamer Virginia (Ger), Schuldt, Colon June 11 and Santa Marta 15, to the Hamburg-American Line, with 6 passengers, mails and mdse. Arrived at the Bar at midnight, 19th.

Steamer Verona (Nor), Oxholm, Port Morant June 16, to the United Fruit Co, with 3 passengers and fruit. Arrived at the Bar at 4:30 a m.

Steamer Gut Heil (Ger), Wicke, Havana June 15, to W. D. Munson, with molasses. Arrived at the Bar at 12:30 a m.

Steamer City of Memphis, Dreyer, Savannah June 18, to the Ocean Ss Co, with passengers and mdse. Left Quarantine at 6:40 a m.

Steamer Monroe, Huphers, Newport News and Norfolk, to the Old Dominion Ss Co, with passengers and mdse. Left Quarantine at 7:17 p m.

Sandy Hook, N. J., June 21, 9:30 p. m.—Wind south, moderate breeze; cloudy; thick offshore.

SAILED.

Steamers Kaiserin Auguste Victoria (Ger), Hamburg via Plymouth and Cherbourg; Il Piemonte (Ital), Norfolk; La Savoie (Fr), Havre; Bremen (Ger), Bremen via Plymouth and Cherbourg; Cretic (Br), Genoa and Naples; Mascot (Nor), Tilt Cove; Oscar II (Dan), Christiania, Copenhagen, etc; Florida (Ital), Naples and Genoa; Merida, Havana and Mexican ports; Yumuri (Cuban), Tampico; El Rio, Galveston; Hamilton, Norfolk and Newport News; City of Atlanta, Savannah; Pilar de Larrinaga (Br), Montevideo, etc; Winyah, Philadelphia; Flora (Nor), Macoris; City of Philadelphia, Baltimore; Regulus (Br), St John's, Newfoundland, via Sydney.

THE MOVEMENTS OF STEAMERS.

FOREIGN PORTS.

Liverpool, June 21—Arrived, steamer Majestic (Br), Hayes, New York via Queenstown.

Queenstown, June 21—Arrived, steamer Colorado (Br), Ward, Hull for New York; 8:15 p m, sailed, steamer Baltic (Br), Smith (from Liverpool), New York.

Bremen, June 20, 5 a m—Arrived, steamer Kaiser Wilhelm der Grosse (Ger), Cuppers, New York via Plymouth and Cherbourg.

Copenhagen, June 19—Arrived, steamer United States (Dan), Wulff, New York for Christiania.

Havre, June 19—Arrived, steamer Heronspool (Br), Burnett, New York.

Hull, June 20—Arrived, steamer Idaho (Br), Loveridge, New York.

Marseilles, June 19—Arrived, steamer Perugia (Br), Johnston, New York via Naples.

Montevideo, June 21—Arrived, previously, steamer Linda (Br), Mildrum, New York for Buenos Ayres and Rosario.

Antwerp, June 21—Sailed, steamer American (Dutch mail), Markschlaeger, New York.

Shields, June 20—Sailed, steamer Bellerby (Br), Olson (from Stettin), New York.

Lizard, June 21—Passed, steamer Trave (Ger), Randermann, New York for Bremen.

Prawle Point, June 20—Passed, steamer Mohawk (Br), White, New York for Antwerp.

Leith, June 20—Arrived, steamer Mashona (Br), Purcell, New York.

Barbados, June 19—Sailed, steamer Tagus (Br), Laws (from New York, Kingston, Colon, etc), Southampton.

Brow Head, June 21, 6:00 p m—Passed, steamer Victorian (Br), Hart, New York for Liverpool.

Beachy Head, June 21—Passed, steamer Rhyland (Belg), Rigelsen, New York for Antwerp.

Trieste, June 16—Arrived, steamer Georgia (Aust), Purevich, New York via Naples.

Genoa, June 19—Sailed, steamer Indiana (Ital), Parodi, New York.

Naples, June 21, 10 a m—Arrived, steamer Hohenzollern (Ger), Gerdes, New York (and proceeded for Genoa).

Scilly, June 20—Passed, steamer Rotterdam (Dutch), Boysen, New York for Dover.

Algoa Bay, June 20—Arrived, steamer Clan Macmillan (Br), Wadge, New York via Cape Town.

Palermo, June 19—Sailed, steamer Germania (Fr), Sagola (from Naples), New York.

Sydney, N S W, June 19—Arrived, steamer Queen Alexandra (Br), Leslie, New York via St Vincent, C V, Fremantle, etc.

Shanghai, June 21—Arrived previously, steamer Lothian (Br), Williamson, New York via Aden, Hong Kong, etc.

Saetia, June 19—Sailed, steamer Jamaica (Nor), Meyer, New York.

Brow Head, June 12—The French Line steamer La Touraine (Fr), Fajolle, from New York for Havre, was in communication by wireless telegraph with the station here, when the vessel was 190 miles south of this point, at 5:20 p m; will probably reach Havre at about 3:30 p m Friday.

SPECIAL MENTION.

Advertisements admitted into these columns are recommended to the readers of The Tribune as thoroughly reliable, and business can be done by mail with the advertiser with perfect safety.

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