TUNNEL PRICE TOO HIGH

STEINWAY TUBE OFFER DECLINED BY P. S. C.

Refuses to Authorize Purchase of It by City for $7,000,000—New Terms Can Be Made.

By a unanimous decision the Public Service Commission declined yesterday to authorize the purchase of the Steinway tunnel by the city of New York from the Interborough Rapid Transit Company at a figure slightly exceeding $7,000,000, the price at which the Belmont traction interests had offered it to the municipality. The commission bases its refusal on the ground that the company's offer was an unfair one and that the city would be getting a doubtful bargain.

The decision of the commission was reached only after the matter had been considered in committee of the whole for several weeks. Commissioner Bassett, while concurring in the unanimous decision of the commission, wrote a separate opinion. The resolution adopted by the commission follows:

Resolved, That the proposition offered by the Interborough Rapid Transit Company, under date of January 27, 1908, for the purchase for the city of the tunnel railroad of the New York & Long Island Railroad Company, extending from 42d street and Fourth avenue, in the Borough of Manhattan, under 42d street to the East River and under the East River and private property to 4th street, Long Island City, and under 4th street to East avenue, is hereby declined.

The commission's general opinion of the company's offer and its reasons for refusing to accept the offer for the city, are briefly summarized in the report of the committee of the whole, as follows:

The sum and substance of the offer of the Interborough company is that the city shall subsidize the New York & Queens company, and by such subsidy enable the company to carry people to 42d street, Manhattan, for 5 cents. Doubtless there are other companies that will be glad to lower fares if a subsidy from the city be forthcoming.

CAN MAKE NEW OFFER.

The commission's decision in no way prevents the owners of the Steinway tunnel from making another proposition to the city, but the offer would have to be more advantageous to the municipality. "It is doubtless unnecessary," says the report, "to add that the commission desires that the Steinway tunnel be put into operation at the earliest possible moment, and that any reasonable proposal which would require any action by this commission to achieve this result will be given very careful consideration by this commission."

The majority report of the commission, which is signed by all the members except Commissioner Bassett, summarizes the reasons for the commission's refusal of the offer as follows:

First—The city would be burdened with an annual deficit, including sinking fund charges, estimated at $350,000, for the first year of operation, and there is no hope that the city would be able within very many years to make receipts equal expenditures.

Second—The city has erected the Queensboro Bridge at a cost of $15,000,000 to $20,000,000, which will impose upon the whole city, not Queens alone, an annual charge amounting to $800,000 or upward. This bridge will serve much the same purpose as the tunnel, and, in some directions, has a greater usefulness. However, it has been built; the city is not yet committed to an expenditure of $7,000,000 for the tunnel.

Third—The Steinway tunnel admittedly will not be self-sustaining. The purchase of this non-self-sustaining line first will make it much more difficult, and perhaps impossible, to build either profitable or development subways with city money.

Fourth—The city should not purchase from companies the non-profitable lines and leave the profitable lines in their hands. The two should go together, the latter helping to carry the former.

BENEFIT OF INCREASED LAND VALUES.

Fifth—The increase in land values which might result from the opening of the tunnel, or have already resulted from the probability of its opening, would probably not leave any considerable sum to offset the deficit on operation after the fresh demands for governmental expenditures have been satisfied out of receipts from increased taxation. The property holders reap most of the benefit.

Sixth—There is no adequate assurance that a 5-cent fare would be secured permanently, even if the city were to purchase the tunnel.

Seventh—The New York & Queens County is given the exclusive right to use public property at a sum not sufficient to pay fixed charges.

Eighth—The method of computing the rental is too indefinite.

Ninth—There are several other solutions of the problem, by which the tunnel could be put to immediate use or within the near future:

(a) A franchise could be granted by the city authorities to a private company as the law now stands.

(b) If the present statutes are not satisfactory, an amendment allowing private operation could have been pressed last winter in the Legislature and may be this year.

(c) A tunnel franchise for fifty years, with a renewal for twenty-five years, can be granted by the Board of Estimate immediately, and could have been granted at any time during many years.

(d) The cost of the tunnel might be met by special assessment upon the property benefited.

The physical and legal status of the tunnel is carefully summarized in the report of the commission, and it is pointed out that, in the opinion of the commission's chief engineer, the Lexington avenue station is poorly situated. On this subject the report says:

A thorough examination of the tunnel was made by Mr. Seaman, chief engineer to the commission, who reported that it was in good physical condition, except for a few minor defects which could be remedied or were so unimportant as to be disregarded. Considerable work must yet be done, including provision for ventilation and drainage, completion of shafts, stations, track and lighting system, installation of cables and signal system, etc. Mr. Pegram, chief engineer to the company, estimates this work will cost $310,000.

CITY FACES BIG PROBLEM.

Referring to the city's pressing need for additional underground transportation facilities, the report continues:

The city is face to face with a tremendous problem. The need for additional subways is imperative. The funds of the city are limited, and are not sufficient at this moment to build all the lines that ought to be constructed. It is admitted that there are subways other than the Steinway tunnel that would be of greater value to the city and that would be self-supporting. As it is impossible at present to build those that will not be self-supporting and also those that will be, is it not wiser to spend what money there is available upon the latter than upon the former.

Analyzing the reasons which have prompted the owners of the Steinway tunnel to offer it to the city, the report implies that the company apparently believes that it has a white elephant on its hands which it would be glad to get rid of. The report says:

No proposition has been made to the commission that the tunnel from the Battery to the Atlantic avenue station should be taken back by the city. Why, then, should the public be asked to pay for the Steinway tunnel, which seems to have been undertaken without due foresight? Does any one suppose that, if the company expected to make a profit from it, they would be anxious to sell it to the city?

The proposition made by the Interborough Rapid Transit Company is analyzed from a financial point of view by Mr. Weber, chief statistician of the commission, who presents two sets of figures. In one the cost of the tunnel is figured at $7,240,000, and in the other it is placed at $8,600,000. The latter sum is the amount which the company claims to have expended on the tunnel. On the smaller cost basis the total annual expense to the city, if it bought and operated the tunnel, would be $427,500. On the larger cost it would be $480,000.

The report puts the present situation in regard to the tunnel squarely up to the company, as follows:

If the company prefers to litigate its present claim to a perpetual franchise and allow its property to lie idle meanwhile, it doubtless has that right; but if it desires to have the tunnel put in operation there are at least four ways in which it may be done. There is no insuperable difficulty to private operation of the Steinway tunnel, and there has been none; it could be put in operation in a few months under the present law or under new legislation. The company built the tunnel; the city is not responsible for the present situation; it is incumbent upon the company, and not upon the city, to see that the tunnel is put in operation.

MR. BASSETT'S REPORT.

Commissioner Bassett, in his separate report, gives the following reasons for opposing the purchase of the tunnel:

My reasons for voting not to accept the proposal of the owners of the Steinway tunnel are that there is no provision for assuring the continuation of a 5-cent fare from the various parts of the Borough of Queens to the Grand Central Station; that the proposal contemplates the exclusive use of the tunnel by the New York & Queens County Railway Company; that the method outlined for compensating the city is for the city to retain tunnel fares and the company to retain all others, instead of the city receiving a fixed sum for each passenger or car using the tunnel, and that some of the items included in the cost of the tunnel should be stricken out.

PREFERS SPAN TO TUBE.

Bensel Points to Possible Loss in Aqueduct Construction.

President John A. Bensel of the Board of Water Supply intimated yesterday that the idea of building a suspension bridge across the Hudson at Storm King to carry the Catskill aqueduct was growing in favor. Mr. Bensel has watched the test borings along the banks of the Hudson for the last two years. His remarks yesterday indicated that there were slim prospects of getting a satisfactory tunnel crossing under the river, and that, after all, the bridge is preferable.

The first announcement concerning the tentative plan for a bridge at Storm King for the aqueduct was given in The Tribune four weeks ago.

"We have stopped work for the winter in trying to find a crossing under the Hudson," said President Bensel, "but we are making test borings on either side of the Hudson along the line of the aqueduct. If we cannot get a crossing under the river we can build a bridge near Storm King. The bridge will cost more, but the tolls collectible from the traffic would help pay the interest charge on the difference between a bridge and an underground tunnel. The trouble with a tunnel is that there is no way of determining until the tunnel is entirely built whether it will hold the water. If we should encounter a seam or a fissure in the rock the entire work would be useless, causing great delay, besides the loss of the cost of construction. This is a possibility, because the pressure will be terrific—something like five hundred pounds to the square inch. The tunnel will have to be solid rock, without seams or fissures, to be entirely safe.

"The building of a bridge is different. It will cost more than a tunnel, but it will be up in the air, a sightly piece of architecture, and will afford the only highway crossing between New York and Albany. It would afford a splendid route for automobilists into the Catskills and to the Tuxedo country. I do not mean to say that we have abandoned the tunnel idea, but the bridge plan seems to have many advocates."

DILLINGHAM AT HELM.

Will Begin Inquiry Into Metropolitan Opera House To-day.

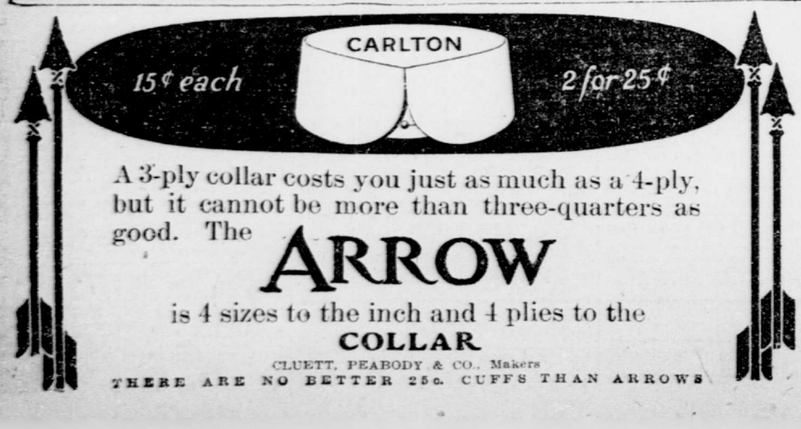
Charles B. Dillingham, the theatrical manager, and his general representative, Frederick A. Latham, will enter the Metropolitan Opera House this afternoon with duly authenticated credentials, to make a thorough inspection of the finances of the institution, and with a commission to report as soon as possible to the directors of the Metropolitan Opera Company just where the institution stands. Every book, record, contract and document will be open to the analysis of Mr. Dillingham and his assistants, and the word has gone out to every attaché of the house that every possible aid is to be extended to this specially selected corps of experts in their determination of what is good for the company in saving waste and giving a high standard of opera at the least possible expense.

Henry Rogers Winthrop, a member of the special committee of the company which was appointed to find out just where the company stands and what expedients might be advisable in making the opera house a self-supporting institution, said yesterday that the invitation to Mr. Dillingham and his staff had been tendered only because the board of directors had too many interests, which would not permit of their giving the necessary personal supervision to the management and operation of the lyric institution. "Mr. Dillingham, we know," said Mr. Winthrop, "is an expert in such matters, and we wish to have the affairs of the opera house conducted in as expert and businesslike a way as we would look after our own personal interests in the business world."

Mr. Dillingham is to have free sway in his examination of the financial condition of the opera company, and his retention for this purpose is not limited to any temporary period. From authoritative sources it was learned yesterday that the special committe of the board of directors assured Mr. Dillingham that he could have the post of business director for the remainder of this season and for all of the season of 1909-'10 if he would only consent to undertake the work. So far this season there has been no one in the opera house management who has been directly concerned with the business management or has been responsible therefor. Mr. Dillingham's acceptance of the post is expected to relieve the directors of much of the important detail to which they have so far been too busy to give proper attention.

BAILEY GETS FOUR AND A HALF YEARS.

Albert W. Bailey, formerly secretary and treasurer of the defunct Export Shipping Company, of No. 11 Broadway, who was recently convicted of grand larceny, was sentenced yesterday to not less than four years and six months or more than six years and eight months in Sing Sing by Justice Davis, of the Supreme Court. Bailey's brother, Francis G., is still a fugitive from justice.



A 3-ply collar costs you just as much as a 4-ply, but it cannot be more than three-quarters as good. The ARROW is 4 sizes to the inch and 4 plies to the COLLAR
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T. J. HAINS UNDER FIRE

DARRIN EXAMINES HIM.

Defendant Shouts "I Was Never So Tired in My Life!"

For six hours yesterday in the Supreme Court at Flushing Thornton Jenkins Hains, on trial for the murder of William E. Annis, had to stand a searching examination by the prosecution, in which every effort was made to trip him up in his previous testimony, and at the end of the day he left the stand a tired and weary man, who must still face the same ordeal to-day.

Under sharp cross-examination by the state's attorney the prisoner's jaunty manner of the previous day quickly disappeared, and several times he admitted that he could not remember the minor details of the same testimony he had given on Monday. Once, in a plaintive voice, the defendant said:

"I can't remember. I never was so tired in my life. I have been five months in prison, and I'm worn out."

New lights were thrown on the alleged relationships of Annis and Mrs. Claudia Hains, when the defendant declared that several years ago, in Marblehead, Mass., he became aware that Annis and Mrs. Hains had stayed at the same hotel. Questioned by Justice Crane, Thornton Hains said he never spoke of the relations between Mrs. Hains and Annis to Captain Hains, and had remained silent on the matter until last spring.

District Attorney Darrin's method of cross-examination was calculated to give the witness every opportunity to choose his answers, and rarely did the prosecutor show any traces of heat or anger, though Thornton Hains contradicted himself several times. John F. McIntyre completed his direct examination within ten minutes after court opened.

Mr. McIntyre asked at the outset whether the defendant had pointed his revolver at various persons, naming them. Thornton Hains repeated his statement of the previous day, that he had aimed his pistol only at Mr. Roberts.

"Was there any excitement on the float?"

"Yes, the wildest kind of excitement."

"Did you write a letter to Peter while he was in the Philippines?"

"Yes, sir, many of them."

"Now, tell me," said Mr. Darrin, "what your brother said when he burst into your bedroom."

Thornton Hains began to repeat the gestures he made on Monday, when Mr. Darrin shouted:

ALL GESTURES ELIMINATED.

"Stop! I do not want any gestures when I ask you what was said."

The Court admonished the defendant to eliminate illustration by gesticulation during cross-examination, save when it was requested. This ruling seemed to place the prisoner at a disadvantage.

The witness related several things said by Captain Hains that had slipped his memory the day before.

"So you remember better to-day than you did yesterday?" asked Mr. Darrin.

"Oh, yes," frankly admitted the witness. "I am fresher to-day. I have had a rest and have thought over the matter."

The witness was asked three times whether letters had been shown to Mr. Bennett, a lawyer, in the defendant's presence. He denied it each time.

"Why did you not waken your brother until 10 o'clock the Monday following the alleged confession?" asked Mr. Darrin.

"Because I reread the 'Dear Billy' letter," said Thornton.

"What was your reason for that?" asked the prosecutor.

"Why, the letter said, 'Dear Billy: Don't come down Monday morning.' Not having received the letter, I supposed Annis would be there, and I didn't want Peter to meet him."

"Please tell the jury why you didn't wish them to meet."

"Because I considered my brother to be mad, and I didn't know what might happen. There was no conversation between Peter and myself on the trip to his house. We paused, the general and Peter and I, before entering the house."

WANTED TO BE KILLED.

"Why did you pause?"

"Because I saw through a window Claudia lying drunk and disrobed on a divan. I said to General Hains, 'Get Peter away from here as soon as possible.' I had seen her intoxicated only on one or two previous occasions. That was several years ago. It was about 11 o'clock in the morning. I entered the house. She was moaning, 'Oh, some one kill me. I have ruined my home and disgraced my children.' I covered her with a rug. I do not know whether my brother saw her thus. I did what I could to have him taken hastily away. I went for a doctor."

"I suggested to the lawyer," said the defendant in reply to a question, "that Mrs. Hains be permitted to get a divorce. The easiest way would be the best way, I said. My brother said nothing to me upon that matter."

"Do you remember that Mr. Bennett went to Fort Hamilton a night or two later, and that Captain Hains had his wife come down and sign away her insurance policies on his life?"

"No, sir. I have no such recollection. I recollect Mr. Bennett there only the night Claudia's mother came to take her away. He did not sit down, and no papers were signed that I know. Captain Hains never spoke to me about insurance."

DARRIN TRIPS WITNESS.

Not until Mr. Darrin had been probing the witness for more htan two hours did he succeed in getting him to contradict his direct testimony. The prosecutor reached the point in the defendant's direct testimony where he told of Captain Hains and he seeing Annis at Broadway and 34th street. The witness was positive his brother had not said anything, but pressed by Mr. Darrin he admitted that Peter might have said: "There he goes! There he goes! That's him!"

"Was your memory better yesterday than it is to-day?" asked Mr. Darrin.

"Now, I don't remember every little detail that happened in August. You can't catch me that way!" exclaimed the defendant.

"Why, you've had your memory refreshed by a night's rest," said the prosecutor.

Thornton Hains leaned forward in his chair and shouted at the prosecutor:

"I've had my memory unrefreshed by five months in a prison!"

"You remember now that you yesterday testified that Captain Hains sprang up in the motor boat and cursed when it crashed into the soldiers' boat?" asked Darrin.

"Yes. But I did not recollect that cursing when I came to this chair this morning. You ask me the reason? It is probably because I am tired out. It is impossible to recollect everything about every incident. I am doing my best to tell you the truth."

"Did you remember better yesterday than today?"

"Oh, I do not know. I told you yesterday as best I recollected, and to-day I am doing the same. The two accounts may differ, but I am doing the best I can. It would not be possible to make them the same."

TRIP TO REALTY COMPANY.

After the noon recess Mr. Darrin took up the trip to the realty company at Bayside. The witness could not remember why all the lots offered to him had been rejected except those next to the Bayside Yacht Club.

"Do you remember what you said on the stand yesterday?" asked Mr. Darrin.

"Not entirely," said the defendant. "My mind is tired. I have been in prison for months and am worn out.

"There, there," said Justice Crane. "We know about that. Just answer the questions."

"Has any one suggested to you to answer 'I don't remember' when I ask you questions?" demanded Mr. Darrin.

"No one," said Thornton before Mr. McIntyre could get to his feet with his objection.

"You and Mr. Weaver were well acquainted?"

"Yes. I organized a company during the Spanish war, and he was first lieutenant and I was to have been captain. I saw him only once or twice between January 1 and August 15, 1908."

"Why did Mr. Weaver call twice at your house in June?" was asked.

"To see about my brother's condition, I think," replied the defendant. Captain Hains is in partnership with General Hains and Mr. Weaver."

The Court—I will ask you here if you carried with you on August 15 anything besides the pistol?

"I had a boot knife and a three-ounce bottle of whiskey."

"Nothing else?" asked Justice Crane.

"No, sir; only the gun and boot knife and phial of whiskey."

"Had you a package?" asked Mr. Darrin (referring to the box of cartridges found in the hack).

"No, sir; nothing besides the things I named. My brother had a package in his pocket. I do not know what was in it; he had several things with him. He had the package in his coat pocket."

BUYING OF REVOLVER.

"When you missed your brother at Leonard street on August 15 he had to pass a sporting goods store, had he not?" asked M. Darrin.

"Yes, sir; I believe so."

"Had he had time to go in there and buy the gun with which the shooting was done?"

The Court allowed the question, despite Mr. McIntyre's prompt objection.

"I do not know," said the witness.

"Did you mention Claudia Hains in the last three letters you wrote to Captain Hains?"

"Yes, sir."

"Had you no idea your brother was coming back until he burst into your home?"

"No, sir; not the slightest. I never accused her of misconduct at any time."

"Did your brother find his way about the streets all right unaccompanied?" the defendant was asked.

"I do not know. I was not with him when he was alone," replied the defendant.

"I first met Annis in August, 1903, off Marblehead, Mass. Mrs. Hains brought him out to dinner in a little boat I had there. He remained about an hour. I invited Mr. Annis to sail with me to New York, but when I found that he had taken Mrs. Hains to a hotel that night I wanted nothing more to do with him.

"I met Mr. Swan and asked him if Mrs. Hains had reached home all right. He replied that she and Mr. Annis had gone to a hotel. Then I met Annis and asked him if he had taken Mrs. Hains home. He smiled."

JUSTICE ASKS QUESTIONS.

"Was that in 1903?" asked the Court.

"Yes, sir."

"And what did you do when you learned that in 1903?" asked Justice Crane.

"I told him I thought it was a very improper thing to do. I had heard definitely of nothing more than the taking of several highballs. I considered that very wrong and improper. I did not make further inquiry. I did not want to hear about it.

"Annis said to me, 'Are you going to tell your brother?' and I replied that I certainly was not.

"In 1904 Annis came to my father's house and took Claudia out in an automobile and brought her home at 4 o'clock the next morning."

"Did you take your daughter when you went to dinner with Captain and Mrs. Hains?"

"Yes, sir."

"Did you ever tell your brother what you know about Claudia?"

"I did not."

"How long have you known Mrs. Annis?"

"I do not know Mrs. Annis at all, save from seeing her here."

BOWERY BREAD LINE INCREASED.

The number of destitute men in the bread line at the Bowery Mission has become so large that the mission has arranged to provide for two thousand men each morning. It has been providing for fifteen hundred. The free labor bureau of the mission is sending out men daily to country districts, and is gratified over the fact that only a small percentage of those sent out during 1908 proved unsatisfactory.

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sunrise 7:24 Sunset 4:48 Moon rises —— Moon's age 14

HIGH WATER.

A. M.—Sandy Hook 7:22 Gov. Island 7:45 Hell Gate 9:35
P. M.—Sandy Hook 8:05 Gov. Island 8:27 Hell Gate 10:17

WIRELESS REPORTS.

The Laura, reported as 278 miles east of Sandy Hook at 1:30 p m yesterday, is expected to dock about noon to-day.

The Oceanic, reported as 736 miles east of Sandy Hook at 9 a m yesterday, is expected to dock about 9 a m to-morrow.

INCOMING STEAMERS.

TO-DAY.

Vessel.	From.	Line.
*Tagus	Kingston, January 1	R M S P
*Seminole	Turk's Island, January 1	Clyde
Indiana	Gibraltar, December 17	Lloyd-Ital
Crown of Grenada	Trinidad, December 24	——
Bosnia	Hamburg, December 19	Hamb-Am
George Washington	Liverpool, December 24	White Star
Idaho	Hull, December 18	Wilson
Batavia	Hamburg, December 22	Hamb-Am
Samland	Antwerp, December 26	Red Star
Concho	Galveston, December 30	Mallory

THURSDAY, JANUARY 7.

*Oceanic	Southampton, December 30	White Star
*Kroonland	Cavanilla, December 31	Hamb-Am
*Buenos Aires	Genoa, December 23	Spanish
*Santiago	Guantanamo, December 31	Ward
*Maranhense	Para, December 27	Booth
Germania	Marseilles, December 19	Fabre
Chicago City	Swansea, December 23	Bristol
Whakarua	Barry, December 23	——
Snestad	Huelva, December 20	——
Nueces	Galveston, December 31	Mallory
El Dia	Galveston, December 31	So Pac
El Alta	New Orleans, January 2	Morgan

FRIDAY, JANUARY 8.

*Brandenburg	Bremen, December 26	N G Lloyd
*P. Friedrich	Santa Marta, January 1	Hamb-Am
*Advance	Colon, January 2	Panama R R
Alexandria	Hamburg, December 16	——

*Brings mail.

OUTGOING STEAMERS.

TO-DAY.

Vessel.	For	Line.	Mail closes.	Vessel sails.
Lusitania	Liverpool	Cunard	6:30 a m	10:00 a m
Bermudian	Hermuda, Quebec	——	9:00 a m	11:30 a m
Zeeland	Antwerp	Red Star	——	10:00 a m
Huron	Jacksonville, Clyde	——	——	1:00 p m
Comal	Galveston	Mallory	——	12:00 m
Alamo	Mobile	Mallory	——	12:00 m
Jefferson	Norfolk, Old Dom	——	——	3:00 p m
Hugin	Tampico, Ward	——	——	3:00 p m

THURSDAY, JANUARY 7.

La Touraine	Havre, French	——	7:00 a m	10:00 a m
Caronia	Azores, Cunard	——	9:30 a m	12:00 m
Morro Castle	Havana, Ward	——	9:00 a m	12:00 m
Colusin	Para, Booth	——	6:00 a m	8:30 a m
P de Larrinaga	Argentina, Parber	——	2:00 p m	4:30 p m
City of Columbus	Savannah, Savannah	——	——	3:00 p m
Princess Anne	Norfolk, Old Dominion	——	——	3:00 p m

FRIDAY, JANUARY 8.

Prinz Sigismund	Kingston, Jamaica	Hamb-Am	11:00 a m	1:00 p m
Panama	Colon, Panama R R	——	11:30 a m	3:00 p m
Comanche	Charleston, Clyde	——	——	1:00 p m
Hilarius	Montevideo, Houston	——	12:00 m	2:00 p m

TRANSPACIFIC MAILS.

Destination and steamer.	Close in New York.
Japan, Corea and China (via Seattle)—Gymeric	Jan. 8, 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
Hawaii, Japan, Corea, China and Philippine Islands (via San Francisco)—China	Jan. 11, 6:30 p m
Japan, Corea, China and Philippine Islands (via Seattle)—Kaga Maru	Jan. 14, 6:30 p m
Japan, Corea, China and Philippine Islands (via Vancouver and Victoria, B C)—Empress of China	Jan. 22, 6:30 p m
Japan, Corea and China (specially addressed only) (via Tacoma)—Titan	Jan. 22, 6:30 p m
Australia (except West), New Zealand, Fiji Islands and New Caledonia (via Vancouver and Victoria, B C)—Aorangi	Jan. 24, 6:30 p m
Tahiti, Marquesas Islands, New Zealand and Australia (except West) (via San Francisco)—Mariposa	Jan. 28, 6:30 p m
Hawaii, Guam and Philippine Islands (via San Francisco)—U S Transport	Jan. 31, 6:30 p m

SHIPPING NEWS.

Port of New York, Tuesday, January 5, 1909.

ARRIVED.

Steamer Hugin (Nor), Johannsen, Tampico December 20, Progreso 23 and Campeche 27, to New York & Cuba Mail Ss Co, with mdse. Arrived at the Bar at 4:50 p m.

Steamer Strathearn (Br), Durdin, Buenos Ayres November 27, Montevideo December 2, Pernambuco 15, St Lucia 23 and Boston January 4, to Benham & Boyesen, with mdse. Arrived at the Bar at 7 p m.

Steamer City of Columbus, Burg, Savannah January 2, to the Ocean Ss Co, with passengers and mdse. Passed in Quarantine at 8:05 a m.

Steamer Concho, Young, Galveston December 30, to the Mallory Ss Co, with passengers and mdse. Passed in Quarantine at 7:46 a m.

Steamer Comanche, Watson, Jacksonville January 2 and Charleston 3, to the Clyde Ss Co, with passengers and mdse. Passed in Quarantine at 8:40 a m.

Steamer Dorothy, McDonald, Port Tampa December 29, with phosphate rock to the American Agricultural Chemical Co; vessel to A H Bull & Co. Passed in Sandy Hook at 7:50 a m. Will discharge at Carteret, N J.

Steamer Zulia, Bennett, Maracaibo December 26, Curaçao 28 and La Guayra 29, to Boulton, Bliss & Dallett, with 9 passengers, mails and mdse. Arrived at the Bar at 12:03 a m.

Steamer Nicholas Cuneo (Nor), Wallass, Port Antonio December 31, to the Cuneo Importing Co, with fruit. Arrived at the Bar at 6:30 a m.

Steamer Whakarua (Br), Felgate, London December 11, Liverpool 16 and Barry 23, with chalk to order; vessel to Funch, Edye & Co. Arrived at the Bar at 7:30 a m.

Steamer Hudson (Fr), Amic, Dunkirk December 13, Bordeaux 20 and Corunna 21, to the Compagnie Generale Transatlantique, with mdse. Arrived at the Bar at 7:30 a m.

Steamer Barnton (Br), Ross, Havana December 30, to J H Winchester & Co, with mdse. Arrived at the Bar at 10:30 a m.

Steamer Jefferson, Dole, Newport News and Norfolk, to the Old Dominion Ss Co, with passengers and mdse. Passed in Quarantine at 2:23 p m.

Steamer Manzanillo (Cuban), Tanning, Tampico December 27, to the New York & Cuba Mail Ss Co, with mdse. Arrived at the bar at 1:30 p m.

Steamer Saratoga, Downs, Havana January 2, to the New York & Cuba Mail Ss Co, with 94 passengers, mails and mdse. Arrived at the Bar at 2 p m.

Sandy Hook, N J, Jan 5, 9:30 p m—Wind south, light breeze; raining and thick; light sea.

STEAMERS AT FOREIGN PORTS.

ARRIVED.

St Michael's, Jan 5—Atalas (Br), Wilmington, N C, and New York for Spezia and Genoa.

Rotterdam, Jan 4—Ellen (Nor), Norfolk and New York via Leixes; Prometheus (Ger), New York.

Foynes, Jan 3—Kura (Br), New York.

Queenstown, Jan 5, 4:50 p m—Lucania (Br), New York for Liverpool.

Gibraltar, Jan 5—Inverclyde (Br), Yokohama, etc, for Boston and New York.

River Plate, Jan 4—Chr Knudsen (Nor), New York for Buenos Ayres and Rosario; Drumcondra (Br), New York for Buenos Ayres and Rosario.

Malta, Jan 5—Stolzenfels (Ger), Calcutta for Boston and New York.

St Thomas, Jan 4, 5 p m—Korona (Br), New York for Demerara.

Liverpool, Jan 5—Camoens (Belg), New York for Manchester.

Havre, Jan 4—Prins Willem III (Dutch), New York via Curacao, Port Spain, etc, for Amsterdam.

London, Jan 4—Minneapolis (Br), New York.

Port Said, Jan 5—Norman Prince (Br), New York via Malta for Touraine, Hong Kong, etc.

Suez, Jan 5—Wray castle (Br), Yokohama, etc, for New York.

Lisbon, Jan 3—Kelvingrove (Br), New York via Philadelphia.

Barbados, Jan 4—Magdalena (Br), Southampton for Colon, etc, and New York.

Marseilles, Jan 2—Algeria (Br), New York for Genoa, etc.

SAILED.

Steamers Amerika (Ger), Hamburg; Apache, Charleston; Axenfels (Ger), Savannah; Kaiser Wilhelm der Grosse (Ger), Bremen; Texas (Fr), Havre; Verona (Nor), Port Antonio; Acre (Braz), Para; Bergermeister Petersen (Nor), Flushing; Byron (Br), Rio de Janeiro; Hamilton, Norfolk.

SAILED.

Gibraltar, Jan 5—Republic (Br), New York.

Algiers, Dec 31—Woglinde (Ger), New York and (or) Boston; Jan 4, Bechuana (Br), Boston and New York.

London, Jan 5—Narragansett (Br), New York.

Swansea, Jan 2—Kansas City (Br), New York.

Foochow, Jan 4—Indrawadi (Br), Boston and New York.

Boulogne, Jan 4, 10 p m—Statendam (Dutch), New York.

Bahia, Jan 1—Italian Prince (Br), New York.

Bremen, Jan 5, 2 p m—Prinz Friedrich Wilhelm (Ger), New York via Southampton and Cherbourg.

PASSED.

Isle of Wight, Jan 4—Scharzfels (Ger), New York for Hamburg.

Brow Head, Jan 5, 2 p m—Lucania (Br), New York for Queenstown and Liverpool.

Evans Ale

Drawn from the wood is to ordinary draught ale what cream is to milk, hence its name, *Evans' Cream Ale.*

To drink it from mug or glass is to be rewarded with a pleasure that is quite unknown with any other beverage. Old-fashioned heartiness and enjoyment goes with it.

On Tap at Clubs, Cafes, Restaurants, Oyster and Chop Houses.
New York City Depot, 35th St. and 12th Ave.

Amusements.

MANHATTAN OPERA HOUSE. 34th St., nr. 8th Ave. OSCAR HAMMERSTEIN, Director. GRAND OPERA SEASON 1908-9. TO-NIGHT at 8—PELLEAS and MELISANDE (first time this season). MISS MARY GARDEN, Miles. Gerville-Reache, Trentini; MM. Dalmores, Dufranne, Vieuille, Crabbe, Mus. dir., Campanini. FRI. at 8—THE TALES OF HOFFMANN. Mmes. Espinasse, Zeppilli, Trentini, Doria, Mariska-Aldrich; MM. Dalmores, Renaud, Gilibert, Crabbe, Gianoli-Galletti. Cond., Charlier. SAT. MAT. at 2—PELLEAS and MELISANDE. MISS MARY GARDEN, Miles. Gerville-Reache, Trentini; MM. Dalmores, Dufranne, Vieuille, Crabbe, Mus. dir., Campanini. SAT. NIGHT at 8 (Double Bill)—CRISPINO E LA COMARE (first time this season). MME. TETRAZZINI; MM. Sammarco, Arimondi, Gianoli-Galletti. Mus. dir., Campanini. Followed by LA MORT DE CLEOPATRE (Classic Dance invented by Mlle. Odette Valery). Music by Louis Gannes. Mlle. Odette Valery. Cond., Parelli. SUND. POP. CAMPANINI CONCERT. 50c to $1.50.
NEXT WEEK
MOND. (Positively Farewell of MME. MELBA)—RIGOLETTO. MMES. MELBA, Ponzano; MM. Constantino, Renaud, Arimondi. Dir., Campanini. TUES. (double bill)—CRISPINO E LA COMARE. MME. TETRAZZINI; Mlle. Ponzano; MM. Gianoli-Galletti, Sammarco, Arimondi. Mus. dir., Campanini. Followed by LA MORT DE CLEOPATRE (The Death of Cleopatra), by Mlle. Odette Valery. Con., Parelli. FRI.—PELLEAS and MELISANDE. MISS MARY GARDEN; Miles. Gerville-Reache, Trentini; MM. Dalmores, Dufranne, Vieuille, Crabbe. Mus. dir., Campanini. SAT. MAT. (double bill)—CRISPINO E LA COMARE. MME. TETRAZZINI; Mlle. Ponzano; MM. Gianoli-Galletti, Sammarco, Arimondi. Mus. dir., Campanini. Followed by LA MORT DE CLEOPATRE. Mlle. Odette Valery. Cond. Parelli. SAT. NIGHT—OTHELLO. MLLE. LABIA, Mme. Doria; MM. Zenatello, Sammarco. Dir., Campanini. THIS WEEK'S SALE OPENS TO-MORROW (THURSDAY), 9 A. M.

METROPOLITAN OPERA HOUSE. Telephone Bryant 1146. GRAND OPERA SEASON, 1908-1909. TO-NIGHT AT 8 LA WALLY. First performance in America. Mmes. Destinn, Ranzenberg, L'Huillier; MM. Martin, Amato, Campanari, Rossi. Conductor, Toscanini. THUR. EVG., JAN. 7, at 7:45. DOUBLE BILL: L'ELISIR D'AMORE. Mme. Sembrich; MM. Bonci, Campanari, Paterna. Followed by PAGLIACCI. Miss Farrar; MM. Martin, Amato, Campanari. Conductor, Spetrino. FRI. EVG., JAN. 8, at 8 AIDA. Mmes. Emma Eames, Flahaut (debut); MM. Caruso, Scotti, Didur. Conductor, Toscanini. SAT. MAT., JAN. 9, at 2 TIEFLAND (MARTA OF THE LOWLANDS). Mme. Destinn; MM. Schmedes, Feinhals, Hinckley. Conductor, Hertz. SAT. EVG., JAN. 9, at 8. Popular prices. FAUST. Mmes. Farrar, Fornia; MM. Martin, Note, Didur. Conductor, Spetrino. SUNDAY EVENING, JAN. 10, at 8:30 o'clock—GRAND CONCERT for the BENEFIT of the SUFFERERS from the EARTHQUAKE in ITALY and SICILY, when all the principal artists and conductors will appear. Seats now on sale. Prices, $1.00, $1.50, $2.00, $2.50, $3.00 & $5. MON. EVG., JAN. 11, at 8 LA WALLY. Mme. Destinn; MM. Martin, Amato, Campanari, Rossi. Conductor, Toscanini. WED. EVG., JAN. 13, at 8. LE NOZZE DI FIGARO. Mmes. Emma Eames, Sembrich, Farrar; MM. Scotti, Didur. Conductor, Manier. THURS. EVG., JAN. 14, at 7:45. DIE WALKURE. Mmes. Kochowska, Fremstad, Flahaut; MM. Burgstaller, Feinhals, Blass. Conductor, Hertz. FRI. EVG., JAN. 15, at 8—DOUBLE BILL—LE VILLI. Miss Alda; MM. Bonci, Amato. Conductor, Toscanini. Followed by PAGLIACCI. Miss Farrar; MM. Martin, Amato, Campanari. Cond., Spetrino. SAT. AFT., JAN. 16, at 2. LE NOZZE DI FIGARO (Same cast as on Wednesday Evening.) Sale of seats for next week's performances Begins To-morrow (Thurs.) at 9 a. m. WEBER PIANO USED.

NEW AMSTERDAM THEATRE. 42d St. West of B'way. Evenings 8:10. Reception Mat. To-day. LAST 3 WEEKS. LAST 3 POP. WED. MATS. LAST 3 SAT. MATINEES. Klaw & Erlanger's Great Production. LITTLE NEMO

BROADWAY THEATRE. B'way & 41st St. Eve. 8:15. Mats. To-day & Sat. Ireland's Famous Actor and Singer, JOSEPH O'MARA in a new romantic Comedy with Music, PEGGY MACHREE

LIBERTY THEATRE. 42d St., near Broadway. Eves. 8:15. Mats. To-day & Sat., 2:15. LAST TWO WEEKS. FREDERIC THOMPSON'S LATEST THAT SENSATIONAL DRAMA, VIA WIRELESS

NEW YORK THEATRE. B'way and 45th St. Eves. 8:20. Mats. Today & Sat., 2:15. Mat. TO-DAY. Prices, 25c to $1.50. ANNA HELD IN F. ZIEGFELD, JR.'S Musical Triumph, MISS INNOCENCE

GAIETY THEATRE. 46th St.