WRIGHT'S CHANCES GOOD

EXPECTED TO RECOVER.

Aeroplane Tests To Be Continued by Government Despite Accident.

Washington, Sept. 18.—Fort Myer, the scene of yesterday's aeroplane disaster, which resulted in the death of Lieutenant Thomas R. Selfridge, of the signal corps, and serious injury of Orville Wright, the inventor, who seemed to have conquered the air, presented a cheerless aspect to-day. The air of gloom that pervaded the army post was in marked contrast to the scene of bustle and excitement that had attended the flight of Wright's aeroplane yesterday afternoon, with its dramatic climax. This gloom was reflected in the faces of the brother officers of the unfortunate lieutenant when they met at the fort this morning to make an official investigation of the accident, in the manner in which the usual morning cavalry drill was gone through over the very ground upon which the fated aeroplane was wrecked, and in the words of appreciation spoken by members of the signal corps balloon squad, which had been under the direct charge of Lieutenant Selfridge.

Mr. Wright's condition was such to-day that no fears for his recovery are felt, although his injuries are both serious and painful.

Lieutenant Selfridge's body was removed to-day from the hospital at Fort Myer to an undertaker's, where it will remain until the arrival of the young officer's father, who telegraphed to-day from San Francisco that he would like to have his son buried either at Arlington or West Point. The funeral arrangements have not yet been made, but a military funeral will be held, and burial will probably be at the Arlington National Cemetery. Professor Alexander Graham Bell, president of the Aerial Experiment Association, of which Lieutenant Selfridge was secretary, will come from Nova Scotia to attend the funeral.

The signal corps will proceed with its aeronautical work, and it is understood that the Wright brothers will be permitted to make their official trials whenever they are ready, without endangering their chance of receiving the contract price of $25,000 for their aeroplane.

Mr. Wright's assistants, Taylor and Furness, took with them to the hospital to-day two of the broken parts of the aeroplane—the piece of the propeller which gave the first indication to the spectators that an accident had occurred, and the attachment which held one of the controlling wires fast to the rudder. They showed these to Mr. Wright, who said to Taylor: "The machine was already recovering its balance when it struck, and I am sure if we had twenty-five feet further to go we would have landed on the skids without serious damage."

Speaking for Mr. Wright, Mr. Taylor said later: "The accident was caused by an extraordinary vibration of one of the wires running from the main planes to the upper steel fitting of the rudder. This vibration was so great that it got in range of the propeller and was struck by the blade, cutting a deep gash in the edge of the propeller blade about four inches from the end. This caused the blade to break. The other blade of the propeller flew around and in turn struck the same wire, breaking it.

"This made Mr. Wright lose control of his rudder entirely, and the loss of both blades of the propeller and the breaking of the wire caused him to lose control of the planes. He realized that something had happened, and thought his trouble was with the transmission gearing, which is a cross chain drive in a steel casing. Shutting off power to stop the remaining propeller, which tended to swing the machine in a circular direction toward the left, he steadied the machine somewhat, but the distance to the ground was not great enough to restore the equilibrium."

Octave Chanute, after an examination of the wrecked aeroplane, gave this explanation as to the cause of the accident:

"I believe that the accident was caused by the breaking of the guide wire running from the upper rudder and fitting to the main planes. This swung out in the way of the propeller blade and caused it to break. While no defect is shown in the propeller, it seems to me it was made of oversoaked wood. At first I thought the centrifugal force had been so strong as to break the blade, but on making computations I found that the propeller was not subjected to more than 225 pounds to the square inch, whereas it would stand much more than that."

Numerous telegrams of sympathy were received at the Fort Myer Hospital to-day, but they were withheld from Mr. Wright.

Major George Squier, acting chief signal officer of the army, convened the board of signal officers to-day for the purpose of making an official inquiry into the death of Lieutenant Selfridge. Major Charles McK. Saltzman acted as chairman and Captain Charles S. Wallace and Lieutenant Frank P. Lahm were the other members present. Lieutenant Sweet, of the navy, and Lieutenant Richard Creecy, of the Marine Corps, detailed to the Fort Myer aeronautical tests, assisted the board in its work.

The wreckage of the aeroplane had been placed in the aeroplane shed last night, and the members of the board, accompanied by Octave Chanute and Professor Albert Zahm, of the Catholic University, both of whom are authorities on aeronautics, inspected the tangled mass. It was found that the broken piece of the propeller was indented as though it had come in contact with a wire.

During the inquiry several eyewitnesses were questioned, among them being Dr. Spratt, who was present during the earlier experiments of the Wright brothers in North Carolina; Sergeant Sweeney, of the artillery corps; Sergeant Downey, of the signal corps, and others of the artillery, cavalry and signal corps who were among the first on the scene.

Major Squier, as acting chief signal officer, reviewed the findings of the court after the meeting, which was in the nature of a coroner's hearing.

The finding of the board of inquiry was given out by Major Squier as follows:

The board finds that the accident, which occurred in an unofficial flight made at Fort Myer, Virginia, at about 5:18 p. m. on September 17, 1908, was due to the accidental breaking of a propeller blade and a consequent unavoidable loss of control, which resulted in the machine falling to the ground from a height of about seventy-five feet.

The board finds that First Lieutenant Thomas E. Selfridge, 1st Field Artillery (attached to the signal corps by War Department orders and assigned to aeronautical duty), accompanied Mr. Wright, by authority, on the aeroplane, for the purpose of officially receiving instruction, and received injuries by the falling of the machine, which resulted in his death.

Lying in the Fort Myer Hospital with a fractured thigh and ribs, Orville Wright is making a manly fight for recovery. Through the night there was much anxiety over the injured aviator's condition, but as dawn broke and no indications of internal injuries developed, and as the attending surgeon after a call shortly after 8 o'clock announced that Wright was doing very well, there was great relief expressed among those who were watching the progress of the patient.

Wilbur Wright, the brother of Orville, was notified to-day of the latter's improvement. This telegram was sent this morning to Wilbur Wright at Le Mans by Charles R. Flint, of New York, a close friend of the Wrights, who represents the foreign interests of the Wright brothers: "Wilbur Wright, Le Mans, France. Orville in good shape this morning."

The report of the condition of Mr. Wright this morning had been eagerly looked forward to, for it was felt that any internal injuries that might have been sustained and not shown at the diagnosis made just after he was taken to the hospital would be manifested by morning, and the fact that no reaction has set in is taken to mean that it is now only a question of time when Wright will be able to leave the hospital.

Mr. Flint, who made inquiries at the hospital as early as 5 o'clock this morning, said later that he believed from the doctor's reports that Wright would be out again within perhaps six weeks.

To-day the wrecked machine was in the shed where it has been housed since it has been at Fort Myer, and the windows and doors are nailed down. By direction of the War Department a stake was driven where Lieutenant Selfridge fell, with the view to there being erected a monument to his memory at some future time.

Following his interview with Mr. Wright to-day, Taylor, who has been Wright's assistant for over eight years, talked of plans for building a new machine. Turning to Furness, the other assistant, he said: "How long would it take to get the material here and rebuild the machine?"

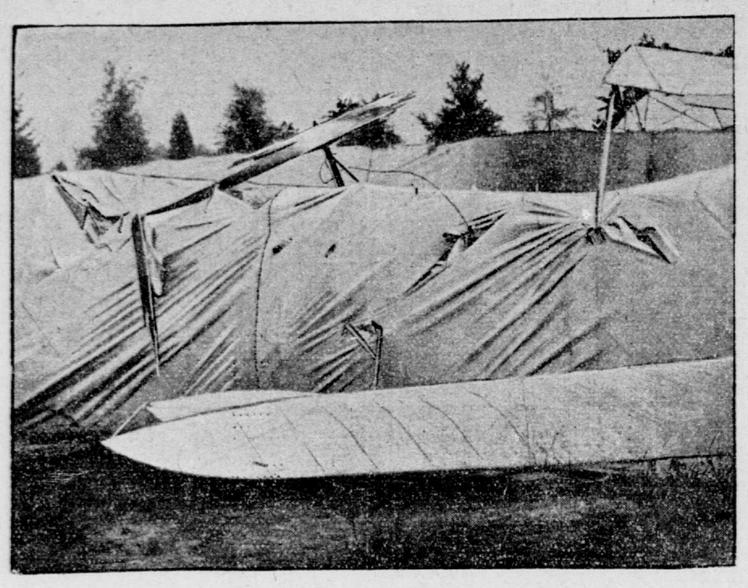
"About three weeks," said Furness.

"The motor is intact," said Furness. "Of course the rest of the machine is a total wreck. The greatest loss to Mr. Wright is the fact that he will be unable to do anything this winter. While it would take only several hundred dollars to replace the aeroplane, provided the motor is in good condition, the loss of opportunity to make further flights and secure the $25,000 from the United States government will seriously impede Mr. Wright."

Octave Chanute, one of Wright's closest friends, chatted with him for a few minutes to-day. "Mr. Wright was suffering little pain. He is beginning to feel the soreness," said Mr. Chanute. "I told him about family matters and gave him a message from Mr. Flint, saying that anything in the way of financial assistance or anything else he might desire was at his disposal. Mr. Wright will be told of Lieutenant Selfridge's death as soon as the operation on his leg is performed this forenoon. He was feeling in fairly good spirits."

Wilbur Wright cabled here to-day a request that an accurate description of the accident be sent to him by cable.

ORVILLE WRIGHT'S WRECKED AEROPLANE.
Showing the broken propeller which caused the disaster.



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W. WRIGHT SHOCKED.

Postpones Flights at Le Mans—Many Expressions of Sympathy.

Le Mans, France, Sept. 18.—Wilbur Wright, brother of Orville Wright, who has been conducting a series of experiments here for several weeks past with a Wright aeroplane, was very much perturbed when he heard this morning the news from Washington that his brother had suffered an accident in which Lieutenant Thomas E. Selfridge lost his life. He at once countermanded the orders given for the preparations for his flight of to-day, in which he purposed to try for the Michelin and Aero Club prizes.

Everything was in readiness, barring a few final details, at the field of Auvours, where Mr. Wright has been flying. A huge crowd had assembled, and the soldiers on duty found difficulty in keeping the people back. In the private inclosure had gathered all the notable aeroplanists of Europe, as well as a number of foreign military attachés. Among the latter were Colonel Eagles, former British military attaché at Washington, who came away from the French army manœuvres in Touraine to witness Mr. Wright's flights.

Mr. Wright was in high spirits, and was laughing and chatting with friends near the starting rail when he was called to the shed by Hart O. Berg, his European business manager, and the news of the accident at Washington in the brief form in which it was received by The Associated Press was broken to him as gently as possible. The seriousness of his brother's injuries was minimized.

Wilbur Wright listened to the recital with tense, drawn features. It was apparent that he expected the announcement of his brother's death. When he was told that Orville's injuries probably were not serious a faint smile of relief flitted to the corners of his mouth, and he said: "He was lucky to get off so lightly."

Then, turning quickly to Mr. Berg, he said: "Now you understand why I always felt that I should be in America with Orville. Two heads are better than one to examine a machine."

Mr. Wright then sat down on a beam of the framework used to hold his machine and bowed his head to hide his emotion. When he looked up again his eyes were swimming with tears and his mouth was twitching convulsively. "I had rather be killed myself," he said, "than that we should be responsible for the death of Lieutenant Selfridge. I feel that we guarantee all passengers against accident. When we have a passenger we always think first of his safety.

Paris, Sept. 18.—The French press is unanimous in its expressions of profound sorrow and sympathy with Orville Wright in his accident at Washington. It is pointed out that America is the first country to contribute a lamentable sacrifice of life in connection with the struggle to solve the great problem of aviation, apparently forgetting the death of Lillienthal. The view is generally held that this accident demonstrates that flying with heavier-than-air machines is not yet an accomplished fact, and is still attended with great peril. Henri Rochefort, in "La Patrie," writes: "The aeroplane is yet a toy which functions well one day, but refuses to fly the next. Aerial navigation will be solved, but it is still in its preliminary stages."

Berlin, Sept. 18.—The press of Berlin to-day contains many articles expressing sympathy with Orville Wright in his accident at Washington, and Captain von Hildebrandt, the aviation expert, has given an interview in which he deplores the disaster and hopes for the full recovery of Mr. Wright for greater achievement. Captain von Hildebrandt recalls the death of the German aeroplanist, Otto Lillienthal, whose machine turned over in 1896 at a height of fifty feet, precipitating Lillienthal to his death, and mentions the fact that Lillienthal's pupil, an Englishman named Percy C. Pilcher, was killed in 1899 because the rudder of his aeroplane failed to act.

The Tribune at Saratoga

During the Republican Convention at Saratoga the *NET SALES* of *The Tribune* exceeded those of any other New York paper.

WHY?

Reliable News, Splendid Illustrations and Popular Faith in the

National Republican Newspaper

ASCENT IN STRONG WIND.

Accident Narrowly Escaped with Baldwin Dirigible at St. Joe.

St. Joseph, Mo., Sept. 18.—In the face of a stiff breeze which blew from the south, making an aerial trip dangerous, Lieutenant B. D. Foulois and Sergeant Edward Ward, of the aeronautic corps, took the Baldwin dirigible balloon out for its first trial trip in St. Joseph about 5 o'clock this evening. Rising to a height of 300 feet they circled about the military tournament grounds for fifteen minutes before alighting.

Once in the air, a strong wind, blowing about fifteen miles an hour, struck the balloon and turned its head from the southerly course on which it had been set. Sergeant Ward energetically worked the steering wheel and guided the balloon in a circle. The wind made accurate steering almost impossible, and, while the balloon answered the helm readily when going with the wind, it swayed and plunged when facing the breeze.

In descending an accident was narrowly averted. Sergeant Ward threw out a coil of rope to be seized from the ground. Instead of reaching the ground it became tangled and dangled twenty-five feet from earth. With his hand off the steering apparatus, the big bag rocked dangerously, and the crowd which witnesses the flight feared another tragedy was imminent. Sergeant Ward regained the controller, however, and a soldier managed to grab the rope as the balloon dipped. It was speedily brought to the ground.

"The wind was blowing strong," said Lieutenant Foulois. "Trying to fly in its face was a rather dangerous undertaking."

Another trial trip is planned for to-morrow. It is probable that Sergeant Ward will take the place next week of Lieutenant Selfridge, who was to have assisted Lieutenant Foulois and who was killed in the wreck of the Wright aeroplane at Fort Myer yesterday.

ZEPPELEIN'S AIRSHIP PLANS.

Friedrichshafen, Sept. 18.—Count Zeppelin has decided to erect an airship manufactory and turn out eight dirigible balloons annually. He intends to make his next flight in October.

LAMPLIGHTERS' PRESIDENT ARRESTED

Accused of Being Implicated in Assault on Strike Breaker.

Charged with being implicated in the assault on Antonio Contola, a street lamplighter, living at No. 233 East 111th street, on August 29, Francesco Yannicola, of No. 83 James street, president of the Lamplighters' Union, was held in $1,000 bail by Magistrate House, in the Yorkville Court yesterday, for examination next Monday. The arrest is an attempt on the part of the lighting company to prevent any further attacks on their men by the striking lamplighters. Affidavits were filed by four lamplighters, alleging that at a meeting of the union on August 28 President Yannicola had advised the strikers to arm themselves with sticks and stones for use in preventing "scab" lamplighters from performing their work.

Two other arrests made yesterday in the lamplighters' war were those of Nicholas Vaccarelli, of No. 289 East 116th street, and John Kennedy, of No. 317 East 116th street, who were held in $500 bail each by Wagistrate Walsh, in the Harlem Court, charged with assaulting James Purchio, a lamplighter, of No. 159 East 113th street, while he was occupied with his work.

ST. PAUL'S ELECTRICAL EQUIPMENT.

Provided for Nearly 1,000 Miles of the Western End of the Road.

[By Telegraph to The Tribune.]

Milwaukee, Sept. 18.—The annual meeting of the St. Paul Railroad to-morrow is expected to result in several important announcements. The chief is that of the electrical equipment of the road for nearly one thousand miles of the western end, on which the officials have been working. It is expected that it will be decided to use electrical locomotives exclusively in that region, where water power is plenty and tunnels are numerous. The question of a dividend on the new $100,000,000 stock, issued to pay for the Pacific extension, is also an important decision on which action may be announced. No change in the directorate is expected.

CHAPMAN & CO.'S FORGED CHECKS.

False Indorsements on Those Drawn to Order of John Morrison, Clothier.

It became known yesterday that the checks on which R. A. Cooper, branch manager of the Stock Exchange firm of E. R. Chapman & Co., is accused of having forged indorsements, by which he was able to raise about $30,000, were drawn to the order of John Morrison, a manufacturer of clothing, who was a customer of Chapman & Co.

At the Knickerbocker Trust Company it was said yesterday that E. R. Chapman & Co. hold the Knickerbocker Trust Company and the Astor Trust Company responsible for the sum obtained by these forgeries and has made a claim for this sum.

The trust companies are searching about for the missing manager.

BIDS FOR HALL OF RECORDS WORK.

The handsomest office building in the world, as the new Hall of Records, which has cost the city about $6,000,000, is sometimes called, is so palatial in its appointments that some of the clerks in the building forget to do their work while gazing at the costly marbles and bronzes. But it isn't just right at that.

At the meeting of the Board of Estimate and Apportionment yesterday bids were received for alterations to the building, for which an appropriation of $200,000 had been voted. The bids received were as follows: George W. Cobb, jr., of New York, $105,386; Remington, Sherman & Co., New York, $129,000; Van Doren Iron Works Company, Cleveland, $141,977; Andrew Grey, Peter Grey & William Grey, New York, $118,700. The bids were referred to the secretary for tabulation and report.

VETERAN RAILROAD MAN DEAD.

Washington, Sept. 18.—Carroll W. Ashby, cashier of the Southern Railway Company and for thirty years an employe of that system, was found dead to-day in a Turkish bath establishment in this city. He died from apoplexy. He was fifty-one years old. His home was in Alexandria, Va.

PLANS FOR CONGRESS

International Meeting on Tuberculosis in Washington Next Week.

Washington, Sept. 18.—Although it is expected that there will be at least ten thousand persons in attendance upon the sessions of the international congress on tuberculosis, which convenes here next week, the majority of whom will be from this country, every effort will be made to preserve the international character of the convention. At past congresses the criticism has been made that the delegates from the country in which the congress was held received preference over the visiting delegates when it came to a question of speaking. Particular pains will be taken to prevent any such criticism of the coming congress. Dr. John S. Fulton, secretary general of the congress, had this to say to-day relative to the matter:

"It is a common criticism of international congresses that, when in actual operation, they lose their international character by the mere force of numbers supplied by the country in which the congress happens to meet. At an international congress in France or Germany strangers having an urgent but futile desire to speak are apt to complain that they were crowded out by Frenchmen or Germans. Possibly some such criticism will be heard at or after the American International Congress on Tuberculosis, but precautions are taken to give the visitors preference at the Washington meeting.

"The programme is strongly representative of the participating nations. There are speakers from more than twenty countries, and there will be four hundred or five hundred congressists speaking other languages than English. It is a very good rule that the visitors from other countries are likely to bring more important views than an equal number of congressists living in the United States.

"The United States will furnish a great majority of the congressists, and perhaps it will be difficult for us to maintain the modest bearing of pupils in this great school, leaving the teaching functions as much as possible to those who are bringing us the experience and wisdom of other lands. This is the proper relation of the visited nation toward the visiting nation, but it is difficult to maintain. The presidents of the sections, all of them Americans, will bear this constantly in mind and will endeavor to preserve the international character of the proceedings."

IT'S METZ AND HAFFEN THIS TIME.

First Fall Meeting of the Board of Estimate an Acrimonious One.

The tempers of the various members of the Board of Estimate apparently were not much benefited by their summer vacations. Yesterday at the first fall meeting things started off in about the same old way. There was a sharp word battle between Controller Metz and Borough President Haffen of The Bronx over the application of the New York, Westchester & Boston Railway for the consent of the board to a change in the line of its route in the Borough of The Bronx, and for certain modifications of the ordinance of August 2, 1904.

Controller Metz moved that the subject go over for two weeks. Mr. Haffen objected that there had been delay enough. It was brought out that no map of the proposed change of route had been suggested. After some discussion the subject went over.

TO HURRY DEBT LIMIT INQUIRY.

Old Finance Department Chief Testifies About Revenue Bonds.

Louis H. Hahlo, who appeared for the city before General Benjamin F. Tracy, the referee in the hearing on the debt limit, said yesterday that every effort would be made to hurry along the work of inquiry. Before the hearing Mr. Hahlo talked for some minutes with Louis Bedell, counsel for the joint legislative committee appointed to investigate the finances of the city, who was present as a spectator.

"We don't expect to begin at the debt limit," said Mr. Bedell, later. "We will have other matters for the committee to attend to first."

James J. Sullivan, chief clerk of the stock and bond division of the Department of Finance since 1879, said the credit of the city was pledged to the promise of payment on corporate stock, revenue bonds and special revenue bonds. He explained that corporate stock was in reality time bonds for a specific number of years, while special revenue bonds were issued for one year and must be provided for in the next year's budget.

Controller Metz and Borough President Coler were at the hearing, which was adjourned until Tuesday afternoon.

QUEER VERDICT IN MORIARTY CASE.

Coroner's Jury Says Prisoner's Blow Killed Him, but May Have Been Contributory.

When Coroner Schwannecke of The Bronx had finished an inquest yesterday into the death of Captain Daniel Moriarty, of No. 119 West 164th street, who died at his home on September 5 as the result of injuries inflicted upon him in an attack by a gang of ruffians at 177th street and Third avenue, the jury returned this verdict:

"The deceased came to his death by being hit by the prisoner, and this may have been a contributory cause of death."

The Coroner was greatly surprised when the finding of the jury was read, and he said:

"This verdict is set aside, and the prisoner, Edward L. Osterholm, is committed to await the action of the grand jury."

It was charged that Osterholm was with a crowd of men who were having a political dispute on the night of Moriarity's death, and that Osterholm attacked and struck him.

EVELYN THAW RETURNS TO CITY.

Says She Will Never Go Back to Stage—Has an Assured Income.

Mrs. Evelyn Thaw has returned to the city from a stay in Maine, which restored her to her oldtime youthful appearance and beauty, her friends say. While she was away several alleged plans for her future were published, but she denied them all. Among the stories was one that she was to sail for Europe next week, accompanied by the chauffeur who drove her from her apartments to the courthouse during the trial of her husband, he to act as her chauffeur during a two years' trip. Another story was that she intended to go back to the stage, and still another one was that she was writing a history of her life.

"When my troubles are all over," Mrs. Thaw said on her return, "I hope to go abroad, to Egypt, if possible, but I shall not take the trip for some time. I will never go back to the stage if I live to be a hundred years old. I have had all the stage experience that I want. I do not need to do that, anyhow, as my future is assured and I have a sure income."

SMOKED IN WAHLE'S COURT.

Magistrate Wahle's wrath was aroused yesterday in the Essex Market police court when a young law clerk puffed away at a cigarette in the courtroom. He ordered Patrolman Conway, attached to the court, to arrest the man, who gave his name as Louis M. Schieden, of No. 239 Seventh avenue. He was fined $2.

LAUTERBACH BRICE'S GUARDIAN.

Edward Lauterbach, the lawyer, was appointed guardian ad litem of Stewart M. Brice, jr., by Justice Bischoff, in the Supreme Court, yesterday morning, in the proceeding to declare former Hepresentative Stewart M. Brice incompetent. Young Brice is the stepson of Stewart M. Brice, sr., and the son of Mrs. Brice by a former marriage. Prior to his adoption by his stepfather his name was Marville C. Mount.

TO REOPEN CASE OF "BRIGHT EYES."

The first step in the reopening of the famous Pepper-Vanderbilt case was taken yesterday, when Justice Blackmar, in the Supreme Court, Brooklyn, appointed the following commission to inquire into the sanity of Edward Ward Vanderbilt, the lumber merchant who was alleged to have been victimized by the high priestess: Drs. Edward E. Hicks, Charles J. McDermott and George W. Tirrell. The report of the commission will be submitted to a sheriff's jury, soon to be appointed.

The first week of school teaches how many things a boy needs.

So on the first Saturday we're ready to fill in any gaps.

School suits.

School shoes.

Hats, caps and all the little fixings that make up a boy's wardrobe—of a quality hard to find in boys' sizes.

Everything too for the boy's father and big brother's Fall wear.

Open until 6 o'clock.

ROGERS, PEET & COMPANY,

Three Broadway Stores.

258 at Warren st. | 842 at 13th st. | 1302 at 34th st.

Oct. 1st

Not one, but one score new collars; not only new in shape, but also in quality and price.

EARL & WILSON

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sun rises 5:44 | Sun sets 6:02 | Moon rises —— | Moon's age 23

HIGH WATER.

A. M.—Sandy Hook 2:54 | Gov. Island 3:42 | Hell Gate 5:35
P. M.—Sandy Hook 3:02 | Gov. Island 3:45 | Hell Gate 5:38

WIRELESS REPORTS.

The Minneapolis, reported as 1,170 miles east of Sandy Hook at noon yesterday, is expected to dock about 4 p m Monday.

The Columbia, reported as 690 miles east of Sandy Hook at 5:25 a m yesterday, is expected to dock about 7:30 a m Sunday.

The Ryndam, reported as 1,076 miles east of Sandy Hook at 3:15 p m yesterday, is expected to dock about 5 p m Monday.

La Savoie, reported as 343 miles east of Sandy Hook at 7 a m yesterday, is expected to dock about 7:30 a m to-day.

The Philadelphia, reported as 273 miles east of Sandy Hook at 7:10 p m yesterday, is expected to dock about 12:30 p m to-day.

INCOMING STEAMERS.

TO-DAY.

Vessel.	From.	Line.
*Philadelphia	Southampton, September 12	American
*La Savoie	Havre, September 12	French
*Prins Willem I	Hayti, September 14	D W I
*Bermudian	Bermuda, September 17	Quebec
*Mexico	Vera Cruz, September 11	Ward
*Sibiria	Inagua, September 11	Hamb-Am
*Parima	St Thomas, September 12	Quebec
*Cuthbert	Barbados, September 9	——
*Crown of Navarre	Port Spain September 9	——
Provincia	Gibraltar, September 6	——
El Siglo	New Orleans, September 12	So Pac
El Paso	Galveston, September 12	So Pacific
Comal	Galveston, September 12	Mallory

SUNDAY, SEPTEMBER 20.

*Columbia	Glasgow, September 12	Anchor
*Terence	Barbados, September 13	Lamp & Holt
*San Juan	Porto Rico, September 15	N Y & P R
Wells City	Swansea, September 6	Bristol
Maude	Huelva, September 5	——
City of Atlanta	Savannah, September 17	Savannah

MONDAY, SEPTEMBER 21.

*Philadelphia	San Juan, September 16	Red D
*Tennyson	Victoria, September 4	Lamp & Holt
*Coppename	Trinidad, September 14	D W I
*Finance	Cristobal, September 14	Panama
Kroonland	Antwerp, September 12	Red Star
Minneapolis	London, September 12	Atlantic Trans
Ryndam	Rotterdam, September 12	Holland-Am
Adonis	Barbados, September 13	——
Antilles	New Orleans, September 16	So Pac
El Dia	Galveston, September 16	So Pac

*Brings mail.

OUTGOING STEAMERS.

TO-DAY.

Vessel.	For.	Line.	Mail closes.	Vessel sails.
St Louis	Southampton	American	6:30 a m	10:00 a m
Caronia	Liverpool	Cunard	7:30 a m	11:00 a m
Voltaire	Argentina	Lamp & Holt	7:00 a m	10:30 a m
Zulia	Curacao	Red D	8:30 a m	12:00 m
Coamo	San Juan	N Y & P R	9:00 a m	12:00 m
Sibiria	Inagua	Hamb-Am	9:00 a m	12:00 m
Saratoga	Havana	Ward	10:00 a m	1:00 p m
Orinoco	Colon	R M S P	12:30 p m	3:00 p m
Minnehaha	London	Atlantic Trans	——	1:00 p m
Patricia	Hamburg	Hamb-Am	——	1:00 p m
Zeeland	Antwerp	Red Star	——	11:00 a m
Caledonia	Glasgow	Anchor	——	3:00 p m
Comanche	Jacksonville	Clyde	——	3:00 p m
Denver	Galveston	Mallory	——	12:00 m
Princess Anne	Norfolk	Old Dominion	——	3:00 p m
C of Savannah	Savannah	Savannah	——	3:00 p m

MONDAY, SEPTEMBER 21.

Alliance	Cristobal	Panama	11:30 a m	3:00 p m
Marowyne	Trinidad	D W I	11:00 a m	1:00 p m
Monroe	Norfolk	Old Dominion	——	3:00 p m

TUESDAY, SEPTEMBER 22.

Kaiser Wilhelm d G	Bremen	N G L	6:30 a m	10:00 a m
Bermudian	Bermuda	Quebec	9:00 a m	11:00 a m
Nieuw Amsterdam	Rotterdam	Hol-Am	——	9:00 a m
Nord America	Naples	La Veloce	——	——
Rio Grande	Tampa	Mallory	——	12:00 m
Iroquois	Jacksonville	Clyde	——	3:00 p m
Hamilton	Norfolk	Old Dominion	——	3:00 p m
City of Atlanta	Savannah	Savannah	——	3:00 p m

TRANSPACIFIC MAILS.

Destination and steamer.	Close in New York.
New Zealand, Australia (except West), Samoan Islands and New Caledonia (via San Francisco)—Boveric	Sept 20, 6:30 p m
Hawaii, Japan, Corea, China and Philippine Islands (via San Francisco)—Tenyo Maru	Sept 20, 6:30 p m
Hawaii (via San Francisco)—Alameda	Sept 21, 6:30 p m
Japan, Corea, China and Philippine Islands (via Seattle)—Aki Maru	Sept 21, 6:30 p m
Japan, Corea, China and Philippine Islands (specially addressed only) (via Tacoma)—Bellerophon	Sept 25, 6:30 p m
Hawaii, Guam and Philippine Islands (via San Francisco)—U S Transport	Sept 30, 6:30 p m
Hawaii, and specially addressed mail for Japan, Corea and China (via San Francisco)—Korea	Oct 1, 6:30 p m
Japan, Corea, China and Philippine Islands (via Vancouver and Victoria, B C)—Empress of Japan	Oct 2, 6:30 p m
Australia (except West), New Zealand, Fiji Islands and New Caledonia (via Vancouver and Victoria, B C)—Maroma	Oct 4, 6:30 p m
Japan, Corea, China and Philippine Islands (via Seattle)—Iyo Maru	Oct 8, 6:30 p m
Tahiti and Marquesas Islands (via San Francisco)—Mariposa	Oct 12, 6:30 p m

SHIPPING NEWS.

Port of New York, Friday, Sept. 18, 1908.

ARRIVED.

Steamer Orinoco (Br), Langmaid, Barbados September 1, Barranquilla 5, Cartagena 6, Colon 9 and Kingston 12, to Sanderson & Son, with 105 passengers, mails and mdse. Arrived at the Bar at 2:30 a m.

Steamer El Siglo, Prescott, New Orleans September 12, to the Southern Pacific Co, with mdse. Left Quarantine at 4:10 p m.

Steamer Comanche, Watson, Jacksonville September 14 and Charleston 15, to the Clyde Ss Co, with passengers and mdse. Left Quarantine at 7:14 a m.

Steamer Pretoria (Ger), Schroiter, Hamburg September 5, Boulogne and Plymouth 7, to the Hamburg-American Line, with 387 cabin, 180 third cabin and 226 steerage passengers and mdse. Arrived at the Bar at 3 a m.

Steamer Alamo, Avery, Galveston September 10, to the Mallory Ss Co, with mdse. Left Quarantine at 8:53 a m.

Steamer City of Savannah, Fisher, Savannah September 15, to the Ocean Ss Co, with passengers and mdse. Left Quarantine at 9:17 a m.

Steamer Alliance, Sukeforth, Cristobal September 9, to the Panama Railroad Ss Line, with 176 passengers, mails and mdse. Arrived at the Bar at 6 a m.

Steamer Kelvinhead (Br), Meikle, Laguna August 30 and Santa Ana September 7, to the Munson Ss Line, with mahogany. Arrived at the Bar at 8:10 p m.

Steamer Saint George (Br), Sadler, Kobe June 22, Shanghai July 2, Keelung 6, Singapore 22, Penang 24, Colombo August 2, Suez 22, Port Said 23 and Malta 26, with mdse to William H Tweddell & Co; vessel to Charles P Sumner & Co. Arrived at the Bar at 11 a m.

Steamer Princess Anne, Tapley, Newport News and Norfolk, to the Old Dominion Ss Co, with passengers and mdse. Left Quarantine at 2:25 p m.

SAILED.

Steamers Cretic (Br), Naples and Genoa; Eretria (Br), Galveston; Fagertun (Nor), Newport News; Ocean (Dutch), Antwerp; Prinz Sigismund (Ger), Fortune Island, Montego Bay, etc; Yumuri (Cuban), Tampico; Jamestown, Norfolk and Newport News; Pathfinder, Jefferson, Norfolk and Newport News; Pathfinder, Port Tampa.

STEAMERS AT FOREIGN PORTS.

ARRIVED.

Lyttelton, Sept 16—Indralema (Br), New York via Melbourne, Sydney, etc.

Hamburg, Sept 16—Captain A F Lucas, New York.

Amsterdam, Sept 16—Prins Willem III (Dutch), New York via West Indies, Venezuela and Havre.

Liverpool, Sept 18—Cedric (Br), New York via Queenstown; Tinturetto (Br), New York for Manchester.

Colon, Sept 18—Colon, New York.

Melbourne, Sept 18—Altona (Ger), New York via Fremantle and Adelaide.

Naples, Sept 17—Carpathia (Br), New York via Genoa.

La Plata, Sept 8—Drumcree (Br), New York for Buenos Ayres and Rosario.

Suez, Sept 18—Montrose (Br), Yokohama, etc, for New York; Quito (Br), Singapore via Aden for New York.

SAILED.

Southampton, Sept 18—Amerika (Ger), Hamburg for New York via Cherbourg.

Queenstown, Sept 18—Baltic (Br), Liverpool for New York.

Tyne, Sept 17—Aberlour (Br), New York.

Naples, Sept 15—Roma (Fr), New York.

Colombo, Sept 15—Drachenfels (Ger), Calcutta for Boston and New York.

PASSED.

Lizard, Sept 18—Blücher (Ger), New York for Plymouth, Cherbourg and Hamburg.

Gibraltar, Sept 17—Ems (Aust), Trieste for New York.

Moraitis (Greek), Alexandria for New York; Vienna (Fr), New York for Naples and Marseilles.

Amusements.

LIBERTY THEATRE. 42d St., West of B'way. Evgs. 8:15. Mats. To-day & Wed., 2:15. LILLIAN RUSSELL in the New Racing Comedy by Geo. Broadhurst and Geo. V. Hobart. WILDFIRE

BROADWAY THEATRE. B'way & 41st St. Eves. 8:20. Matinees To-day and Wed., 2:15. FRANK McKEE'S Production of THE NEW MUSICAL PLAY ALGERIA by Victor Herbert and Glen Macdonough.

GAIETY THEATRE. 46th Street and B'way. Evgs. 8:15. Mats. To-day & Wed., 2:15. THE TRAVELING SALESMAN

NEW AMSTERDAM THEATRE. 42d Street, West of B'way. Evenings 8:15. Matinees To-day and Wed., 2:15. HENRY W. SAVAGE'S Operatic Sensation. THE MERRY WIDOW (Die Lustige Witwe.)

NEW YORK THEATRE. B'way and 46th St. Mats. To-day and Wed., 2:15. ZIEGFELD REVUE FOLLIES OF 1908

ACADEMY OF MUSIC. 14th St. and Irving Pl. THE ROUND UP Best Seats Wed. Mat., $1.00. Prices 25c. to $1.50. Mats. Wed. & To-day, 2. Eve. 8:15.

HIPPODROME 6th Ave. 43rd-44th Sts. Mats., Best Seats, $1. Evg., 25c. to $1.50. MATS. AT 2 SHARP. EVENINGS AT 8 SHARP. HIPPODROME'S GREATEST SUCCESS. "Don't miss the World's Greatest Show. Nothing approaching it has yet been in New York. Go!" —Eve. Journal. SPORTING DAYS | BALLET OF BIRDLAND | BATTLE IN THE SKIES. 10—All New Circus Acts—10.

Lyric Last Times. Evgs. 8:20. Mat. To-day, 2:20. MARY MANNERING Glorious Betsy.

CASINO Evgs. 8:15. Mat. To-day, 2:15. MIMIC WORLD Last 2 Weeks.

FIELDS' Herald Sq. Evgs. 8:15. Next Mat. To-day, 2:15. 3 TWINS

Daly's Evgs. 8:15. Mat. To-day, 2:15. Clyde Fitch's Cooing Comedy, Girls Last 3 Weeks

HACKETT Evgs. 8:15. Last Mat. To-day. Last 2 times. 42d St., W. of B'way. JOHN MASON in The WITCHING HOUR. Next Week—JAMES K. HACKETT in THE PRISONER OF ZENDA.

Majestic Opens Mon., Sept. 21. FATHER AND SON Seats now on Sale.

West End OPENS Mon., Sept. 21 John Mason, Witching Hour. Seats Now on Sale.

EMPIRE THEATRE. Broadway, 40th Street. Evenings 8:30. Matinee To-day, 2:30. JOHN DREW IN Jack Straw

LYCEUM 45th St., near Broadway. Evgs. 8:15. Mats. To-day and Thurs., 2:15. MISS BILLIE BURKE in "LOVE WATCHES"

CRITERION B'way, 44th St. Evenings at 8. Matinee To-day at 2:15. "A model for musical plays."—Herald. HATTIE WILLIAMS FLUFFY RUFFLES.

KNICKERBOCKER B'way, 38th St. Evg. 8:15. Mat. To-day, 2:15. THE GIRLS OF GOTTENBERG With GERTIE MILLAR

GARRICK 35th Street, near Broadway. Eve. 8:20. Mat. To-day, 2:15. Joseph Coyne Alexandra Carlisle. THE MOLUSC, preceded by THE LIKES O' ME, with DORIS KEANE.

SAVOY 34th St. and Broadway. Eve. 8:15. Mats. To-day and Thurs. 2:15. DIANA OF DOBSON'S with CARLOTTA NILLSON.

HUDSON 44th St., East of B'way. Eves. 8:15. Last Matinee To-day, 2:15. LAST TIME TO-NIGHT. ROBERT EDESON in THE CALL OF THE NORTH