ORDERS TRANSFERS ON FIFTY-NINTH STREET

Public Service Commission Bases New Step on Law Recently Passed.

WILL RESTORE OLD SYSTEM

Metropolitan and Crosstown Line Companies Directed to Make Change on September 1.

An order was issued yesterday by the Public Service Commission providing for the issue of transfers between the Metropolitan Street Railroad system and the 59th street crosstown line. The order is directed to the receivers of the Metropolitan and to the Central Park, North & East River Railroad Company. The latter is one of the few surface roads that is not in the hands of receivers.

The order is to go into effect on September 1, and the companies are directed to serve notice on the commission by August 31 whether or not they will carry out the order.

A previous order, issued by the commission a year and a half ago, for transfers on these lines was disregarded by the companies, and the matter was carried to the courts. It is still pending before the Appellate Division on certiorari proceedings. The power of the commission to make such an order was questioned in the previous proceeding, and there was some doubt whether the provisions relating to through routes and joint rates were not restricted to steam railroads. A new bill was passed at the last session of the Legislature, however, and the present order is based on the provision of the new bill. The commission holds that this legislation makes clear its right to issue such an order.

As issued the order is for a six months' trial of the transfer system, and the routes on which it is to be put into effect are indicated in schedules attached to the main order. This order would restore the system in operation up to the time when the Metropolitan Street Railroad Company operated the 59th street line. The lease expired on August 6, 1908, and at the same time the giving of transfers ceased. There was a great clamor at the time, and the number of passengers using the lines fell off.

When the commission's order was issued the two companies appealed to the courts. The Court of Appeals ordered certain papers added to the record at the request of the commission, and the whole matter was again submitted to the Appellate Division of the Supreme Court.

The text of the order issued yesterday is as follows.

Ordered, That said Central Park, North & East River Railroad Company and said Adrian H. Joline and Douglas Robinson, as receivers of the Metropolitan Street Railway Company, be and they hereby are required to establish on or before September 1, 1910, and thereafter maintain in operation for a period of not less than six months through routes for the transportation of passengers between the points and upon the lines specified in the following schedule in each direction, and be and hereby are required on or before said date to establish and put in force a joint rate of fare for each such passenger by the use of a transfer slip, coupon ticket or other sufficient token delivered to each passenger, and to apply said rate of fare to the transportation of passengers between the points and over the routes specified in the said schedule in each direction for and during the time aforesaid unless modified in accordance with the provisions of the Public Service commissions law.

The 59th street line of the Central Park, North & East River Railroad Company means, in this schedule, the line on 59th street between the east side of First avenue and the west side of Tenth avenue.

(a) From any point on the 59th street line of the Central Park, North & East River Railroad Company to any line operated by the said receivers across or to 59th street, and thence north or south on such receivers' lines to its terminus.

(b) From any point on any line operated by said receivers across or to 59th street, and thence east or west on said 59th street line of the Central Park, North & East River Railroad Company to its terminus.

(c) From any point on any line operated by said receivers, across or to 59th street, thence east or west on said 59th street line of the Central Park, North & East River Railroad Company to any other line operated by said receivers across or to 59th street, and thence along said last-named receivers' line in the original direction to its terminus.

And it is further ordered that this order take effect immediately and continue in force until changed or abrogated by the commission.

And it is further ordered that the said Central Park, North & East River Railroad Company and the said Adrian H. Joline and Douglas Robinson, as receivers, notify the Public Service Commission for the 1st District on or before August 31, 1910, whether the terms of this order are accepted and will be obeyed.

George W. Linch, general manager of the Central Park, North & East River Railroad Company, said last night that he had not yet seen the order.

"I cannot make any comment on it until it reaches me," he continued. "Even then I will have nothing to say until I have consulted the other directors. There are twelve directors and they must take their share of the responsibility in such matters. I am general manager, and I have troubles of my own in that direction."

Oren Root, general manager of the Metropolitan system, said his company had not received any order yet.

"When it does come I will examine the provisions very closely before I say anything, even if I say anything then," he remarked. "I was at the office until 6:30 this evening, and no order had been served at the office or on the receivers up to that hour, so that officially I do not know that any order was issued."

OBJECTS TO REDUCING FARE

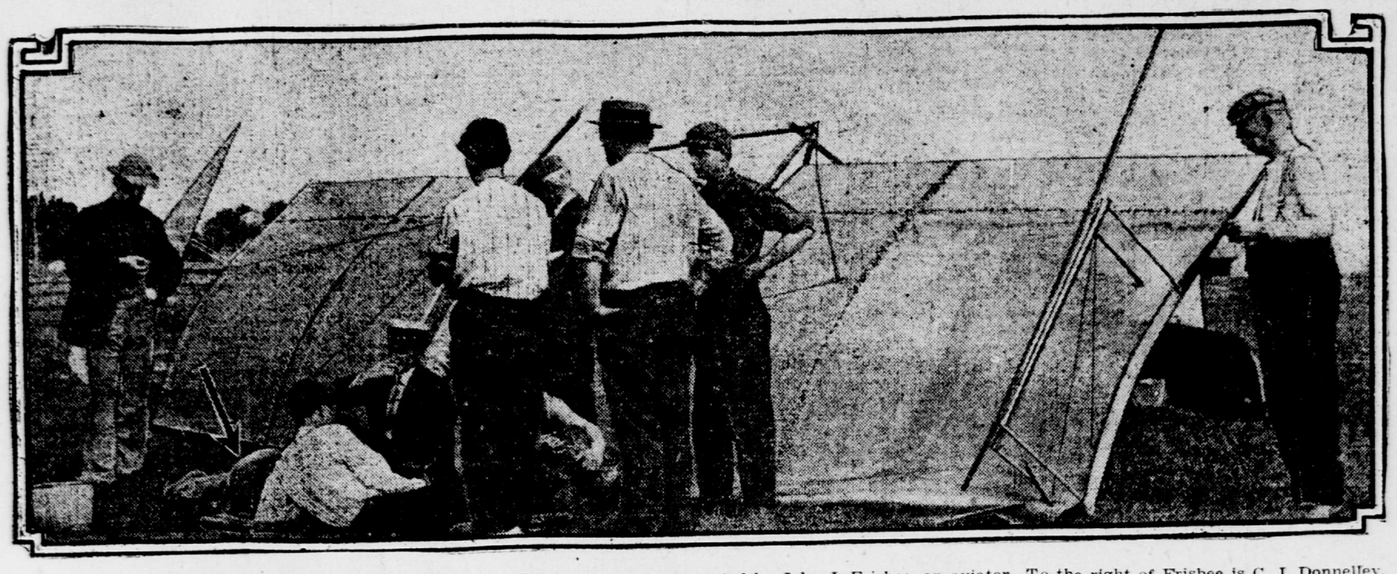
Taximeter Company Says Aldermen Acted Illegally in Cutting Rates.

The Universal Taximeter Cab Company asked Justice Bischoff yesterday for an injunction restraining Mayor Gaynor and other officials from putting into effect an ordinance providing that a charge of only 40 cents for the first half mile can be made by owners or drivers of taxicabs, instead of 50 cents, as at present.

The plaintiff company operates fifty-one cars and has a stand at the Knickerbocker Hotel. Counsel said that the charter which gave the Board of Aldermen the right to fix rates for taxicabs had not been acted on legally.

Justice Bischoff reserved decision.

DR. CHARLES WALDRON'S MONOPLANE AFTER IT CAME TO GRIEF YESTERDAY.



Arrow points to Dr. Waldron stretched out on ground, with his head supported by John J. Frisbee, an aviator. To the right of Frisbee is C. J. Donnelley, another aviator. Paul Kildischevsky, a Russian aviator, is man wearing straw hat, with back to camera.

TALK OF GOING TO COURT

Bondholders' Committee of Third Avenue Railroad Aroused.

NO COMPROMISE WITH P. S. C.

Difference Between Securities Desired and Limit Suggested Too Great.

There appeared to be a feeling among the members of the bondholders' committee of the Third Avenue Railroad Company yesterday that the rejection of the committee's plan of reorganization of the company by the Public Service Commission, on the ground of overcapitalization, would result in a review of the matter in the courts. Either that or the committee would go ahead and reorganize with an issue of bonds to the amount—approximately $35,000,000—which William R. Willcox, chairman of the commission, and Commissioner Maltbie suggest in their decision would be permitted, and turn the company over to the bondholders. This would mean, it was said, that the outstanding capital stock of $16,000,000 would be wiped out.

James N. Wallace, president of the Central Trust Company and chairman of the bondholders' committee, said that a meeting of the bondholders' committee had been called for Friday at 11:30 a. m. at the office of the Central Trust Company, and it would probably be decided at that time what action the committee would take in the matter.

Herbert J. Bickford, of No. 60 Wall street, counsel for Frederick W. Whitridge, receiver of the Third Avenue Railroad Company, said yesterday that he had not yet read the decision. Mr. Whitridge is in Europe. William D. Guthrie, who was counsel for the applicants, is also abroad.

One member of the bondholders' committee expressed the opinion with much emphasis yesterday that the only plausible thing to be done in the face of the commission's decision was to resort to the courts in an effort to sustain the proposed plan of reorganization.

"It appears," he said, "that the decision does not take into consideration that the capital stock was wiped out when the property was sold under foreclosure and bought in by the bondholders. The stockholders now stand in a similar position to the holders of a second mortgage. When the first mortgage is foreclosed the holders of a second mortgage do not usually get much out of it."

Representatives of counsel who were instrumental in drawing the latest plan of reorganization pointed out that the difference between the $54,000,000 of securities which the bondholders' committee desired to issue under the new plan of reorganization and $35,000,000, the limit suggested in the commission's decision, was entirely too large to admit of a satisfactory compromise.

One of the bankers interested in the bondholders' reorganization plan said yesterday that the committee would either contest the Public Service Commission's decision in the courts or would submit a new plan that would wipe out the $16,000,000 of stock. Just which action would be taken, he said, would probably not be decided until the return of William D. Guthrie, senior counsel for the bondholders' committee, who is in Europe.

The banker complained that the bondholders' committee had not been able to get a copy of the Public Service Commission's opinion on the reorganization plan. When they asked for a copy, he said, they were told that there was none ready for distribution. The copies given to the newspapers they were told were "galley proofs." The committee, the banker said, asked why they had not been furnished with a "galley proof" also, but received no satisfaction.

ENTHUSIASTS FROM TENNESSEE

Party of Young Women Arrives Anxious to See New York Sights.

Two score Tennessee girls came over the 23d street ferry yesterday morning and made their way through the streets to the Hotel Bristol, in West 49th street. They were the prize winners in a Nashville paper's popularity contest, and came here by way of Cincinnati and Washington, under the guidance of W. N. Hudlburg, business manager of the paper, and Mrs. J. E. Chappell, wife of the city editor.

"I don't know what you all are going to do," said Miss Gussie Dodd, of Nashville, just as soon as she got in the lobby of the Bristol, "but I'm going right out to see this town. I reckon we can see a good deal of it before noon."

Miss Dodd and several other enthusiastic friends were persuaded to get breakfast first, and then the party was loaded on a sightseeing automobile. In the evening they were the guests of Fred Thompson at the New Amsterdam Theatre, where they saw "Girlies." Mr. Thompson is a Nashville boy and personally known to many of the party.

The party will be here eight days, and then will visit Buffalo, Niagara Falls and Cleveland. They are travelling in their own Pullman car.

CAN'T PUBLISH COLGATE'S LIFE.

R. R. Colgate, of Sharon, Conn., got a limited injunction yesterday from Judge Hand, in the United States Circuit Court, against the James T. White Company, publishers of the National Cyclopædia of American Biography, restraining it from publishing material obtained from him regarding his life. Judge Hand refused to cancel a subscription contract on the ground of no jurisdiction.

AMERICANS ARRESTED ABROAD.

Cherbourg, Aug. 3.—Two Americans, said to be William Laskoski, of Syracuse, N. Y., and William Benton, of Cleveland, who sailed from Southampton on Saturday and were put ashore at Cherbourg because they were without tickets, have been arrested on a charge of having engaged in a series of robberies since arriving here.

NEW ROMME MONOPLANE

Inventor Says His Machine Has Backing of Rockefellers.

[By Telegraph to The Tribune.]

Stamford, Conn., Aug. 3.—That the Rockefellers are interested in the conquest of the air was learned to-day, when William H. Romme, a New York inventor, made public some details of a monoplane in course of construction under his direction here. A corporation has been formed by Mr. Romme to exploit the machine, and behind the corporation are said to be the millions of H. F. McCormick, of Chicago, son-in-law of John D. Rockefeller and an official of the International Harvester Trust. John D. Rockefeller, jr., is said also to be an officer of the corporation.

It is known that the corporation was organized under the laws of Illinois, that Mr. Romme is president, Mr. McCormick vice-president, and John A. Chapman, a Chicago man interested in McCormick enterprises, treasurer. It is understood that John D. Rockefeller, jr., is secretary. Mr. McCormick is now in Europe. He is expected here in September to witness the test flights.

Romme, the inventor, is forty years old and a member of the Aeronautical Society and the Aero Club. He recently exhibited a model before the Aeronautical Society, and he says it is this model which he has developed. He said that Mr. McCormick had ordered one of the machines. He would not be ready for a flight until about the middle of September, he said, and then he would try the Merry Widow, as he has named the monoplane, over Long Island Sound.

AMES QUITS EXPERIMENTING

Aerocycle Project Still in the Air, Although Machine Is Not.

[By Telegraph to The Tribune.]

Annapolis, Aug. 3.—Congressman Butler Ames, of Massachusetts, has for the time being abandoned the experimental tests with his new flying machine, and, like the Arabs, has "silently stolen away" from the Naval Academy and the experiments to determine the lifting power of his aerocycle and find out what was needed to make it really fly. The spool-like climbers which were depended upon to make the machine soar and the other interesting and complicated bits of machinery have been removed from the platform on the deck of the torpedo boat Bagley and packed away, while Mr. Ames has hied himself to Massachusetts to take up his primary fight and his regular campaign for re-election to Congress.

MONOPLANE'S HIGHEST FLIGHT

Chavez, the French Aeronaut, Attains a Height of 5,405 Feet.

Blackpool, Eng., Aug. 3.—Chavez, the French aeronaut, flying for the world's record for altitude in a Blériot monoplane at the Blackpool aviation week to-day, attained a height given officially as 5,405 feet. He failed to reach the elevation attained by Walter Brookins, the American, of 6,175 feet at Atlantic City on July 9, 1910. His altitude is also exceeded by that attributed to Tyck at Brussels on Monday, 5,570 feet, but these figures are not official.

Chavez's flight constitutes a world's record for monoplanes.

BIMBERG ESTATE IN TANGLE

Shubert Demands $29,500—Executor Says Claims Total $160,000.

Surrogate Thomas yesterday directed Leopold Sondheim, executor of the will of Meyer R. Bimberg, who was known as "Bim, the button man," to file within ten days an accounting as to the estate left by Bimberg.

The order was granted on the application of Lee Shubert, of the Shubert Amusement Company, for a rule directing Sondheim to pay a judgment obtained against him in an action begun against Bimberg while he was alive. The judgment was for $29,500. Shubert said the property in the hands of Sondheim was more than sufficient to pay it.

Sondheim explained that he had not filed an accounting because the affairs of the estate were in an involved condition. The executor said he had received thirty-nine claims against the estate, aggregating $160,000.

MRS. SAGE TO BUILD HOTEL

Foundation Will Operate It with Forest Hills Model Homes.

Plans for the erection of a fine hotel to be built at Forest Hills, Long Island, by the Sage Foundation, of which Mrs. Russell Sage is the founder, were filed in Long Island City yesterday.

This hotel is to be built in conjunction with the modern homes which the Sage Foundation is erecting at Forest Hills for people of moderate means.

The hotel will have three wings, the dimensions being 245x218x35x54 feet. The main wing is to be eight stories high, the second wing five stories and the third wing three stories.

FRIENDS STOPPED THE FIGHT

Georgia Candidates Mix Things and Break Horsewhip.

[By Telegraph to The Tribune.]

Athens, Ga., Aug. 3.—S. J. Tribble, who is running for Congress in the 8th Georgia District against William Howard, was attacked with his own horsewhip this morning by J. A. Pitner, candidate for County Treasurer. In the fight which followed the buggy whip was broken to pieces.

According to Pitner Mr. Tribble had called him "an infamous liar." These are fighting words in Georgia, and after the whip was broken Tribble is said to have reached for his knife. Pitner ran to his office for a weapon, but friends intervened and stopped the trouble. Howard, who voted for the Cannon rules, is having his own troubles in Georgia, and Tribble has gained a strong following.

FALLS WITH MONOPLANE

Dr. Waldron's Initial Flight in New Machine Disastrous.

LITTLE INJURED IN WRECK

Collapse of Wheel the Cause of His Tumble—Will Try Again in a Week, He Says.

Garden City, Long Island, Aug. 3 (Special).—At 9 o'clock this morning Dr. Charles Waldron, a dentist, of No. 37½ St. Mark's Place, Brooklyn, brought his new monoplane out for its first trial spin. After a flight of a quarter of a mile there was an accident which wrecked the machine and sent Dr. Waldron to the hospital with a broken collarbone. Later the doctor insisted on leaving the institution, and in his automobile he visited the aviation grounds to take a look at the wreck.

The great wonder at the field was that the doctor escaped so easily. When the machine was brought out, the conditions being favorable, the aviator took his seat and instructed one of his mechanics to go to the far end of the field and another to stand behind him, and to signal to him if anything went wrong.

When a slight accident dropped one of the wheels the mechanic in the rear gave the signal and Dr. Waldron came down. He then put on the power and tried to go up again, with the result that a front wheel collapsed and the monoplane broke in two, the rear part turning half over, with the doctor mixed up in the wreckage. Two of Mr. Harmon's mechanics lifted him from the wreck, and an ambulance was called from Nassau Hospital. The machine was taken back to its tent, where it was found that the damage was not serious.

Dr. Waldron said he would be about again and making another trial inside of a week. The motor, which is a three-cylinder revolving affair, was not injured.

Charles J. Donnelley, the original "kid" of the prizering, who retired twenty years ago as the featherweight bare fist champion, gave a graphic account of the accident at the aviation field yesterday. Donnelley said:

"I was down at the grounds with Dr. Waldron, Paul Kildischevsky, the Russian aviator, and Charles Wagner, the doctor's chief mechanic. We got the machine tuned up and ready to start at 8:30. The engine whirled smoothly, and the doctor started at about thirty miles an hour along the ground. The Russian and I stood out on the grounds to see how the monoplane worked.

"When he got near the grandstand the doctor struck a hole or a rut, and from where we were out on the field, abreast of the machine, we saw the hind wheels leave the ground. The machine reared up, just like a horse would do, and then crashed forward, crushing the front part of the plane, the steering gear controls and wire into one mass. The propeller was broken in the mix-up, and as we rushed in we saw Dr. Waldron with his head stuck under the mass of crushed canvas, while the most of his body was under the wiring and debris of the steering wheel and seat.

"We raised the plane, and the doctor was able to wriggle out, but he lay there unable to move further. We gave him a stimulant and he revived quickly. I have seen many a knockout in the ring, but this man was as game a proposition as ever I saw. He took the count of nine, but he was not knocked out, not by a long sight, even with a broken collarbone, a badly cut arm and a sprained ankle. The first thing he said was 'Give me a cigar,' and he proceeded to puff up. We could not get the cigar away from him when the ambulance arrived."

FINES HER $500 FOR CONTEMPT

City Court Justice Imposes Penalty on Woman Who Ignores Summons.

Justice Schmuck, of the City Court, yesterday imposed a fine of $500 on Mrs. Isaac Shapiro, of No. 220 Wadsworth avenue, for contempt of court. This unusually severe penalty was the result of Mrs. Shapiro's failure to obey a summons to appear as a witness in supplementary proceedings against her husband, who is in the real estate business, and for declaring that she was not served with a summons.

The suit in which Shapiro was examined in supplementary proceedings was that of Whitley P. Westervelt, who obtained a judgment for $1,400 for commissions. The execution was returned unsatisfied. Upon examination Shapiro declared that he owned nothing, that his wife owned the furniture in their home and was paying the rent of $40 a month. Thereupon a summons was issued for Mrs. Shapiro, but she failed to appear. In her stead her cousin, Rose Cantrowitz, appeared, and said that the summons had been served on her. Justice Schmuck insisted that Mrs. Shapiro appear in court. When she did she denied ever receiving a summons. The process server, however, swore that he served Mrs. Shapiro. Justice Schmuck also taxed her $150 more for counsel fees.

HORSE THREE HOURS IN RUT

No End of Trouble Follows Fall Into Excavation in Houston Street.

A heavy truck horse tumbled into a four-foot excavation between the tracks on Houston street, near Forsyth, yesterday, and it was three hours before he was hauled out.

The police telephoned to the car barn, to the Bureau of Highways, to the Fire Department, to the Society for the Prevention of Cruelty to Animals and to the Street Cleaning Department before the animal was rescued by means of a derrick sent from the street cleaning district stable.

The horse was driven by John Siebers, a plasterer at No. 157 Vernon avenue, Long Island City. He tried to drive around an automobile and his horse fell into the ditch. The Second avenue cars were unable to get through the throng for an hour.

MAROONED ON LIFE BUOY

No One on Tug Knew Scow in Tow Had Turned Over.

Captain Eugene Davis of Moran Dumper 24, a mud scow, had a taste of the deep on Tuesday night which the skipper of an ocean liner might envy—as a reminiscence. Davis is not only captain, but mate, cook, steward, boatswain and crew of Dumper 24.

Mud scow R. R. 7 and Dumper 24 were being towed down the bay Tuesday night by the tug Julius C. Moran. Both scows were loaded with tunnel dirt, and a heavy swell caused them to roll and ship water. As Dumper 24 rocked more and more Davis got out a life buoy and prepared for the worst. To vindicate his judgment, the scow turned turtle eleven miles north of Scotland Lightship. Davis, with his life buoy, leaped into the Atlantic. No one knew what had happened.

For two hours the captain and his buoy drifted about. Then another tug, the James F. Packard, also towing a scow, passed near enough to hear his shouts. He was rescued, and when the Julius C. Moran and her two scows were met coming back because the weather was too rough the news was broken. The overturned scow was towed to Bay Ridge.

DENIES SUICIDE PACT; HELD

Young Wife Makes Charge Against Man Who Shot Her.

Mrs. Antoinette Skoora, the young wife of Charles Skoora, a waiter, of No. 429 East 15th strtet, denied yesterday in the Yorkville court that she had entered into a suicide pact with Louis Malsti, a mechanic, of No. 528 East 18th street. Instead, she preferred a charge of felonious assault against Malsti, and the latter was held in $3,000 bail for the grand jury. Mrs. Skoora was herself held in $2,000 bail for Special Sessions on a charge of attempted suicide.

It was on July 12 that the woman was found in her home with three bullet wounds in her head and one in her right arm. She was taken to Bellevue Hospital, and after being discharged from that institution went back to her husband. When questioned by detectives, she said she did not know who shot her, and she refused to identify Malsti.

In court yesterday Mrs. Skoora told Magistrate Butts that she had known Malsti for a long time, and that he had called on her every night for a year previous to the shooting. She said that on the night of the shooting Malsti told her that they must both die together, and had then fired the shots. He did not shoot himself.

BADLY BEATEN BY STRIKERS

Chemist at Sugar Refinery Set Upon by Crowd in Brooklyn.

Frank Rachants, a chemist, of No. 381 Oakland street, Williamsburg, employed by the New York Sugar Refining Company, was murderously assaulted near his home by Polish strikers from the same plant. Rachants was on his way to the refinery yesterday morning when the strikers intercepted him and almost beat him into insensibility with sticks and bricks.

While the strikers were still surrounding him Patrolman Heckelman tried to help the chemist, but the strikers jumped upon him and were beating Heckelman, when he managed to free himself and rushed to a telephone. He had the reserves turned out, and after the strikers had been severely clubbed the alleged ringleader was arrested. He gave his name as Stanislaus Pinchansky.

Around the Havemeyer sugar refinery everything was quiet yesterday, the strikers making no demonstration. A large number of wives of strikers went to the refinery offices in the hopes of having their husbands getting back their jobs. They were told to come to work on Monday.

LIVED TO BE 100 YEARS OLD

Daniel Darney, Who Died Yesterday, Was Born in Cork in 1810.

Daniel Darney, who was born in Cork, Ireland, one hundred years ago, died yesterday in the apartment of his daughter, Mrs. Mary Hart, at No. 2902 Eighth avenue, of which she is janitor. According to Mrs. Hart, her father preserved nearly all his faculties until the hour of his death, and except for the difficulty he experienced in reading he was as alert and cheerful as if he had been thirty years younger.

He came to this country forty-six years ago, and conducted a coal business until his retirement, about twenty years ago. He was comfortably situated financially when he quit business, and had lived with Mrs. Hart since that time. He leaves three other children.

When he became ill yesterday Dr. Carrington, of No. 525 West 145th street, was summoned by Mrs. Hart, but her father was dead when the physician arrived. Dr. Carrington said that his death was due to the diseases attendant upon old age.

DETAINED FROM SICK WIFE

Subway Special Policeman Arrests Man Who Bumped Him.

In a hurry to reach the bedside of his sick wife, Carl H. Clappert, a young builder, living at No. 560 West 179th street, ran across the uptown island platform of the Grand Central subway station from a local train to the express tracks last evening. As he was boarding an express train in company with a physician and another friend he accidentally bumped into a special officer standing at a car door.

The officer followed Mr. Clappert into the car and words followed. The builder suggested that they leave the train. They had more words then, and the special policeman placed Clappert under arrest. Instead of taking him to the East 51st street station house, he took him, with his two friends and several passengers, to the West 30th street station, where he lodged his complaint.

Lieutenant McCarthy, doing desk duty, questioned the graycoat, who finally acknowledged that the builder must have bumped into him by accident. He wanted to withdraw the complaint, but the lieutenant insisted that the charge stand, so that he would be compelled to explain why he made the arrest in a police court this morning.

His physician gave bail for Mr. Clappert and he left.

AUTO HIT SKUNK; MAN DIES

Fatally Burned with Gasolene While Cleaning Machine in Garage.

[By Telegraph to The Tribune.]

Greenwich, Conn., Aug. 3.—Running over a skunk on a country road indirectly caused the death of Jens Peterson and the serious injury of Christopher Nelson. Peterson died in the Greenwich Hospital to-day.

While motoring on the outskirts of the town their car ran over a skunk. They took the machine to a garage and set to work to clean it with gasolene. In some way the automobile took fire and an effort was made by Peterson, Nelson and several other men to run the machine out of the garage.

Peterson's clothing caught fire, and one of the men mistaking a pail of gasolene for water threw a part of its contents upon him. Peterson ran into the yard, where a heavy blanket was thrown over him and the flames extinguished. He was hurried to the hospital, where he died in great agony.

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sunrise, 4:58; sunset, 7:14; moon rises, 3:52; moon's age, 29.

HIGH WATER.

	A.M.	P.M.
Sandy Hook	6:58	7:08
Governor's Island	7:23	7:33
Hell Gate	9:15	9:23

WIRELESS REPORTS.

The Mauretania, reported as 1,205 miles east of Sandy Hook at 12:30 a m yesterday, is expected to dock to-morrow forenoon.

The President Lincoln, reported as 323 miles east of Sandy Hook at 11 a m yesterday, is expected to dock this afternoon.

INCOMING STEAMERS.

TO-DAY.

Vessel.	From.	Line.
*Hellenes	Barbados, July 24	——
*Manuel Calvo	Havana, July 30	Spanish
*Bermudian	Bermuda, August 2	Quebec
Suwanee	Avonmouth, July 16	——
Den of Mains	Greenock, July 15	——
Iroquois	Jacksonville, July 28	Clyde
El Norte	New Orleans, July 27	So Pac
City of Columbus	Savannah, July 29	Savannah
Sabine	Key West, July 28	Mallory
Curityba	Nipe, July 29	Munson
American	Antwerp, July 21	——
Bornu	Halifax, August 2	Red Cross
Proteus	New Orleans, July 30	So Pac
City of Savannah	Savannah, August 1	Savannah
El Paso	Galveston, July 29	——
Pres. Lincoln	Hamburg, July 24	Hamb-Am

FRIDAY, AUGUST 5.

*America	Havana, August 2	Ward
*Matapan	Kingston, July 31	United Fruit
*Mauretania	Liverpool, July 30	Cunard
Venezia	Naples, July 24	Fabre
Luisiana	Naples, July 23	Italian
Buffalo	Hull, July 23	——
Kathinka	Baracoa, July 29	——
El Siglo	Galveston, July 31	So Pac

SATURDAY, AUGUST 6.

*New York	Southampton, July 30	Amer
*Amerika	Hamburg, July 28	Hamb-Am
*Merida	Havana, Aug 2	Ward
*Prins Maurits	Hayti, Aug 1	D W I
Suruga	Gibraltar, July 23	——
City of St Louis	Savannah, Aug 3	Savannah

*Brings mail.

OUTGOING STEAMERS.

TO-DAY.

Vessel.	For.	Line.	Mail closes.	Vessel sails.
P F Wilhelm	Bremen, N G L		6:30 a m	10:00 a m
Touraine	Havre, French		7:00 a m	10:00 a m
H Olav	Copenhagen, S-Am		——	2:00 p m
Ultonia	Naples, Cunard		——	12:00 m
Taormina	Naples, Italian		——	11:00 a m
Uranium	Rotterdam, ——		——	——
Monterey	Havana, Ward		9:00 a m	12:00 m
Santa Marta	Jamaica, Unit F		9:00 a m	12:00 m
Tennyson	Rio de Janeiro, ——		10:30 a m	2:00 p m
Advance	Cristobal, Panama		11:30 a m	3:00 p m
C of Col'bus	Savannah, Sav		——	3:00 p m

FRIDAY, AUGUST 5.

Alm. St Kitts	——		9 a m	12:00 m
P Eitel Friedl	Managua, H-A		11:00 a m	2:00 p m
Cearance	N Brazil, Booth		12:00 m	3:00 p m
Matanzas	Tampico, Ward		——	12:00 m

SATURDAY, AUGUST 6.

St Louis	Southampton, Amer		6:30 a m	10:00 a m
Baltic	Liverpool, White Star		8:30 a m	12:00 m
Bornu	Newfoundland, Red C		7:30 a m	11:00 a m
Bermudian	Bermuda, Quebec		8:00 a m	10:00 a m
Zulia	La Guayra, Red "D"		8:30 a m	12:00 m
Carolina	San Juan, Pto Rico		9:00 a m	12:00 m
Sarnia	Hayti, Hamb-Am		9:00 a m	11:00 a m
Havana	Havana, Ward		10:00 a m	1:00 p m
Seminole	S Domingo, Clyde		10:00 a m	1:00 p m
C of Granada	Trinidad, ——		10:00 a m	12:00 m
Tagus	Jamaica, R M S P		12:30 p m	3:00 p m
Vaderland	Antwerp, Red S		——	11:00 a m
Minnewaska	London, A-T		——	10:00 a m
California	Glasgow, Anchor		——	10:00 a m
Denver	Galveston, Mallory		——	1:00 p m
C of Savannah	Savannah, Sav		——	3:00 p m
Huron	Jacksonville, Clyde		——	1:00 p m
P Anne	Norfolk, Old Dom		——	3:00 p m

TRANSPACIFIC MAILS.

Destination and steamer.	Close in N. Y., P. M.
Hawaii, Japan, Corea, Philippine Islands (via San Francisco)—Mongolia	To-day, 6:30
Hawaii (via San Francisco)—Nevadan	Aug 5, 6:30
Japan, Corea, China and Philippine Islands (via Tacoma)—Bellerophon	Aug 5, 6:30
Fiji Islands, Australia, New Zealand (via Vancouver)—Makura	Aug 7, 6:30

SHIPPING NEWS

Port of New York, Wednesday, August 3, 1910.

ARRIVED.

Steamer Oceanic (Br), Southampton and Cherbourg July 27 and Queenstown 28, to the White Star Line, with 593 cabin and 200 steerage passengers, mails and mdse. Arrived at the Bar at 7:51 a m.

Steamer Christopher (Br, new), Manaos July 17, Para 22 and Barbados 26, to the Booth Ss Co, with 22 passengers, mails and mdse. Arrived at the Bar at 10 p m, 2d.

Steamer Patella (Br), New Orleans July 27, to Philip Ruprecht, in ballast. Left Quarantine at 8:22 a m.

Steamer Vera (Nor), Port Limon July 27, Delaware Breakwater August 2, to the United Fruit Co, with fruit. Arrived at the Bar at 2:30 a m.

Steamer Oregen (Nor), Port Antonio July 28, to the Cuneo Importing Co, with fruit. Arrived at the Bar at 12:30 a m.

Steamer Ancon, Cristobal July 27, to the Panama Railroad Ss Line, with 95 passengers. Arrived at the Bar at 11:14 p m, 2d.

Steamer Rhein (Ger), Bremen July 21, to Oelrichs & Co, with 39 cabin and 111 steerage passengers, for New York; 99 cabin and 736 steerage passengers and mdse, for Baltimore. Arrived at the Bar at 5:24 a m.

Steamer Norragansett (Br), Shields July 20, to Philip Ruprecht, with mdse. Arrived at the Bar at 8 a m.

Steamer Delaware, Philadelphia, to the Clyde Ss Co, with mdse. Passed in Quarantine at 11:15 a m.

Steamer Barbarossa (Ger), Bremen July 23 and Cherbourg 24, to Oelrichs & Co, with 302 cabin and 233 steerage passengers, mails and mdse. Arrived at the Bar at 1:55 p m.

Steamer Tagus (Br), Barbados July 19, Trididad 20, Savanilla 23, Carthagena 24, Colon 27 and Kingston 30, to Sanderson & Son, with 50 passengers and mdse. Arrived at the Bar at 1 p m.

Steamer Hamilton, Newport News and Norfolk, to the Old Dominion Ss Co, with passengers and mdse. Left Quarantine at 2:33 p m.

Steamer Prinzess Irene (Ger), Genoa July 21, Naples 22 and Gibraltar 25, to Oelrichs & Co, with 222 cabin and 834 steerage passengers and mdse. Arrived at the Bar at 12:20 p m, July 30.

Steamer Vasari (Br), Buenos Ayres July 10, Montevideo 11, Santos 16, Rio de Janeiro 18, Bahia 21 and Barbados 26, to Busk & Danfels, with 239 passengers, mails and mdse. Arrived at the Bar at 10 a m.

Steamer Camaguey (Cuban), Cienfuegos July 28, to the New York and Cuba Ss Co, with sugar. Arrived at the Bar at 10 a m.

Steamer American (Dutch), Antwerp July 21, to Philip Ruprecht, in ballast. Arrived at the Bar at 8 p m.

Steamer City of Memphis, Boston for Savannah. Arrived in Quarantine at 10:18 p m.

Sandy Hook, N J, Aug 3, 9:30 p m—Wind south; moderate breeze; cloudy; thick off shore; moderate sea.

SAILED.

Steamers Caronia (Br), Liverpool; El Dorado, Galveston; Aztec, San Francisco via Philadelphia; Bertha (Nor), Port Antonio; Victoria de Larrinaga (Br), Montevideo; Moldegaard (Nor), Newport News; Bella (Br), Port Antonio; Trent (Br), Bermuda; Teutonic (Br), Southampton; Rauenfels (Ger), Port Said; Hyperia (Br), Montevideo; Cubana (Cuban), Matanzas; Rhein (Ger), Baltimore; Rio Grande, Galveston; Jefferson, Norfolk and Newport News; Creole, New Orleans; Iroquois, Charleston and Jacksonville.

STEAMERS AT FOREIGN PORTS.

ARRIVED.

Para, July 30—Hubert (Br), New York via Barbados.

Rotterdam, Aug 2—Campania (Br), New York.

Havre, Aug. 1—Amisia (Ger), New York.

Wellington, Aug. 1—Indrani (Br), New York via St Vincent, C. V., Melbourne, etc.

Batavia, Aug. 1—Marienfels (Ger), New York via Port Natal.

Shanghai, Aug. 2—Welsh Prince (Br), New York via Sabang and Hong Kong.

Algoa Bay, Aug 1—Werdenfels (Ger), New York via Cape Town.

Dunkirk, Aug 3—Deutschland (Ger), tank, New York.

Hamburg, July 31, 6:30 p m—Pennsylvania (Ger), New York.

Liverpool, Aug 3—Campania (Br), New York via Fishguard.

Plymouth, Aug 3, 8:05 p m—Adriatic (Br), New York for Cherbourg and Southampton (and proceeded).

SAILED.

Algiers, Aug 1—Ocean Prince (Br) (from Calcutta and Colombo), Boston and New York.

Barbados, Aug 2—Terence (Br) (from Santos), New York.

Boulogne, Aug 1, 3:45 p m—Graf Waldersee (Ger) (from Hamburg), New York.

Southampton, Aug 3, 1 p m—George Washington (Ger) (from Bremen), New York via Cherbourg, 1:20 p m, Majestic (Br), New York via Cherbourg and Queenstown.

Para, July 31—Pasti (Br), New York.

Huelva, July 31—Leuctra (Br), New York and Philadelphia.

Oran, Aug 1—Frankby (Br) (from Manila), New York.

Rouen, Aug 1—Le Coq (Br), New York.

Southampton, Aug 3—Magdalena (Br), New York via Barbados, etc.

Calcutta, July 31—Kybfels (Ger), Boston and New York.

PASSED.

Lizard, Aug 3—Floride (Fr), New York for Havre.

Gibraltar, Aug 2—Patris (Grk), New York for Piraeus.

Something very nice for Bunny Boys!

Boys from 2½ to 10 years old.

All our wash Russian and Sailor suits are marked down to-day—both fancy and plain fabrics.

156 suits that were $1.75.
42 suits that were $2.00.
164 suits that were $2.25.
63 suits that were $2.50.
182 suits that were $2.75.
41 suits that were $3.00.
38 suits that were $3.25.

$1.50 now.

89 suits that were $3.25.
165 suits that were $3.50.
113 suits that were $4.00.
49 suits that were $4.50.

$2.75 now.

Any number of very nice things for the boy's father, too, among the many men's suits marked down to $15, $20 and $25.

ROGERS PEET & COMPANY.

Three Broadway Stores

at Warren st. at 13th st. at 34th st.

It's the little things that you can't see; that don't show to the eye—they make a collar short lived if omitted. We don't omit them in the

TRADE E&W. MARK

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Red-Man

AMUSEMENTS.

KNICKERBOCKER B'way, 38th St. Ev. 8:15. Mat. Sat. Only, 2:15. THE ARCADIANS. Original Wonderful Cast of Over 100. "Don't miss it at any cost."—Eve. Sun. Aug. 29—"OUR MISS GIBBS." By the Author of the Music of "The Arcadians."

GARRICK 35 St., n'r B'way. NEXT MONDAY. Mat. Sat. Only. Winchell Smith's New Farcical Romance, LOVE AMONG THE LIONS. SEATS NOW ON SALE. Cast includes: E. A. Matthews, Ernest Stallard, Clarence Handyside, Jane Oakes, May Blaney and others.

JARDIN DE PARIS SUMMER and WINTER GARDEN. Atop N.Y. Theatre. Evs 8:15. Table Chairs at Smok'g. Refreshm'ts. Best Show in America. F. ZIEGFELD, Jr.'s New Song Revue, FOLLIES OF 1910. Staged by Julian Mitchell.

NEW AMSTERDAM Theatre. Guaranteed Cool & Comfortable. Eves. 8:15. Matinees Wed. and Sat., 2:15. FREDERIC THOMPSON presents GIRLIES 60 OF THEM. None of Them 20. One of Them Married. With Jos.