AT ODDS OVER LOOP

MURPHY STILL FIRM.

Says Bridge Department Must Revise Terminal Plans.

Edward S. Murphy, Superintendent of Buildings in Manhattan, took issue yesterday on both points of law and of fact with Bridge Commissioner Stevenson on his failure to approve the plans for the foundation of the municipal terminal building. He said yesterday that he had disapproved of the plans because they were unsafe, and that the soil, a fine sand, on which it was planned to place the foundations, would support only three tons to the square foot, not the eight tons planned. He insisted that he had the right to refuse to allow the work to begin, under the same part of Section 23 of the Building Code appealed to by Commissioner Stevenson, which provides that various soils shall be deemed safe to sustain certain specified loads, "or as otherwise determined by the Commissioner of Buildings having jurisdiction."

Commissioner Stevenson has turned the case over to the Corporation Counsel for advice, but Mr. Murphy says that under no conditions will he approve the present plans. Commissioner Stevenson also argues that the subway terminal station, which is to be part of the loop as well as the foundation for the municipal office building, was authorized by a special act of the Legislature, and because of that the Superintendent of Buildings has no jurisdiction.

If the law department of the city fails to uphold this view the subway contractors will have their work done as far as they can go by the time the bridge department begins work on the construction of the foundation and subway station. "If they want to build a foundation with a weight of eight tons to the square foot, they will have to go down to bed rock, and that is all there is about it," says Mr. Murphy.

At the site for the building bed rock is 103 feet below water level and 135 feet below street level.

The delay which this dictum of the Superintendent of buildings will cause in the completion of one of the most important transfacilities of the city will be great, if his contention is sustained. It took seven months or more to prepare the original plans. It will take as long, or longer, to complete new plans calling for a foundation resting on bed rock. Further delay will be caused by the time taken in making the award of the contracts, and the work of construction will take much longer to reach a point where the subway loop may be completed and thrown open to traffic. In all rather more than a year, at the least, will be added to the time before the much needed relief is given to the traffic over the Brooklyn Bridge. It was expected that, without the delay that now seems inevitable, the subway contractors would have their work completed and the subway ready for operation a year from January. If the work on the foundations is not begun at once, the subway loop probably will not be ready for operation until 1911 instead of the beginning of 1910.

"The law would not let me approve of the plans submitted by the Bridge Department," said Mr. Murphy yesterday. "I treated them just as I would treat those submitted by any private party, as I am obliged to do under the law. Three samples of the soil on which the foundations are planned to rest were sent to me. They would not sustain eight tons to the square foot, or even four. I could not grant a permit for any building resting on such soil that had a weight greater than three tons to the square foot. Any one in the Bridge Department who said that any buildings in the city rested on such soil at a weight of from seven and a half to eight tons to the square foot told a plain untruth.

"My engineers went over the results of the tests as they were given to us by the Bridge Department, and reported absolutely against any permit being granted. I also submitted the plans to the board of examiners, a board composed of seven men who certainly know what they are talking about, and they absolutely refused to approve of plans which called for such a weight to be imposed on such a soil. Of course, I disapproved the plans. I don't want any building like that built with the sanction of my department, and then read a little later of its settlement, and the consequent cracking of walls and floors, as has happened to the Criminal Courts Building, for example."

When it came to telling what steps he would take to prevent the erection of the building if Assistant Corporation Counsel Sterling advised Commissioner Stevenson that he could make the award, the Superintendent of Buildings did not care to say anything. "That is a legal matter," was his answer to that and all other questions bearing on the legal aspects of the controversy. Another person connected with the Department of Buildings said that the engineers in the department were unanimous in their condemnation of the plans for the foundation as filed by the Bridge Department.

"Besides the reasons stated," he said, "we found other good reasons not to approve of the plans." Pressed for these reasons he did not care to explain them at the present time.

As matters stand at present the award for the foundation work will go to the J. H. Gray Company, of which John H. Gray is the head, with offices in the Flatiron Building. Mr. Gray is a young contractor, with the reputation of being an able and trustworthy man. He has a large business, but has not been as prominently associated with city contracts as several of the other bidders, whose estimates were far above his. The Gray bid was $697,000, which was $176,750 below the bid of $873,750 made by J. C. Rodgers. There was only a difference of $250 between that bid and one submitted by Gaffney & Steers. The other bids submitted were: A. McMullen, $915,000; the O'Rourke Engineering and Construction Company, $926,000; the Tidewater Building Company, $951,000; the P. J. Carlin Construction Company, $956,000; T. Cockerill & Son, $959,000; the North Eastern Construction Company, $1,021,751, and R. E. Heningham, $1,054,000.

MRS. CHARLES H. POPE GETS DECREE.

Supreme Court Justice Bischoff yesterday signed an interlocutory decree of absolute divorce in favor of Mrs. Florence M. Pope from her husband, Charles H. Pope. The couple were married in 1901 and have one child, a daughter, Florence M. Pope, and the decree awards the wife $2,500 a year for the support and education of the child. Pope is the head of the firm of C. H. Pope & Co., cotton brokers, of No. 87 Worth street. The testimony was sealed.

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MRS. ANNIS ON FLOAT

FIVE WITNESSES SAW HER

Doubt on Pistol Story—General Hains Laments Financial Stress.

Again yesterday the defence in the Thornton J. Hains murder case suffered severely through the testimony brought out by District Attorney Darrin in the Criminal Branch of the Supreme Court in Flushing, where the trial is being held before Justice Crane and a jury. Practically the case has narrowed down to two chief points. One is the time that elapsed between the firing of the first and second shots. The other is whether Mrs. Helene Annis, widow of the man who was shot, was upon the float during and directly after the shooting or upon the pier.

Many witnesses have testified that there was an appreciable pause between the first two shots. Merle L. Downs, John C. Stevens, Louis S. Harway, Joseph E. Hill and William W. Knapp, the witnesses examined yesterday, described the interval between the first two shots as distinct. All five testified to seeing Mrs. Annis on the float. Mr. Knapp, in particular, was positive that he saw Mrs. Annis on the float, but Mr. McIntyre in his cross-examination, laid a trap for him. Mr. Knapp testified that Mrs. Annis was on the float while he was sailing toward it, that he saw her run across the float and up the gangway after having been stopped by something. On cross-examination he said there was no other woman on the float and that no other woman had gone up the gangway, notwithstanding that it had previously been proved by Dr. McBride and Fred Leavitt that Mrs. McBride alighted from a launch at the time described and ran up the gangway. Mr. Knapp swore under cross-examination that the woman he saw was not Mrs. McBride.

FATHER LAMENTS HIS POSITION.

General Peter C. Hains, U. S. A., discussed the case and his own position with a Tribune reporter last evening. That he expects the trials to eat up his entire fortune is less than the truth. His fear is not that, but that his money may be exhausted before the legal battles are at an end.

"This trial may string along three or four weeks yet," said he. "Then will come the captain's trial, and after that the divorce suit. It involves tremendous expense. My God! I do not know whether we can hold out. Why could not both brothers have been tried at the same time? There are many issues in the cases that are identical. It would have saved expense and heartache. Think of the suspense. As it is, Annis is in the best position of the three men, in that he is free from harrowing suspense. In view of the delays and expense and suspense involved, a man is a fool to put himself in the clutches of the law."

At the opening of yesterday's session Merle L. Downs, a club member, described how he disarmed Thornton J. Hains. He took the gun after the defendant had broken it, and dropped the unexploded cartridges into his hand. Afterward Hains handed him the holster, saying it would be easier for him to carry the gun in it.

His testimony was not shaken on cross-examination, but Mr. McIntyre obtained from the witness an admission that the cries of the men and the screams of the women on the float and pier were "the same as are always heard from an excited mob." McIntyre quickly seized upon the word as descriptive of the people present during the shooting, welcoming it as of value in proving the defendant's fears for his brother's life. The defence considered this a distinct point gained.

John C. Stevens was rowing to the float in his skiff when the shooting began. He was fifty feet away. He landed and saw the defendant swinging a revolver and shouting, "The first man who interferes is a dead man!"

"Some one went to Thornton Hains," said the witness, "and said, 'This is a gentlemen's club. We allow no strangers here with guns.' Thornton Haines turned to his brother and said, 'Shall I give it up?' When Captain Hains said, 'Yes, give it up,' the defendant broke the gun, poured the cartrtidges in his pocket and gave up the gun. Then the defendant walked to a small overturned boat and sat down. Both smoked—Captain Hains a cigarette, the defendant a pipe. When Roberts spoke to the defendant the latter said, 'Why, I saved your life.'

"I said to Thornton Hains, 'Why should you do this?' and he said, 'If you had a brother wouldn't you protect him?'

"I told him that 'If I had a brother who contemplated doing a fool thing like that I'd lock him up. Anyway, we settle such things with our fists in my country.'

"'You were not born in this country. My brother is an army officer, and we settle things this way here,' said Hains. I replied that in any country the other would be the better way. Then the defendant said to me: 'When you know all you will think differently.

"'I came down to protect my brother and was prepared to shoot any one who interfered.'"

DID NOT SEE MRS. ANNIS INCIDENT.

"Mr. Stevens," asked Mr. McIntyre, when the witness was turned over to him for cross-examination, "did you see Thornton Hains place a revolver against Mrs. Annis's back?"

"No, sir," was the reply; "I did not see Mrs. Annis."

The witness described the wild scattering of people as the defendant waved his revolver. He said there were probably about thirty people on the pier and six or seven climbing up the runway. He was uncertain whether all reached the pier before the shooting ceased.

Louis S. Harway testified that he was sailing in the Peggy with Annis before the shooting took place. They gybed the sail from the port to the starboard side of the boat when seventy-five feet from the float.

In cross-examining the defendant's counsel tried to establish that Mrs. Annis was on the pier while Harway was going thither. Mr. McIntyre evidently relied upon scoring that important point, because the prosecution had failed to bring it out. He was chagrined when the witness testified with positiveness that Mrs. Annis was on the float.

But McIntyre scored an instant later when he tripped Harway upon his recollection of direct testimony given half an hour before.

"I am nervous now," said the witness, "more nervous than I was at the time of the shooting."

"Surely I haven't made you nervous?" asked McIntyre.

"Yes, you have."

"Well, do you regard me as more dangerous than the man who did the shooting?" questioned the lawyer. Then, as a hurried objection accompanied the laughter, he withdrew the question.

Harway testified with clearness and positiveness that the defendant had not said, "Stand back! Stand back, or he'll kill you!" All he heard him say was, "Stand back! Stand back!"

Under severe pressure the witness was obliged to appeal to the court, stating that he was so confused that he knew not what he was testifying. Judge Crane told Harway to take all the time he needed. He stated that he became so shocked after the shooting that he had to be assisted to the clubhouse, where stimulants were administered by Mr. Leavitt.

William W. Knapp, of Flushing, a member of the club, who sailed with Joseph E. Hill, gave testimony that was regarded as damaging to the defendant. He looked under the sail toward the float when he heard a shot. The boat was a hundred yards from the float.

"I heard a woman's scream," said the witness. "I saw Mrs. Annis run toward the southerly end of the float. There she was partly hidden by the gybing of Annis's sail. But I could see her turn and go toward the other end of the float.

"At that point something stopped her, and then she went up the gangway. I could not see what stopped her.

"When we reached the float I saw the defendant pointing a gun at some one. There was a lively conversation between the defendant and Mr. Downs."

Mr. McIntyre became very angry at the characterization of the conversation as "lively," and it was stricken out. He made a strenuous effort to have excluded the testimony regarding the smoking of a cigarette by Captain Hains and a pipe by the defendant.

"It is introduced, your Honor," said he, "only to prejudice and bias the jury, and is in no way incriminating or material."

"It is competent," said Judge Crane, "but not especially material. I will allow it as part of what actually transpired, all of which is evidence for the jury."

"How do you know it was Mrs. Annis who screamed?" asked McIntyre.

"I saw her running up and down the float and gesticulating with her arms. I heard no other person scream." The witness was not the smallest whit confused by the fire of cross-examination.

COURT REPRIMANDS M'INTYRE.

Mr. McIntyre spared no pains to break down his direct testimony. Finally, unable to shake him, he rushed toward the witness with his arms raised. Knapp had just testified that Mrs. Annis was on the float.

"Don't you know," shouted McIntyre, "that Mrs. Annis"—

"Stop!" thundered the Court. "I will not permit you to approach the witness in a threatening manner. Thus far you have conducted yourself as a perfect gentleman, Mr. McIntyre."

"And I am not overstepping the bounds now, sir," returned McIntyre heatedly. "And with the permission of the Court and the help of God I will do my duty in this case."

"Well, Mr. McIntyre," said Judge Crane, "I will not say you have overstepped the bounds of gentlemanly behavior now, but you have clearly gone beyond what is right in the heat of your enthusiasm. It must not occur again. It always does happen in every case like this, but I am here to prevent it. Do not let it occur again," he admonished.

The court has decided against holding night sessions, notwithstanding the fact that the trial bids fair to go over into the new year. Judge Crane expressed himself as personally in favor of sessions at night, but the lawyers have pleaded overwork, and he listened to their pleas.

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TRAFFIC RECORD BROKEN.

Monday's Figures on Interborough 200,000 Higher than Ever Before.

Traffic figures for Monday, December 21, noted on the calendars as the shortest day of the year, surpassed previous high records on both elevated and subway divisions of the Interborough Rapid Transit Company. On the elevated lines the total number of passengers carried was 973,410. On the subway the high mark was 886,864—a total of passengers on the Interborough lines of 1,860,274, or some 200,000 more than ever carried in one day before.

These figures were brought out yesterday at a hearing before Commissioner Eustis, of the Public Service Commission, regarding traffic conditions in The Bronx. Residents of that section want the island platforms on the Third avenue elevated, north of 129th street, abolished, and a third track, for express trains, laid in their place. Frank Hedley, general manager for the Interborough, gave the figures in answer to Commissioner Eustis's remark that there hadn't seemed to be much doing on the elevated lines in The Bronx on Monday. Interborough officials said later that this big increase was due to the opening of the Brooklyn extension of the subway, which had increased the subway business probably some 25 per cent, and better financial conditions.

NO DEATH TEST ON CHAIR VICTIM.

N. J. Murderer Pays Penalty for Crime, and State Saves Body from Scientists.

[By Telegraph to The Tribune.]

Trenton, Dec. 22.—Giacinto Ricci, a Middlesex County murderer, was put to death in the electric chair in the state prison at 11 o'clock to-night. It had been planned by County Physician Frank G. Scammell to test the assertions of a New York physician that electricity does not kill, but only stuns its victims. The plan, however, was abandoned because of an adverse opinion handed down by the Attorney General, that there was no authority in law for the county physician to make such a test.

Particular pains were taken to have Ricci pronounced officially dead by experts and physicians before the official announcement was made of his death. Ricci's crime was the killing of Rosa Ferranti, a three-year-old girl, of Cliffwood, whose throat he cut after attacking her.

Dr. Rosenwasser, after the electrocution, expressed the belief that no more humane method of inflicting the death penalty is known.

RUSSIAN LOAN NOT FOR AMERICA.

American bankers are not, in all probability, to participate in the new Russian loan of about $150,000,000, which is to be brought out within a few weeks, it is learned. When the last great loan was in negotiation, for about $400,000,000, in the fall of 1905, it was reported that financial houses here were to be among the underwriters, and George W. Perkins and J. Pierpont Morgan, jr., of J. P. Morgan & Co., made a visit to St. Petersburg, where, according to the cable dispatches, they were in conference with the Minister of Finance. But when the loan was brought out in the following spring about one-half of it was announced to have been taken by France, in conjunction with Belgian interests, one-quarter by Russia and the remainder by Austria and Holland.

In 1900 a Russian government loan was placed in the United States amounting to $25,000,000, the bonds representing practically a first mortgage on the Wladikawkas Railway system in Russia.

SQUADRON A FOR HUGHES INAUGURAL.

Squadron A, of this city, which will act as escort to Governor Charles E. Hughes at his inauguration in Albany on January 1, will leave on special trains at 1 o'clock a. m. on New Year's Day. Officers and men of the four troops which comprise the squadron will start from the New York Central yards at 62d street and Eleventh avenue. After the inaugural ceremonies the troopers will attend a reception at Odd Fellows' Hall in the evening. The cavalrymen will return to their armory on the evening of January 2.

DECISION IN GOMPERS CASE TO-DAY.

Washington, Dec. 22.—Justice Wright, of the Supreme Court of the District of Columbia, will deliver his decision in the contempt proceedings brought by the Buck Stove and Range Company against Samuel Gompers, John Mitchell and Frank Morrison, officers of the American Federation of Labor, to-morrow morning. President Gompers has publicly announced that he will go to jail if he is found guilty of contempt. However the case is decided, it will probably go to the Supreme Court of the United States on an appeal. The case has been fought vigorously for months.

C. F. BISHOP TO HEAD AERO CLUB.

The board of directors of the Aero Club of America will accept at its meeting to-day the resignation of J. C. McCoy, who was elected president of the club on November 2 at the annual election, which was closely contested by members of the Aeronautic Society, and will elect in his place Cortlandt Field Bishop, who has just returned from a long stay abroad, where he has closely followed all aeronautical matters, and has already served two years as president of the Aero Club of America.

Mr. McCoy gives as his reason for resigning that he will soon depart for an extended trip to the Philippines and the Far East.

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CROWELL NEEDS $327,000

Street Commissioner's Request for Money Turned Down by Aldermen.

A request from Foster Crowell, Commissioner of Street Cleaning, for $135,000 in special revenue bonds was turned down yesterday by the aldermen. The request indicates that Commissioner Crowell has a deficit for the year of about $327,000. This is believed to break all records. At the City Hall it is regarded as certain that Mayor McClellan will appoint a new commissioner the first of the year.

Commissioner Crowell, in his letter to the finance committee of the Board of Aldermen, said that he was short $135,000 of the sum needed to cover the final disposition of garbage. About four weeks ago the aldermen voted $132,000 to cover a deficit in maintenance, and last week Commissioner Crowell got $60,000 for the cleaning of streets. Commissioner Darlington of the Department of Health being sponsor for the necessity.

In his letter Commissioner Crowell told the aldermen, after relating "that in the budget for 1908 he had asked for $545,000, which was reduced to $440,000," that the actual cost of running his department for the year would be $839,000. He said he lost $43,500 in having to give ashes to the Dock Department and not being able to sell them. The price for dumping scows, too, was increased during the year, he said, and the value to the city of the trimmings fell off $19,000. It also became necessary to increase the inspection force. The commissioner is in a quandary as to what measures to take to make up the deficit.

The meeting of the aldermen yesterday was the last one for this year, and the Board of Estimate and Apportionment will not meet again until January 8.

MENAGERIE TIME CLOCK.

Watchman Must Keep Eye on Animals at Central Park During Night.

Park Commissioner Smith this week installed a time clock for employes at the menageries in Central Park. The Commissioner was telling about it yesterday at the City Hall.

"Not long ago," said the Commissioner, "I received a hint that on account of the danger of fire breaking out at night among wild beasts, with the panic that would follow if the inmates of the menagerie got loose, it would be well to install a time clock, which tells automatically whether the watchman on patrol is attending to his work. I put in the clock. The register indicated that the rounds were not being made. The record was called to the attention of the watchman, who asked for an immediate transfer. A new watchman was appointed, and the clock now indicates a regular and perfect inspection."

"Was there any real inspection at night before you installed the time clock?"

"I'm not saying there wasn't," said the Commissioner. "All I am saying is that the clock works right now, and that if a fire broke out at night it probably would be discovered at once."

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sunrise 7:22 | Sunset 4:35 | Moon rises — | Moon's age 30

HIGH WATER.

A. M.—Sandy Hook 7:10 | Gov. Island 7:28 | Hell Gate 9:21
P. M.—Sandy Hook 7:35 | Gov. Island 7:48 | Hell Gate 9:41

WIRELESS REPORTS.

The Kroonland, reported as 320 miles east of Sandy Hook at 10 a m yesterday, is expected to dock about 10 a m to-day.

The Kaiser Wilhelm der Grosse, reported as 423 miles east of Sandy Hook at 5 a m yesterday, is expected to dock about 9 a m to-day.

The Pretoria, reported as 785 miles east of Sandy Hook at 8:30 a m yesterday, is expected to dock about 3:30 p m to-morrow.

INCOMING STEAMERS.

TO-DAY.

Vessel.	From.	Line.
*Saramacca	Paramaribo, December 12	D W I
*Bellenes	Para, December 10	Houston
*Kaiser W der Gr	Bremen, December 15	N G Lloyd
*Cherokee	Turk's Island, December 18	Clyde
Shimosa	Gibraltar, December 4	——
Abyssinia	Hamburg, December 6	Hamb-Am
Ultonia	Hull, December 3	——
Galileo	Hull, December 5	——
Lakonia	Antwerp, December 5	——
Soestdyk	Rotterdam, December 5	Holland-Am
Seldenburg	Shields, December 6	——
Tintoretto	Santos, November 28	——
Virginia	Shields, December 6	——
Kroonland	Antwerp, December 12	Red Star
Liguria	Naples, December 8	Italian
Madonna	Naples, December 9	Fabre
Luisiana	Naples, December 8	Lloyd Italia
Hamburg	Genoa, December 8	Hamb-Am
Noordam	Rotterdam, December 12	Holland-Am
Lewis Luckenbach	Galveston, December 16	——
Slavonia	Naples, December 10	Cunard
Kroonland	Antwerp, December 12	Red Star
Barbarossa	Gibraltar, December 14	N G Lloyd
Alice	Palermo, December 9	Austrian

THURSDAY, DECEMBER 24.

*Adriatic	Southampton, December 16	White Star
*Bermudian	Bermuda, December 22	Quebec
Pretoria	Hamburg, December 5	Hamb-Am
Bristol City	Swansea, December 8	Bristol
Birma	Libau, December 8	Russian
Thornley	Seville, December 11	——
El Siglo	New Orleans, December 19	So Pac
El Norte	Galveston, December 18	So Pac

FRIDAY, DECEMBER 25.

*Gneisenau	Bremen, December 12	N G Lloyd
*Merida	Havana, December 22	Ward
*Altai	Hayti, December 8	Hamb-Am
*Acre	Para, December 14	Brazil
Erika	Lisbon, December 10	Portuguese
El Mar	Galveston, December 19	Morgan

*Brings mail.

OUTGOING STEAMERS.

TO-DAY.

Vessel.	For.	Line.	Mail closes.	Vessel sails.
Teutonic	Southampton	White Star	6:30 a m	10:00 a m
Campania	Liverpool	Cunard	6:30 a m	10:00 a m
Vaderland	Antwerp	Red Star	——	10:00 a m
Iroquois	Jacksonville	Clyde	——	1:00 p m
Sabine	Tampa	Mallory	——	12:00 m
Hamilton	Norfolk, Old Dominion		——	3:00 p m
Yumuri	Cienfuegos	Ward	——	3:00 p m
Nueces	Galveston	Mallory	——	12:00 m

THURSDAY, DECEMBER 24.

La Provence	Havre	French	7:00 a m	10:00 a m
Esperanza	Havana	Ward	9:00 a m	12:00 m
P E Friedrich	Jamaica	Hamb-Am	11:00 a m	1:00 p m
Sieglinde	Santos	Hamb Am	11:00 a m	1:00 p m
Dochra	Argentina	Barber	2:00 p m	4:30 p m
Scharnhorst	Bremen	N G Lloyd	——	10:00 a m
City of Atlanta	Savannah	Savannah	——	3:00 p m
Jefferson	Norfolk, Old Dominion		——	3:00 p m

FRIDAY, DECEMBER 25.

Devonshire	Pernambuco	Brazil	2:00 p m	5:00 p m
Apache	Jacksonville	Clyde	——	1:00 p m
Princess Anne	Norfolk, Old Dom		——	3:00 p m

TRANSPACIFIC MAILS.

Destination and steamer	Close in New York.
Tahiti, Marquesas Islands, New Zealand and specially addressed mail for Australia (via San Francisco)—Mariposa	To-day, 6:30 p m
Japan, Corea and China (specially addressed only) (via Tacoma)—Teucer	Dec. 25, 6:30 p m
Japan, Corea, China and Philippine Islands (via Vancouver and Victoria, B. C.)—Empress of China	Dec. 25, 6:30 p m
Australia (except West), New Zealand, Fiji Islands and New Caledonia (via Vancouver and Victoria, B. C.)—Marama	Dec. 27, 6:30 p m
Hawaii, Japan, Corea, China and Philippine Islands (via San Francisco)—Nippon Maru	Dec. 28, 6:30 p m
Hawaii, Guam and Philippine Islands (via San Francisco)—U. S. transport	Dec. 31, 6:30 p m
Japan, Corea and China (via Seattle)—Iyo Maru	Dec. 31, 6:30 p m
Hawaii (via San Francisco)—Alameda	Jan. 4, 6:30 p m
Hawaii, Japan, Corea, China and Philippine Islands (via San Francisco)—Siberia	Jan. 4, 6:30 p m
New Zealand, Australia (except West), Samoan Islands and New Caledonia (via San Francisco)—Australian Mail Line	Jan. 10, 6:30 p m
Japan, Corea, China and Philippine Islands (via Seattle)—Kaga Maru	Jan. 14, 6:30 p m

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SHIPPING NEWS.

Port of New York, Tuesday, Dec. 22, 1908.

ARRIVED.

Steamer United States (Dan), Egense, Copenhagen December 10, Christiania and Christiansand 12, to Funch, Edye & Co, with 95 cabin and 178 steerage passengers and mdse. Arrived at the Bar at 3:15 p m.

Steamer Maracaibo, Perry, Maracaibo December 12, Curacao 13 and La Guayra 14, to Boulton, Bliss & Dallett, with 10 passengers, mails and mdse. Arrived at the Bar at 6:20 a m.

Steamer Sarnia (Ger), Meisner, Port-au-Prince December 5, Kingston 6, Colon 8, Bocas del Toro 11, Port Limon 12, Kingston 16 and Inagua 17, to the Hamburg-American Line, with 12 passengers, mails and mdse. Arrived at the Bar at 11:45 p m (21st).

Steamer Saramacca (Dutch), Van der Est, Paramaribo December 12 and Barbados 14, to the Royal Dutch West India Mail, with mdse. Arrived at the Bar at 10:10 p m (21st).

Steamer Deramore (Nor), Schervig, Philadelphia December 21, to J H Winchester & Co, in ballast. Left Quarantine at the Bar at 2 p m.

Steamer Trent (Br), Boby, Barbados December 7, Trinidad 8, Savanilla 11, Cartagena 12, Colon 15 and Kingston 18, to Sanderson & Son, with 47 passengers, mails and mdse. Arrived at the Bar at 7:30 a m.

Steamer Carib, Severeaux, Georgetown, S. C, December 17, and Wilmington, N C, 19, to the Clyde Ss Co, with mdse. Passed in Quarantine at 3:20 p m.

Steamer El Dorado, Nelson, New Orleans December 16, to the Southern Pacific Co, with mdse. Passed in Quarantine at 7:55 a m.

Steamer City of Atlanta, Smith, Savannah December 19, to the Ocean Ss Co, with passengers and mdse. Passed in Quarantine at 4:30 a m.

Steamer Apache, Staples, Jacksonville December 19 and Charleston 20, to the Clyde Ss Co, with passengers and mdse. Off Long Branch at 9:15 a m.

Steamer Satilla, Mason, Brunswick, December 19, to the Brunswick Ss Co, with mdse. Off Long Branch at 10:28 a m.

Steamer Alliance, Sukeforth, Cristobal December 16, to the Panama Railroad Ss Line, with 124 passengers, mails and mdse. Arrived at the Bar at 8:53 a m.

Steamer Saratoga, Downs, Havana December 18, to the New York and Cuba Mail Ss Co, with 99 passengers, mails and mdse. Arrived at the Bar at 10:09 a m.

Steamer Korona (Br), Carmichael, Guadeloupe December 5, Demerara 12, Barbados and St Lucia 14, Dominica and Antigua 15 and St Kitts, St Croix and St Thomas 16, to A E Outerbridge & Co, with 8 passengers, mails and mdse. Arrived at the Bar at 10:10 a m.

Steamer Jefferson, Dole, Newport News and Norfolk, to the Old Dominion Ss Co, with passengers and mdse. Off Long Branch at 12:53 p m.

Steamer Prins Willem V (Dutch), Metus, Paramaribo December 5, Demerara 6, Trinidad 7, Curacao 10, Jacmel 12, Aux Cayes 14, Jeremie 15, Port au Prince 16 and St Marc 17, to the Royal Dutch West India Mail, with 1 passenger, mails and mdse. Arrived at the Bar at 12:10 p m.

Steamer Jamestown, Nelson, Newport News and Norfolk, to the Old Dominion Ss Co, with passengers and mdse. Passed in Sandy Hook at 3:45 p m. Passed in Quarantine at 4:21 p m.

Steamer Jefferson, Dole, Newport News and Norfolk, to the Old Dominion Ss Co, with passengers and mdse. Passed in Quarantine at 2:25 p m.

Steamer Nicholas Cuneo (Nor), Jensen, Port Antonio, to the Cuneo Importing Co, with passengers and fruit. Anchored in Quarantine at 5:23 p m.

Sandy Hook, N J, Dec 22, 9:30 p m—Wind northeast, strong breeze; snowing and thick; heavy sea.

SAILED.

Steamers Afghanistan (Br), Punta Arenas; Arapahoe, Charleston; City of Savannah, Savannah; El Dia, Galveston; Gallia (Fr), Marseilles; Hamilton, Norfolk; Julia Luckenbach, San Juan.

STEAMERS AT FOREIGN PORTS.

ARRIVED.

Naples, Dec 22, S a m—Duca di Genova (Ital), New York for Genoa (and proceeded); 11 a m, Regina d'Italia (Ital), New York for Genoa; December 19, Indiana (Ital), New York.

Hamburg, Dec 22, 7 a m—Kaiserin Auguste Victoria (Ger), New York via Plymouth and Cherbourg.

Havre, Dec 20—Prins Willem IV (Dutch), New York via West Indies and Venezuela for Amsterdam.

Havre, Dec 21—Chicago (Fr), New York.

Melbourne, Dec 22—Swazi (Br), New York via Fremantle and Adelaide.

Para, Dec 21—Benedict (Br), New York.

Barbados, Dec 22—Tagus (Br), Southampton for Colon, etc, and New York.

Copenhagen, Dec 22, 7 p m—Hellig Olav (Dan), New York via Christiansand.

Liverpool, Dec 22—Lusitania (Br), New York via Queenstown.

Montevideo, Dec 20—Orfana (Br), New York for Buenos Ayres and Rosario.

Genoa, Dec 19—Lombardia (Ital), New York and Philadelphia via Naples.

SAILED.

Bordeaux, Dec 19—Hudson (Fr), New York.

Antwerp, Dec 20—La Hesbaye (Dutch), New York.

Bermuda, Dec 22—Bermudian (Br), New York.

Fayal, Dec 20—Heathdene (Br), Boston and New York.

Marseilles, Dec 19—Germania (Fr), New York.

Barrow, Dec 20—Appalachee (Br), New York.

Barbados, Dec 20—Crispin (Br), New York; 21st, Tintoretto (Br), New York.

St Lucia, Dec 21—Thespis (Br), New York or New Orleans.

PASSED.

Lizard, Dec 22—Mesaba (Br), New York for London.

Sagres, Dec 18—Venezia (Fr), New York for Naples and Marseilles.

St Michaels, Dec 21—Supposed Norman Prince (Br), New York for Touraine, Hong Kong, etc.

Malin, Dec 21—Phoebus (Ger), New York for ——.

Amusements.

METROPOLITAN OPERA HOUSE
GRAND OPERA SEASON 1908-1909.
TO-NIGHT at 7:45.....TRISTAN UND ISOLDE
Mmes. Fremstad, Homer; MM. Schmedes, Feinhals, Blass. Cond., Mahler.
THURS. EVG., DEC. 24, at 8.....AIDA
Mmes. Emma Eames, Flahaut, (debut); MM. Caruso, Amato. Didur. Cond., Toscanini.
FRI. EVG., DEC. 25, at 7:45. DOUBLE BILL, L'ELISIR D'AMORE. Mme. Sembrich; MM. Bonci, Scotti, Campanari. Conductor, Spetrino. Followed by CAVALLERIA RUSTICANA. Mmes. Destinn, Gay; MM. Martin, Amato. Conductor, Toscanini.
SAT. AFT., DEC. 26, at 2. DOUBLE BILL, LE VILLI. Miss Alda; MM. Bonci, Amato. Conductor, Toscanini. Followed by PAGLIACCI. Miss Farrar; MM. Caruso, Amato, Campanari. Cond., Spetrino.
N. B.—Special prices for this performance.
SAT. EVG., DEC. 26, at 8 (Popular Prices). TIEFLAND. Mme. Destinn; MM. Schmedes, Feinhals, Hinckley. Cond., Hertz.
SUN. EVG., DEC. 27, at 8:30—GRAND POPULAR CONCERT. Soloists:—Mmes. Fremstad, Fiahaut and ADELA VERNE, Pianist (by arrangement with the Weber Piano Company); MM. Noté, Feinhals. Entire Metropolitan Opera House Orchestra. Conductor, Hertz.
MON. EVG., DEC. 28, at 8.....DOUBLE BILL CAVALLERIA RUSTICANA. Mmes. Destinn, Gay; MM. Caruso, Amato. Followed by LE VILLI. Mme. Alda; MM. Bonci, Amato. Cond., Toscanini.
WED. EVG., DEC. 30, at 8:15.....LA BOHEME Mmes. Sembrich, Sparkes; MM. Bonci, Amato, Didur, Rossi. Conductor, Spetrino.
THURS. EVG., DEC. 31, at 7:45.....FAUST Mmes. Farrar, L'Huillier; MM. Martin, Didur, Noté. Conductor, Spetrino.
SPECIAL NEW YEAR'S DAY MATINEE
FRIDAY AFTERNOON, JAN. 1, at 1. PARSIFAL Mme. Fremstad; MM. Burgstaller, Feinhals, Blass, Goritz, Witherspoon. Increased Orchestra and Chorus. Conductor, Hertz.
FRI. EVG., JAN. 1, at 8.....IL TROVATORE Mmes. Emma Eames, Gay; MM. Caruso, Amato, Rossi. Conductor, Spetrino.
SAT. AFT., JAN. 2, at 2. MADAMA BUTTERFLY Mmes. Farrar, Fornia; MM. Martin, Scotti. Conductor, Toscanini.
SAT. EVG., JAN. 2, at 8, at popular prices.....LUCIA DI LAMMERMOOR
Mme. Di Pasquali; MM. Bonci, Campanari, Rossi. Conductor, Spetrino.
*PARSIFAL Seats Now on Sale. Seats for Other Performances Next Week To-morrow (Thur.), 9 A. M.
WEBER PIANOS USED.

EMPIRE THEATRE. B'way, 40th St. Eve. 8:15. First Mat. Saty., 2:15. TO-NIGHT AT 8:15. MAUDE ADAMS in WHAT EVERY WOMAN KNOWS.

HUDSON W. 44th St., E. of B'way. Eve. 8:30. Mats. To-day, Sat. & New Year's, 2:15. ETHEL BARRYMORE LADY FREDERICK.

CRITERION B'way, 44th St. Eve. at 8. Mats. Sat. and New Year's at 2. WM. GILLETTE in SAMSON

LYCEUM 45th St., near Broadway. Evgs. 8:15. 150TH TIME—JANUARY 4—SOUVENIRS. BILLIE BURKE in "LOVE WATCHES."

GARRICK 35th St., near Broadway. Eve. 8:30. Mats. Xmas Day, 2:10, and Sat., 2:15. "IT WAS TO LAUGH."—Sun. WILLIAM COLLIER IN THE PATRIOT

KNICKERBOCKER B'way, 38th St. Evening,