PRAISE FROM MR. BRYCE

FOR ORDERLY ELECTION.

J. J. Hill for Free Trade with Canada at Chamber Dinner.

The 140th annual dinner of the New York Chamber of Commerce was held last night at the Waldorf, with a distinguished list of speakers, the personnel of which indicated the prevailing tone of the event—harmony and cordiality of relations between the three nations on this continent. Ambassador Bryce, Señor Godoy, Mexican chargé d'affaires at Washington, and well known Canadians told of the good feeling and beneficial business relations prevailing among the United States, Canada and Mexico.

James J. Hill, a Canadian by birth, now Americanized, went even further. Boldly he advocated the breaking down of the tariff barriers between Canada and this country, declaring that it would be to the great advantage of both nations. Clifford Sifton, P. C., formerly Minister of the Interior, while he did not exactly express the counter notion, declared that neither country had any especial right to complain of the other's tariff.

The guests of honor were Ambassador Bryce, Señor José F. Godoy, the Mexican Chargé d'Affaires; Byron E. Walker, C. V. O.; Clifford Sifton, P. C., and James J. Hill.

Other guests of the Chamber were Senator Depew, Rear Admiral Goodrich, Lord Northcliffe, Chancellor MacCracken of New York University; Andrew Carnegie, the Rev. Dr. James M. Ludlow, J. Pierpont Morgan, Charles Stewart Smith, John S. Kennedy, Thomas H. McKittrick, F. C. T. O'Hara, the Deputy Minister of Trade and Commerce of Canada; Mitchell Innes, John Bain, Captain Frank W. Kellogg, U. S. N.; Robert Gill, Thomas L. Willson, St. Clair McKelway, Charles L. Miller, Oswald G. Villard, Hart Lyman, John Foord and Samuel S. Fontaine.

Among those who were present at the banquet were Milo M. Belding, James Benedict, Emil L. Boas, John Claflin, Henry Clews, Robert C. Clowry, Thomas Darlington, Alexander H. De Haven, W. Butler Duncan, Samuel W. Fairchild, Stephen Farrelly, John H. Flagler, Charles R. Flint, Henry C. Frick, Elbert H. Gary, J. Temple Gwathmey, William Hester, George B. Ide, George A. Kessler, David Bennett King, Albert Lewisohn, George H. Macy, Herman A. Metz, Cord Meyer and Thomas M. Mulry.

Others present were Adolph S. Ochs, George W. Perkins, Henry Phipps, Sereno S. Pratt, Edward L. Rossiter, James B. Russell, Jacob H. Schiff, Mortimer L. Schiff, Gustav H. Schwab, George F. Seward, Alexander D. Shaw, James Speyer, Isador Straus, Nathan Straus, Gage E. Tarbell, Frederick D. Underwood, Samuel Untermyer, John Wanamaker, John Whalen, William J. Wilgus, Clark Williams, Timothy L. Woodruff and Benjamin F. Yoakum.

ADDRESS OF WELCOME.

In his speech of welcome President Simmons touched a trifle on the political situation. At the beginning, he said, the mercantile and financial pursuits were a unit in upholding the highest standards in commercial life and in upholding the honor of the nation and the integrity of the state.

"And we stand for that system of municipal government," he said, "that is predicated on sound principles, and not upon political or partisan domination or patronage." He paid tribute to the memory of George Wilson, for more than fifty years connected with the Chamber of Commerce, and spoke of the changes the year had produced, adding:

Last year we were in the throes of a great panic which swept the country like a destructive hurricane. Business was prostrated, industries were paralyzed, transportation companies were embarrassed, confidence was shaken, credit was curtailed, and thousands of men were thrown out of employment.

We have passed through a national political campaign of unusual excitement, but with results that encourage the belief that the rights of property, whether held by individuals or by corporations, are on a firmer basis than they have been.

The speech of the President-elect at Cincinnati on Friday, November 6, in which he declared that "every business man who is obeying the law may go ahead with all the energy in his possession," that "every enterprise that is within the statutes may proceed without any fear of interference from the administration when acting legally," and that "men who conduct legitimate business may understand that the government is back of them, and that they will not be prevented from enjoying fair profits—these declarations from Judge Taft are certainly most reassuring.

After President Simmons's speech of welcome a toast was drunk, standing, to President Roosevelt, and was followed by cheering. President Simmons read a letter from the Chief Magistrate, explaining that it was absolutely impossible for him to be present, owing to a great amount of work at Washington.

MR. BRYCE'S SPEECH.

The second toast was "His Majesty King Edward VII," also drunk standing, while the band played "God Save the King." To this Ambassador Bryce responded in a neat speech expressive of the pleasant relations between the two countris. He spoke of the splendid welcome accorded to the American fleet in Australia. Also he portrayed the benefits of the recently established "penny post," speaking especially of what it would mean to his poor countrymen and their friends here.

In his speech Mr. Bryce said:

You have had a fleet, and that fleet has been making a voyage. Now, a fleet is an engine of war, but the remarkable thing about the voyage of your fleet is that it has been a mission of peace.

Wherever it has gone it has been received with the heartiest welcome, and it is a particular pleasure and joy to me—and I am sure in saying this I am expressing also the sentiment of my Canadian friends here present—it has been a pleasure and a joy in every part of the British Empire that there was so warm a welcome given, and that welcome so heartily received, by the people of Australia. The people of Australia have you to know that there were no guests that could be so welcomed there as guests coming from the United States of America.

Another of the events of this year that deserve mention is the introduction of the penny postage between the United States and the United Kingdom. Now, gentlemen, I suppose to most of you, I suppose I may say to all of you, the difference between two cents and five cents may appear to be a matter of no consequence whatever. You think in thousands of dollars; and that there should be anybody to whom the difference of two cents and five cents means anything may appear to you incredible. But it is true, and this is perhaps chiefly the reason why we rejoice in the lowering of that postal rate.

It is true that there are thousands and thousands of poor people in both our countries to whom the little change in the rate of postage means a good deal of difference in their correspondence with their friends. That which led me chiefly to desire and to bear some small part in bringing about this beneficial change was the thought, especially of the poor Irish on this side of the ocean, and the still poorer Irish, my fellow countrymen, on the other side of the ocean, who want to correspond with their friends, and who will find it far more easy to correspond with their friends and to keep up those ties which mean so much to the affectionate Irish heart when they can correspond at the ordinary charge of one penny.

I have no doubt the postal rates will all come down. I have no doubt that cable rates will all come down. The sooner the better. And I am glad to think that this first bringing down of the postal rate should have been under pledge of friendship and intimate connection between the United States and the United Kingdom.

The third signal event of this year has been the elections which have lately closed. Now, you, Mr. President, have referred to those elections. In watching those elections very closely, what struck me most was the extraordinary quiet and decorum with which they were conducted—elections which, be it remembered, are a substitute for fighting, and a comparatively modern substitute for fighting.

Elections, being times of excitement, have usually been in England, and were at one time largely even here, times of violence and uproar. But on this occasion, the whole of the proceedings had a good order and good temper and good feeling.

There was nothing which could give offence to anybody, as far as I could see, in anything that was done—hardly anything in anything that was said during the whole course of the election. I should think there has seldom been an election, and an exciting one, in which that could be said in this or any other country.

And I notice that at the polls there was not even a suspicion of force or of fraud. That at the meetings there was no disturbance; each side was allowed to hold its own meetings without interruption by the other. The appeal was made entirely to the intelligence and judgment of the electorate.

Now, that is a thing, gentlemen, which is the test of the excellence of free government. That shows that a free government—the practice of free government—has educated the citizens to be intelligent, patient, self-respecting and respective of the rights of others.

MESSAGE FROM DIAZ.

Señor José F. Godoy, Chargé d'Affaires of Mexico at Washington, explained that he was delegated by President Diaz to bear his greetings and good wishes to the Chamber of Commerce, with thanks for the invitation to attend its annual dinner. He spoke eloquently of the changes thirty years had produced in his country. He continued:

The commercial relations between Mexico and the United States are at present most satisfactory, and in that behalf I may say that the great State of New York, as well as this metropolis, has powerfully contributed to bring them about. And nothing less could be expected from a state so enterprising and resourceful.

The friendly and commercial relations between both countries are being fostered by the wise policies pursued by both governments, and I consider that under the administration of William H. Taft the same policy of amity, good will and mutual respect put in practice by the present Executive will be continued, not only because of the wise and farsighted statesmanship of the President-elect, but also because by so doing he will give life and being to the express wishes of the whole American nation.

TELLS OF CANADA'S FUTURE.

Speaking on "The Industrial Future of Canada," B. E. Walker, president of the Canadian Bank of Commerce, declared:

Beyond a peradventure if you do not open your doors a little more liberally to us, so that we can more nearly pay you in goods instead of always drawing on London for the purchase price of what she has bought from us in order to pay you, you will leave us no alternative but to keep up our tariff walls until we can create at home almost every manufactured thing you sell us on the one hand, while on the other we seek trade preferably with any nation which takes pay in goods so as to lessen our payment of actual money to you.

He gave these reasons for an enthusiastic view of Canada's future:

What is true is that the world is being startled by cereals grown further and further north, which actually seem to improve in quality the further north you go. The prairie provinces as yet produce only about 200,000,000 bushels of cereals, and I am not going to be so foolish as to estimate what they will yield in the future, but clearly the quantity will eventually be enormous.

We own more fishing waters than any other nation, although too many of our friends wish to fish in them.

We have iron, nickel, copper and coal enough to rank with the greatest nations in this respect, and, while we are only about the eighth nation in gold, we begin to look important in silver, with the Cobalt camp turning out about $1,000,000 a month.

The intensive farming in Ontario has resulted in our becoming one of the great dairy countries, and our importance in breeding horses, cattle and other domestic animals is well known.

The development and present condition of Canada in the business and commercial world were described by Clifford Sifton, P. C., formerly Minister of the Interior. He went in detail into railway and canal development, declaring that the lack of liberal trade relations with the United States had hindered the growth of Canada.

QUESTIONS IN DISPUTE.

Between the United States and Canada, went on Mr. Sifton, two classes of questions presented themselves. "We have first of all to deal with questions which are more or less in dispute," said he, and added:

The very fact that there is a dispute proves that the rights of the parties are not clearly defined. If they were clearly defined, there would not be a dispute. Not being clearly defined and the views of the two parties not being at one, even when the facts are fully known, it necessarily follows that the consideration of such subjects must be approached in a conciliatory spirit.

If the diplomatic representatives of the two countries will cast aside the idea that the national credit of one party demands that it should get the advantage of the other, and will approach the subjects in dispute with a firm determination that these principles shall prevail, while there may be delays and difficulties, the ultimate result will prove satisfactory.

There is another class of questions, of a totally different character, questions relating to the business relations existing between the two countries, to the respective commercial policies of the two countries. Here I think that a totally different method of treatment must be applied. Not that I would suggest that there should be any absence of a friendly spirit, but it appears clear to me that the only satisfactory way in which to deal with business questions, is upon business principles.

We have no right to complain because you erect a high tariff, nearly double as high as ours, for the purpose of excluding our goods; similarly you have no right to complain if Canada frames her tariff to suit herself, grants a preference to Great Britain, makes a commercial treaty with France, or, for her own advantage, gives any other country special treatment in which you do not participate.

There is no excuse whatever for either country entertaining the idea of retaliation. It is purely a question of business interests and business advantages, in which each country must consider what is best for itself.

JAMES J. HILL'S ADDRESS.

At the beginning of his address Mr. Hill declared that in all things save their commercial systems the two countries were in harmony. The settlements at Quebec and Jamestown, he said, were separated by only a year. The United States and Canada daily exchanged residents.

"Geography, ethnology and all the great silent natural forces are drawing us closer all the time," he added.

The trade of the United States with Canada, he went on, was exceeded only by that with Germany and Great Britain. Some $300,000,000 was being spent on the Panama Canal in the hope of enlarging trade with the west coast of South America, yet the trade of the United States with all the countries on both coasts of South America was only a little over $200,000,000. Speaking of the relations that ought to exist between Canada and the United States, Mr. Hill continued:

It is suggested by that common intellectual inheritance which has made the most scholarly mind of Canada, Goldwin Smith, as much at home perhaps in New York as in Toronto, and impelled one of the really great historians produced by the United States, Francis Parkman, to devote his life and genius to the story of the founding of Canada. It is taught by their parallel development, and by the mingling of their commerce. Without committing any others here, I do not hesitate to declare my own opinion. I believe that the most natural, the most rational, the most highly profitable commercial status between Canada and the United States is absolute freedom of trade. Pending the arrival of that, I believe that those who have the interests of both countries at heart should work for the establishment of a trade reciprocity in all natural products as ample and generous as public opinion will approve. All that I have said and all the facts of material development on both sides of the boundary lead to this conclusion, entertained to-day, if it could find voice through non-political agencies, by a greater proportion of the people of the United States than most men dream of.

CALLS RECIPROCITY INEVITABLE.

That commerce must eventually move unrestrained between these two peoples is self-evident. Why not strike off the shackles now and let it move freely, instead of paying the heavy penalty of delay? I do not believe that there is one valid argument in favor of the system that makes our international boundary line bristle with custom houses and forces every dollar's worth of trade between them to show its passport and pay its entrance fee. I do not believe that there is one sound objection on the side of Canada or of the United States to fuller and freer intercourse. Whatever be the strength or weakness of the economic policy known as protection—a subject which I do not here discuss—it has no meaning or effect as applied by either one of these countries against the other.

The assumption of some fixed variation in the wage level is nonsense. Men are free to come and go; and New England at this moment depends for her labor largely upon her French Canadian population. Wages do vary, just as they vary between New York and Colorado; but their average under similar conditions is the same in the two countries.

A more liberal and friendly trade relation between them would be an economic gain. The manufacturer of Canada need not fear the competition of powerful combinations in the United States. Not one of these controls production in its own country. Right here the small manufacturer competes successfully with his greatest rival. If there was not a duty on any natural product of either country when entering the other, not a wheel would stop, not a man would be thrown out of employment in either. But the business of each would feel the stimulus of an enlarged market.

It is as clear a case of reciprocal advantage as can be found in the whole history of trade, which rests on the axiom, not always remembered in our time, that both parties to the exchange of commodities may be gainers by the transaction.

Neither Canada nor the United States had anything to fear from free trade, went on Mr. Hill. In support of this statement he quoted D. M. Parry, lately president of the American Manufacturers' Association, who said: "The Canadian trade is more important than all the commerce anticipated for the Panama Canal, and yet our tariff policy in respect to Canada hardly could be worse if dictated by a foreign enemy."

OPPOSITION BROKEN DOWN.

Mr. Hill continued:

In this country the policy of reciprocity between the United States and Canada has broken down popular opposition. New England favors it, the great tier of states facing the Canadian boundary and the Great Lakes favors it, the Middle West believes in and asks for it. We have too long considered it only as a boon for us to grant and Canada to ask. That may have been true thirty years ago; it is not true to-day. Not as a suppliant but as an equal she must be dealt with.

From us, the older, larger and more developed community, and the one whose past attitude has been somewhat indifferent, the invitation now should come. It should be the privilege of this place and this hour to give new voice and force to this opinion; to open the way for the adoption of a system of reciprocity that would not only advance international friendliness, solidarity and mutual support, but would also cause immense trade expansion and financial gain for both parties concerned.

You who have witnessed the achievements due to the liberty to trade possessed in common by the people of Quebec and Ontario and those of Manitoba, Saskatchewan and British Columbia, you who have seen a century of greatness grow from the impossibility, under the federal constitution of restricting the interchange of commodities between Maine and New York and Iowa and Oregon, your common inheritance arises to testify to the inherent power of this domestic freedom as a builder of empires and an inspiration to great events.

ONE PLAN FOR GARDEN

City Could Sell Property, for Which It Has No Use, to Buy It.

The city owns real estate parcels within the greater city valued at over $5,000,000, a large part of which is vacant now or will be untenanted in the near future. That is said to be a conservative estimate of the present market worth of the property. It was suggested yesterday by several realty leaders that the city sell a large part of the holdings for which it has no further use and from which it gets no return on its investment and use part of the money to buy Madison Square Garden. The price asked for the Garden is $3,250,000, and if a little more than a half of the properties which the city owns and which are vacant was sold money enough to pay for this great public institution would be available.

The money realized from the sale of city property is placed in the Sinking Fund, and an act of the Legislature would be necessary to use any part of it for this plan. It was thought in real estate circles that this plan would meet with the approval of Mayor McClellan and other officials of the city who are deeply interested in the future of the Garden.

Among the properties owned by the city for which a buyer will soon have to be found is the site of the armory of the 22d Regiment Engineers, bounded by 67th and 68th streets, Columbus avenue and Broadway. This site was bought by the city on November 11, 1884, from Joseph H. Goodwin and Frederick H. Cassitt, for a consideration of $265,000. The building on the property represents an investment by the city of $296,494, and the cost of equipment was about $22,746, making a total sum for site, building and equipment of $583,240. Since the purchase of the property by the city values in this section of Broadway have risen considerably. It is said that the present market value of the property is over $1,000,000, and that, owing to the rapid growth of this district and its attractiveness to realty investors no difficulty would experienced in getting a buyer for the premises.

The property is expected to be vacant in a little less than a year. A site for a new home for the 22d Regiment Engineers has been provided by the city in the easterly block front on Fort Washington avenue, between 168th and 169th streets. That property was bought by the city on June 1, 1907, for $350,000.

In speaking about this plan to get the city to purchase the Garden from moneys realized by the sales of properties which are now useless for city purposes John N. Golding, the well known real estate broker, who represents the New York Central Railroad and many other large concerns in the purchases of real estate, said yesterday that it was a most practicable scheme.

SAY LAMPHERE MADE ADMISSIONS.

Deputies Tell of Conversations Following Fire at Gunness Home.

Laporte, Ind., Nov. 19.—Ray Lamphere made a partial confession of setting fire to the home of Mrs. Belle Gunness, according to the testimony of Deputy Sheriffs Anstiss and Marr, in the Lamphere trial here to-day. Sheriff Smutzer told of the Truelson chase to Texas, which, he said, was a clever scheme worked by a man in jail in Texas who thought he would be able to escape his troubles there by confessing that he was an accomplice of Mrs. Gunness.

Deputy Sheriff Marr testified that on the evening of April 28 he went to the home of John Wheatbrook to arrest Ray Lamphere. Just as Marr entered the gate, Lamphere came out of the door. Marr testified that he said:

"Ray, get on your coat and go to town with me."

Lamphere's reply was: "Did those three children and that woman get out of the building?" Marr asked. "What building?" Lamphere answered "that building near town."

Deputy Sheriff Anstiss testified to having had several conversations with Lamphere after his arrest. Anstiss said:

"When I talked to Lamphere about the Gunness fire he told me he would plead guilty to arson, if it were not for his poor mother."

JAMES J. HILL IS OPTIMISTIC.

Says There Is a Gradual and Sure Return of Prosperity.

James J. Hill returned to this city yesterday after an extended trip through the Northwestern States. He said that he had found a general restoration of confidence throughout the territory he visited; that conditions, both in general business and with the railroads, were gradually improving, and that it was his belief that they would continue to improve. One reason for the brighter outlook, he declared, was the feeling of the community at large that there would be no further experiments with railroad and other business interests likely to endanger the prosperity of the country.

Mr. Hill said that while crops in the Northwest had been only fair the farmers had received high prices for their products and were generally prosperous.

Asked if, as a result of the improved condition of affairs, the railroads would put in large orders for new equipment, etc., he answered: "Speaking for the Great Northern, I will say that we have fifty locomotives in which we have never got up steam, and that with the equipment we have on hand we could handle 30 or 40 per cent more traffic than we are getting. There is not going to be any sudden revival in business; the improvement will be gradual. We cannot put all the burden of restoring prosperity on Mr. Taft. The people must aid him by pulling together to this end."

STANDPIPE FOR SKYSCRAPERS.

New Device Operated from Ground Stands 168 Feet in the Air.

A standpipe, designed for fighting fires in skyscrapers, was tested yesterday at the coal elevator at the Pennsylvania Railroad pier at Hunter's Point, Queens. The fireboat C. W. Lawrence hooked up to the standpipe, and with two pipe lines soon had 150 pounds pressure on the standard. The streams from the standpipe were controlled by an operator at a switchbox at the foot of the pipe, who showed how he could turn on any combination, or all or only one of the eleven nozzles, and how the discharge could be regulated by him. It was stated that the standpipe could be operated under the conditions which obtained yesterday at a height of 375 feet.

With a pressure of 150 pounds the top nozzle, the others being shut off, 168 feet above the the ground, shot a stream estimated to be 175 feet high.

"Three-hundred-foot skyscrapers are no longer a menace," said Deputy Fire Chief Guerin after the test. "It is now only a question of the diameter of the standpipe and the pressure of water, and this standpipe can reach to almost any height. I consider this even as great an advance in fire fighting, if not greater, than the change from the old hand machine to the steam fire engine."

Among those who witnessed the test were Deputy Chief John Binns, Deputy Chief Thomas Lally, Superintendent of Buildings Murphy, several members of the Charter Revision Commission, Fire Marshal Beers, of Brooklyn, Deputy Fire Commissioner Wise, Borough President Ahearn, Superintendent Groves of the Manhattan Salvage Corps, Superintendent Thorn of the Brooklyn Salvage Corps; John McKay, superintendent of water supply, Brooklyn; Superintendent Moon of the Buildings Department, Brooklyn, and several out-of-town fire chiefs.

JOB SEEKERS DECREASE.

Interborough Reports Shortage of Men in Operating Force.

The Interborough Rapid Transit Company said yesterday that for the first time this year there was a shortage of men in the operating force. Up to this time large numbers had been applying for work, including mechanics and men in other occupations than railroad work.

Recently, however, this class has nearly disappeared, the men having obtained work at their trades. The applicants now are men who have been employed on steam railroads or surface railroads. Yesterday the demand for men was a little more than the supply. Most of the men applying now can pass the eyesight and other tests. Up to a short time ago many applicants could not pass these.

The Real Thanksgiving Beverage

Evans Ale

ALL DEALERS AND PLACES.

MET. RUMOR DISCREDITED

End of Receivership Not Likely in Immediate Future.

Little credence was given yesterday to the rumor that the receivership of the Metropolitan Street Railway Company would be ended soon by Judge Lacombe, of the United States Circuit Court, who appointed Messrs. Joline and Robinson a year ago last month. Arthur H. Masten, counsel for the receivers, ridiculed the report, and said it probably had its origin in the fact that the foreclosure suit brought by the Guaranty Trust Company had progressed to the point of testimony being taken, and members of the bondholders' committees expressed a similar opinion. The foreclosure of the mortgage would, in all likelihood, result in the sale of the property, and would in effect constitute a discharge of the receivers, but no explicit order from the court before the issue of the suit is determined is looked for.

The suit of the Guaranty Trust Company, which has been pending since the Metropolitan defaulted in the payment of interest on the bonds last February, was begun before Judge Lacombe yesterday afternoon. Judge Lacombe said the suit was proceeding on the theory that a foreclosure sale might be warranted by the testimony.

"The priority of the various liens and the claims of contract and other creditors will be determined after the sale and will be settled out of the proceeds of the sale, according to their priority," he said. "Whoever purchases the property will have to make good the liens and claims of creditors. There need be no trouble on that score, because the purchasers will probably be the bondholders, who can use their bonds in bidding for the property."

HOLD-UP WITH DUMBBELL

Negro Prizefighter Knocks Down Jeweller and Battles Policemen.

Armed with a dumbbell, a six-foot negro prizefighter known as Sydney White, of No. 108 Cherry street, entered the jewelry store of Nathan Mirel, at No. 422 Fifth avenue, Brooklyn, yesterday, and taking a ring valued at $88 and a pair of earrings valued at $20 started for the street. When the jeweller ran after him the negro turned and hit him with the dumbbell, lacerating his scalp and knocking him unconscious.

A large crowd, attracted by the jeweller's cry, chased White down 8th street to Third avenue, where Patrolmen Davenport and O'Donnell, of the Fifth avenue station, joined in, and herded the giant negro up 7th street to Fifth avenue, where they closed with him. It was dumbbell against nightstick for a few seconds, but the policemen got their prisoner to the station.

ROTHSCHILD DIED FROM INDIGESTION.

Coroner Squires, after an inquest at Ossining yesterday, found that the death of David Rothschild, the former New York banker, in Sing Sing prison on Tuesday night resulted from acute indigestion and heart disease. He said that the autopsy showed that the attack followed a hearty meal.

The body will be sent to Cincinnati for burial.

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sunrise 6:53 | Sunset 4:38 | Moon rises 3:45 | Moon's age 26

HIGH WATER.

A. M.—Sandy Hook 4:40 | Gov. Island 5:12 | Hell Gate 7:05
P. M.—Sandy Hook 4:55 | Gov. Island 5:21 | Hell Gate 7:14

WIRELESS REPORTS.

The Lusitania, reported as 334 miles east of Sandy Hook at 11 a m yesterday, is expected to dock about 8 a m to-day.

The Amerika, reported as 900 miles east of Sandy Hook at 8 a m yesterday, is expected to dock about 4 p m Saturday.

The St Paul, reported as 1,068 miles east of Sandy Hook at 7 a m yesterday, is expected to dock about 7 p m Saturday.

La Provence, reported as 725 miles east of Sandy Hook at 1:20 a m yesterday, is expected to dock about 1:30 p m to-day.

INCOMING STEAMERS.

TO-DAY.

Vessel.	From.	Line.
*Lusitania	Liverpool, November 14	Cunard
*La Provence	Havre, November 14	French
*Corsican Prince	Trinidad, November 13	Prince
*Prins Eitel Fried'h	Carthagena, November 9	Atlas
*Monterey	VeraCruz, November 12	Ward
Viscania	Huelva, October 28	——
Idaho	Hull, October 31	Wilson
Dinnamare	Messina, October 28	——
Texas	Havre, November 7	French
Mokta	Huelva, November 4	——
Re d'Italia	Naples, November 6	Italian
Pontiac	Manchester, November 7	——
City of Columbus	Savannah, November 17	Savannah
Batavia	Naples, November 4	Hamb-Am

SATURDAY, NOVEMBER 21.

*Amerika	Hamburg, November 12	Hamb-Am
*Baltic	Liverpool, November 13	White Star
*St Paul	Southampton, November 14	American
*Tennyson	Barbados, November 15	Lamp & Holt
Apache	Jacksonville, November 18	Clyde

SUNDAY, NOVEMBER 22.

*Bermudian	Bermuda, November 20	Quebec
*Carolina	San Juan, November 18	N Y & P R
*Advance	Cristobal, November 15	Panama
Callistro	Rotterdam, November 8	——
Alamo	Mobile, November 15	Mallory
Nacoochee	Savannah, November 19	Savannah

*Brings mail.

OUTGOING STEAMERS.

TO-DAY.

Vessel.	For.	Line.	Mail closes.	Vessel sails.
Prins Willem III	Hayti, Royal Dutch		11:00 a m	1:00 p m
Vigilancia	Nassau, N Y & Cuba		12:00 m	3:00 p m
Arapahoe	Jacksonville, Clyde		——	1:00 p m
Monroe	Norfolk, Old Dom		——	3:00 p m

SATURDAY, NOVEMBER 21.

Celtic	Liverpool, White Star		11:30 a m	3:00 p m
Philadelphia	Southampton, American		6:30 a m	10:00 a m
Columbia	Glasgow, Anchor		——	8:00 p m
Barbaressa	Naples, N G Lloyd		——	11:00 a m
Minneapolis	London, Atlantic Trans		——	8:00 a m
Calabria	Naples, Anchor		——	——
Philadelphia	San Juan, Red D		8:30 a m	12:00 m
Flora	La Guayra, Red D		8:30 a m	12:00 m
Havana	Havana, Ward		10:00 a m	1:00 p m
Prinz Joachim	Jamaica, Hamb-Am		11:00 a m	1:00 p m
Denver	Galveston, Mallory		——	12:00 m
City of Savannah	Savannah, Savannah		——	3:00 p m
Iroquois	Jacksonville, Clyde		——	1:00 p m
City of Columbus	Savannah, Savannah		——	3:00 p m
Hamilton	Norfolk, Old Dominion		——	3:00 p m

MONDAY, NOVEMBER 23.

Finance	Cristobal, Panama		11:30 a m	3:00 p m
Coppename	Demerara, D W I		11:00 a m	1:00 p m
Jefferson	Norfolk, Old Dominion		——	3:00 p m

TRANSPACIFIC MAILS.

Destination and steamer.	Close in New York.
Hawaii (via San Francisco)—Alameda	Nov. 23, 6:30 p m
Japan, Corea, China and Philippine Islands (via Seattle)—Minnesota	Nov. 19, 6:30 p m
Japan, Corea and China (via Tacoma)—Arizona Maru	Nov. 27, 6:30 p m
Australia (except West), New Zealand, Fiji Islands and New Caledonia (via Vancouver and Victoria, B C)—Moana	Nov. 29, 6:30 p m
Hawaii, Guam and Philippine Islands (via San Francisco)—U S Transport	Nov. 30, 6:30 p m
Japan, Corea and China (specially addressed only) (via Seattle)—Tango Maru	Dec. 3, 6:30 p m
Japan, Corea, China and Philippine Islands (via Vancouver and Victoria, B C)—Empress of Japan	Dec. 4, 6:30 p m

SHIPPING NEWS.

Port of New York, Thursday, Nov. 19, 1908.

ARRIVED.

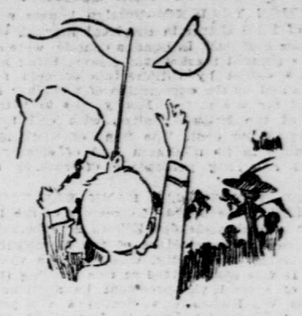
Steamer Ida Cuneo (Nor), Iversen, Port Antonio November 18, to the Cuneo Importing Co, with fruit. Arrived at the Bar at 3:30 a m.

Steamer Pontiac (Br), Meikle, Manchester November 5, to Scammell Bros, in ballast. Arrived at the Bar at 9:30 p m.

Steamer Teutonic (Br), Smith, Southampton and Cherbourg October 11 and Queenstown 12, to the White Star Line, with 183 cabin and 116 steerage passengers, mails and mdse. Arrived at the Bar at 1:50 a m.

Steamer Oscar II (Dan), Hampel, Copenhagen November 5, Christiania 7 and Christiansand 8, to Funch, Edye & Co, with 135 cabin and 201 steerage passengers and mdse. Arrived at the Bar at 1:56 p m.

Steamer Laura (Aust), Zar, Trieste October 31, Patras November 2, Palermo 4 and Almeria 7, to Phelps Bros & Co, with 67 cabin and 331 steerage passengers and mdse. Arrived at the Bar at 8 a m.



The sad soaking of last Saturday's football crowd proves that the only safe way is to go to New Haven tomorrow prepared for the worst.

And even if you don't get off for the game you may need some of these life-savers somewhere else.

Motor ulsters of heavy water shedding frieze, buttoning close to neck and warmly lined.

Leather jackets that defy wind and rain.

Mackintoshes.

Rubber motoring shirts—full enough to go over a fur coat.

Rubber coats and capes.

Sweater jackets of the Derby, Golf, Elgin, Stockinette and Cardigan types.

Imported English knitted vests.

Sweaters—V neck and high neck.

English steamer rugs.

Motoring robes.

Weatherall shoes of tan Shrewsbury grain leather—oil stuffed.

Thermos bottles.

A tip to the boys—

A 3-foot square of gossamer rubber may save your best girl's hat and acquire you merit. We haven't them, but any rubber store will fix you up.

ROGERS, PEET & COMPANY,

Three Broadway Stores.

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

Steamer Comus, Boyd, New Orleans November 14, to the Southern Pacific Co, with passengers and mdse. Passed in Quarantine at 8 a m.

Steamer Chesapeake, Hastings, Baltimore, to the New York & Baltimore Transportation Line, with mdse. Passed in Quarantine at 3 a m.

Steamer Cubana (Cuban), Baker, Cardenas November 11, Sagua 12, Caibarien 13 and Matanzas 14, to the Munson Ss Line, with mdse. Arrived at the Bar at 6:30 p m.

Steamer Sieglinde (Ger), Hoyer, Rio Grande October 14, Santos 24, Rio Janeiro 27, Bahia 31 and Barbados November 11, to the Hamburg-American Line, with 17 passengers and mdse. Arrived at the Bar at 6:35 p m.

Steamer Ogeechee, Fickett, Brunswick November 16, to the Brunswick Ss Co, with mdse. Passed in Quarantine at 8:15 p m.

Steamer Iroquois, Ingram, Jacksonville November 16 and Charleston 17, to the Clyde Ss Co, with passengers and mdse. Off the Highlands at 1:17 p m.

Steamer Monroe, Hulphers, Newport News and Norfolk, to the Old Dominion Ss Co, with passengers and mdse. Off the Highlands at 1:12 p m.

SAILED.

Steamers Paloma (Cuban), for Nipe; J L Luckenbach, Norfolk; Aragon, Georgetown; S C; Mexico, Havana; Schuylkill (Br), Batavia; Olinda (Cuban), Nuevitas; Princess Anne, Norfolk; El Cid, Galveston; Kansas City, Savannah; Strathallan (Br), Savannah; Chesapeake, Baltimore; König Albert (Ger), Bremen; La Savoie (Fr), Havre; Hudson (Fr), Dunkirk; Benin (Br), New Orleans; Liv (Nor), Newport News; Savage, with three barges.

STEAMERS AT FOREIGN PORTS.

ARRIVED.

Plymouth, Nov 19, 6:40 p m—Kaiserin Auguste Victoria (Ger), New York for Cherbourg and Hamburg; 8:15 p m, Prinz Friedrich Wilhelm (Ger), New York for Cherbourg and Bremen.

Boulogne, Nov 19, 6 p m—Statendam (Dutch), New York for Rotterdam.

Naples, Nov 16—Martha Washington (Aust), New York for Trieste.

Suez, Nov 19—Bloemfontein (Br), Calcutta for Boston and New York.

Syra, Nov 17—Maude (Br), New York via Patras.

London, Nov 19—Mesaba (Br), New York.

Southampton, Nov 19—Majestic (Br), New York via Plymouth and Cherbourg.

Para, Nov 17—Cuthbert (Br), New York via Barbados.

Naples, Nov 18—Italia (Br), New York; 19th, Duca di Genova (Ital), New York.

Liverpool, Nov 18—Lucania (Br), New York via Queenstown.

Genoa, Nov 17—Hamburg (Ger), New York via Naples.

SAILED.

London, Nov 19—Minnetonka (Br), New York.

Montevideo, Nov 17—St George (Br), from New York for La Plata, etc.

Antwerp, Nov 18—Marina (Br), New York.

Fiume, Nov 14—Carpathia (Br), New York.

Naples, Nov 16—Indiana (Ital), New York.

Penang, Nov 17—Indrani (Br), New York.

Genoa, Nov 17—Regina D'Italia (Ital), New York.

PASSED.

Scilly, Nov 19, 1 p m—Kaiserin Auguste Victoria (Ger), New York for Plymouth, Cherbourg and Hamburg; 2:55 p m, Prinz Friedrich Wilhelm (Ger), New York for Plymouth, Cherbourg and Bremen.

Lizard, Nov 19, 2:30 p m—La Touraine (Fr), New York for Havre; 18th, 10 p m, Statendam (Dutch), New York for Boulogne and Rotterdam.

Amusements.

METROPOLITAN OPERA HOUSE

GRAND OPERA SEASON 1908-09.
TO-NIGHT at 8:15 ..... LA TRAVIATA
Mmes. Sembrich, Mattfeld, Niessen-Stone; MM. Bonci, Amato, Paterna, Bégué, Ananian, Bada. Conductor, Spetrino.
SATURDAY AFTERNOON, at 2 ..... TOSCA
Mmes. Emma Eames, Randa; MM. Caruso, Scotti, Ananian, Paterna, Bada, Bégué, Missiano. Conductor, Spetrino.
SAT. EVE. (Pop. Prices), at 8:15 ... LA BOHEME
Mmes. Farrar, Sparkes; MM. Quarti (debut), Amato, Didur, Rossi, Ananian, Paterna, Bada, Missiano, Tecchi. Conductor, Spetrino.
SUN. EVE., NOV. 22, at Popular Prices.
GRAND WAGNERIAN CONCERT.
Soloists—Mmes. Kaschowska (debut), Sparkes; MM. Burgstaller, Martin, Goritz, Witherspoon. Entire Orchestra of 135 and Chorus of 250. Conductor, Mr. Hertz.
NEXT WEEK:
MON. EVE., NOV. 23, at 8:30 ..... TIEFLAND
First Performance in America.
Mmes. Destinn, Fornia, Mattfeld, Randa, L'Huillier; MM. Schmedes, Feinhals, Hinckley, Goritz, Reiss. Conductor, Hertz.
WED. EVE., NOV. 25, at 8 ..... TOSCA
Mmes. Emma Eames, Randa; MM. Bonci, Scotti, Ananian, Paterna, Bada, Bégué, Missiano. Conductor, Spetrino.
SPECIAL THANKSGIVING MATINEE.
Thursday Afternoon, Nov. 26, at 1 o'clock.
Revival of Wagner's Festival Play.
PARSIFAL
Mmes. Fremstad, Randa; MM. Burgstaller, Feinhals, Hinckley, Goritz, Witherspoon. Increased Orchestra and Chorus. Conductor, Hertz.
THURS. EVE., Nov. 26, 8:15 ..... LA BOHEME
Mmes. Sembrich, Sparkes; MM. Caruso, Amato, Didur, Rossi, Ananian, Paterna, Bada, Bégué, Missiano. Conductor, Spetrino.
FRI. EVE., NOV. 27, at 8:30 ..... TIEFLAND
SAT. MA