STEEL WAR DISSOLVES POOLS.

PITTSBURG CO. CUTS PRICES TO MEET U. S. CORPORATION.

All the Pools Broken Up Except That on Rails—Open Market for Billets Now Likely—Nail and Bolt Association Meets and Decides to Maintain Prices.

PITTSBURG, Aug. 18.—The iron and steel war is on. To-day the United States Steel Corporation threw down the gauntlet to the Pittsburg Steel Company and kindred independent plants by declaring dissolved every pool, save the rail pool, making the iron and steel market an open one, thereby hoping to force the small concerns into the open for battle.

This move was expected last night, but the public was not prepared for the counter move which came from the Pittsburg Steel Company, which came back at its strong competitor, meeting its cut in rates and going a point or so lower.

The cut in wire products which had been announced by the big corporation was not $5, but was scattered over a wide range, some of its quotations being cuts as follows: $4 on wire nails, $5 on plain wire and $7 a ton on barbed wire. These cuts were not for the small dealers. They were offered only for the large buyers, though this was not made plain at the outset.

The Pittsburg Steel Company at noon gave out that it would not only meet the figures of the United States Steel Corporation on wire goods, but would make the price the same to the small buyers as the large ones. This is a three sided battle, too, for the independent concerns are fighting among themselves, striking at both the Pittsburg Steel Company, the largest of the independents, and at the Steel Corporation, while the Corporation and the Pittsburg Steel Company are now fighting each other.

The Pittsburg Steel Company has a start on the larger body in this battle by having in 150,000 tons of billets at small prices. The Great Republic Iron and Steel Company at Youngstown, Ohio, too, is ready and willing to take a hand against the corporation, it is said.

The pools to-day declared dissolved are the plate pool, the light rail pool, the fire pool, the hoop pool, structural iron pool and the sheet bar pool.

As an opener for the fight a member of what was the plate pool to-day sold a large order of plates at a cut of $2.50 less than the pool price, letting them go at $29.50 a ton, while the pool price has been $32. This was the first official confirmation that the pools had been dissolved.

The Nut and Bolt Association, which has been meeting here this week, reaffirmed yesterday the prevailing schedule of prices. A member of the association said that there was a general desire to maintain prices. The most important members of the association are the Cambria Steel Company, the American Iron and Steel Manufacturing Company and the Republic Iron and Steel Company.

It was reported yesterday that the sale at auction of the Bethlehem Steel Company's stock on Sept. 2 may bring out some lively competition. It had been expected that the Schwab interests would bid in the property formally, but other interests, including the Vickers-Maxim Company, may desire to secure the plant.

EXTREMES IN POLICEMEN.

One Had No Charges Against Him in 30 Years, the Other Ten in One Year.

Two extremes in policemen met yesterday at Police Headquarters—one thirty years on the force with never a complaint against him, and the other less than a year a policeman, but tried on ten different charges.

Adam Feuerstein of the High Bridge station, was appointed a patrolman on Sept. 13, 1874. For the thirty years he has been in the service he has never appeared at Headquarters on charges. Yesterday he went there and made application for retirement. His request will be granted.

John S. Farrell of the West 100th street station was before Deputy Commissioner Lindsley on two charges. He was fined thirty-five days pay.

"You have been a policeman less than a year and have had ten complaints against you," said the Deputy Commissioner. "The last time you were before me you lied to me. You lied again to-day. You are not the sort of man who makes a good officer. However, the charges against you this time are not serious enough for me to dismiss you from the force. The courts would reinstate you. You had best be careful in the future."

SUBPŒNA FOR HEINZE.

To Testify in Suit to Recover Copper Ores Said to Have Been "Converted."

A subpœna was issued in the United States Circuit Court yesterday commanding Frederick Augustus Heinze to appear on Aug. 23, at 11 o'clock, before Notary Public Clifford C. Roberts, at 76 William street, and give testimony in an action begun in the Circuit Court by the Boston and Montana Consolidated Copper and Silver Mining Company against the Johnstown Mining Company.

Thus far no bill of complaint has been filed in court, but William Bennett has filed an affidavit stating that as attorney for the plaintiff corporation he began an action to recover $5,200,000 as damages "for the conversion by the defendant of the ores recovered by it from mines and veins belonging to and in possession of the plaintiff."

Mr. Heinze's testimony, the affidavit said, would be necessary for the trial of this action, so the lawyers desire to take his testimony now that, according to their information, he is in New York for a few days.

Two detectives, it was said, looked for Mr. Heinze all day to serve him, but Mr. Bennett declined to say whether or not Mr. Heinze had been served.

Boston Brokers Fail.

BOSTON, Aug. 18.—W. Franklin Burnham & Co., bankers and brokers at 19 Congress street, assigned this morning to George M. Tilson of Malden. The failure is not a heavy one and the liabilities will be comparatively small.

Assignee Tilson said this morning that the failure was caused by failures in New York, especially that of E. T. C. Slease & Co. of that city, who were the Boston firm's correspondents.

Schooner Ella Francis Floating Bottom Up.

BOSTON, Aug. 18.—The fishing schooner Metamora, at this port from the fishing grounds, reports that last Sunday, twenty-five miles east-southeast from Sankaty Head, she passed the wreck of the schooner Ella Francis, drifting bottom up; previously reported as being sunk by collision with the steamship Nantucket. It is a dangerous obstruction to navigation.

Fall of Five Feet Killed Him.

John Albrecht, 54 years old, a stonecutter, was killed yesterday morning by falling headlong down the basement stairs at his home, 379 Douglas street, Brooklyn, a distance of only five feet. It was found that he had sustained a fracture of the skull and a broken neck.

Business Troubles.

North Bros., composed of W. H. D. North and Melbourne North, contractors for excavating at Nos. 1224 and 1226 Southern Boulevard, have filed a petition in bankruptcy; with liabilities, $34,489, and assets $5,000 equity in real estate. Of the liabilities $28,513 is secured by mortgages on real estate. They had a contract on the rapid transit tunnel.

GOSSIP OF WALL STREET.

The activity of the market as a whole is well maintained, but the volume of speculation shifts from one quarter to another; it is in one group of stocks to-day and in another group to-morrow. The most aggressive operations were conducted yesterday in the so-called specialties and stocks of minor importance. The leaders of the market in point of activity were Amalgamated Copper, American Sugar Refining and Erie, in each of which transactions exceeded 50,000 shares. The activity of Sugar was at the expense of value. The transactions in Reading, which also was an object of renewed speculative interest, exceeded 50,000 shares, but Reading is a "half stock." Union Pacific had a volume of but 30,000 shares, the transactions in Southern Pacific approximated 25,000 shares, and the trading in such stocks as Atchison, St. Paul and Missouri Pacific was on a scale proportionately reduced. Brokers were unable to report any substantial increase of commission business. To them the market presented a highly professional appearance.

Commission business has been falling off steadily since Monday of this week, when for several hours there was exhibited a more genuine outside buying interest in the market than perhaps at any previous time since the upward movement started. It disappeared abruptly, however, even before the close of business that day, a reaction beginning in the afternoon, and it has not been in evidence since. On the high price level reached on Monday forenoon a considerable distribution of stocks was accomplished, brokers say, and the stocks in which this distribution occurred will have to go higher to satisfy a critical body of speculators that it did not mark the culmination for the time being of an upward swing in values. It is argued that if the buying on Monday's price level represented an absorption of stocks by the larger financial interests a further advance should be in order. It is also pointed out that the buyers on Monday's level have been unable at any time since to see a reasonable profit on their purchases. On the other hand, however, there has not been enough of a reaction from that level to make them feel uneasy in their possession of the stocks.

The distribution of stocks which is constantly being referred to has not altered to any perceptible extent the technical conditions existing in the market, chief among these being the scarcity of stocks. With the current of speculation running yesterday to specialties and securities of minor importance, such as Amalgamated Copper, Erie, Reading, Southern Railway, American Smelting and Refining, the traction shares and United States Leather, the more prominent railroad stocks, such as Union Pacific, Southern Pacific, Atchison, and St. Paul, were to some extent neglected, and were inclined at times to sag in price, but wherever the bear element sought to take advantage of small price recessions to cover short contracts they found the scarcity of stocks to be quite as pronounced as at any time recently. Late in the afternoon St. Paul advanced from 150¾ to 151⅛ on a single transaction, and at another time Atchison common, in which there has been a very active speculation this week, thousands of shares changing hands on fluctuations of each ⅛ per cent., was quoted at 81¼ bid and 81⅜ asked. Similar conditions prevailed throughout the railroad list. Traders are very naturally timid about taking positions on the short side of the market when a stock like St. Paul can advance ¾ per cent. between sales, and when bid and asked quotations on stocks even more active are frequently ½ to ¾ per cent. apart.

It is thought that the bull pool in Atchison common will have to advance the preferred stock if it expects to make satisfactory progress upward from this level with the common, which on a percentage basis is now selling higher than the preferred.

The position of a conservative broker who feels no enthusiasm for the long side of the market after the advance that has taken place is both delicate and difficult. The head of a house that bought Union Pacific freely around par one day this week for Western clients said yesterday: "We have a number of good clients who would buy stocks, and we are all at sea as to what advice we had better give them. We do not want to get them hung up with stocks, and yet if we discourage them when they want to buy things and the market advances further we shall be blamed. The point of the whole thing is that a client requires his broker to go on record one way or the other when he himself is not overconfident." Another broker said: "I must confess that we have prevented a good many of our clients from making money on this last advance. We have not believed in it entirely and have erred on the side of conservatism. It would not be late to turn and hold out speculative inducements if we were sure of the market even now, but we are not." The casual observer is doubtless unaware of the extent to which outside speculation is conducted on the advice of brokers, and when brokers as a class are unwilling to take a position on the market, commission business is likely to be restricted, except in times of great speculative excitement, when the public does not pause for anybody's advice.

It is understood that the big bulls in Union Pacific and in Southern Pacific have gone into those stocks for the long pull, and that comparatively little of the stock recently accumulated by them is likely to return upon the market at this price level.

The general borrowing demand for stocks in the loan department yesterday after the close of the market was somewhat smaller than on Wednesday afternoon, but there was a special and very urgent demand for Sugar and Pennsylvania, which loaned at ½ to ¾ per cent., or at slight concessions from the money rate, and also for Ontario and Western, which loaned flat to ½ per cent. The borrowing of Ontario and Western was not supposed to reflect a short interest in the stock. The inference was that the stock was wanted for voting purposes. The annual meeting is held on the last Wednesday of September, and the transfer books close one month before the meeting, which would be on the last Wednesday of August.

There are some who suspect that the heavy borrowing of stocks in the loan market recently has been a part of the bullish manipulation, the bull interests borrowing stocks as they sold them and taking up stocks as they bought them, thereby diminishing the floating supply steadily and creating, besides, the appearance of a large short interest. This is an old and well known expedient of manipulation. It is frequently employed in individual stocks or in groups of stocks, but rarely in the general market. It is believed that a good deal of the constant borrowing of Steel preferred is done against long holdings, which would account to some extent for the persistence of the apparent short interest that abides in that stock.

Wall Street's natural curiosity was greatly excited yesterday by unusual transactions in American Sugar stock, which up to the close of business had not been satisfactorily explained. There had been a considerable speculation on the long side of Sugar, and within about a week the stock had advanced 4 points or more. It closed on Wednesday at 132¾ and opened yesterday morning at 133. Immediately after the opening stock was offered heavily, and on a few transactions the price declined to 132. From 132 it broke 1 per cent. abruptly on a sale of but 500 shares, and on the level of 131 transactions of 1,000 to 5,000 shares on fluctuations of each ½ per cent. continued for about an hour. William B. Nivin was the principal seller, disposing in the forenoon of between 15,000 and 20,000 shares. Some estimates fixed the amount as high as 25,000 shares. The bulk of his selling was done within a range of ¼ per cent. either way from 131, and in the later trading the price recovered to 131½. The general impression seemed to be that Nivin acted for the same interests to which the selling of 10,000 shares of the same stock by White & Barton on Tuesday was attributed, but there was no authority for asserting this to be the case. A great mystery was made of the whole operation. A house that had been bulling the stock consistently for some time advised its following to buy it on the break yesterday, affirming that the buying was better than the selling. The fact that so much of the stock was absorbed at 131 and that the price afterward recovered led some to think that the selling by Nivin was not as good as it looked. A few who pretended to know in confidence where the big selling orders came from said it must have been long stock. The active borrowing demand for Sugar that developed in the loan crowd after the close of the market may not have been genuine.

A spurt in Leather common, which on transactions of more than 15,000 shares advanced ½ per cent. in the afternoon to 8½, started a selling movement in the general market, conducted by traders who have a superstition that a bulge in Leather marks the culmination of an advance. On subsequent covering in the last few minutes of trading prices rallied again all round.

Steel preferred was "tipped" for an advance at the expense of the short interest. Its extreme range was 1 per cent., from 59⅞ to 58⅞. It closed at a fractional net loss.

BOY'S WAR ON INDIANS CHECKED.

New Rochelle Police Get Heavily Armed Youngster Who Was After Redskins.

NEW ROCHELLE, Aug. 18.—Deprived of his rifle, cartridge belt and bowie knife, with which he expected to slay Indians in Westchester county, Lester Katz, 14 years of age, sits in police headquarters at New Rochelle, wishing that he was home with his mother.

The police are uncertain as to whether the boy lives in Bayonne, N. J., or in Philadelphia, as he has told conflicting stories. In the police court this morning Magistrate Edgar Phelps held the would-be Indian fighter until Capt. Timmons could communicate with the police of the two cities.

The boy is small for his age and has dark curly hair and an extremely light complexion. He wore a complete military uniform. He was found late on Wednesday night on Huguenot street, recruiting a band of boys to accompany him on an expedition against the redskins. He had gathered about six boys and nearly every one was armed. One had stolen a bicycle to take along, another had his sister's dress suit case packed with rations. The leader was armed with a small rifle, and it is said he had fired several shots.

Policeman Farrington swooped down upon the Indian fighters and confiscated their belongings. All of the New Rochelle boys were allowed to go and the ringleader was held. When the young prisoner was searched it was found that he had only thirteen cents, and this he said was bad luck, or he would never have been captured alive. He first said his name was Harry West, and that he lived at Bayonne. Later he told Capt. Timmons that he was Lester Katz, of 604 Kensington avenue, Philadelphia.

"I ran away from home," he added, "because I would rather fight Indians than go to school."

COMMITTEE GOT ON MUD FLATS.

River and Harbor Congressmen Receive a Suggestion in New Haven.

NEW HAVEN, Aug. 18.—While on a tour of inspection of the harbors and rivers of this city to-day to estimate the appropriation necessary from the United States Government to make needed improvements, the Congressional Committee on Rivers and Harbors ran on to the mud flats in the steamer John H. Hogan, which was taking the men over the course. The New Haven representatives were explaining to the committee the narrow channels in certain parts of the rivers when the steamer stuck in the mud.

Maps were scanned closely by the Congressmen, convincing them that they were not the victims of a ruse, and they gave up that part of the trip. It was decided that a new breakwater was necessary to make the local harbor safe, at an expenditure of $300,000.

STAMFORD, Conn., Aug. 18.—Walton Ferguson entertained the Committee on Rivers and Harbors aboard his steam yacht Ava to-day. After inspecting Stamford harbor they went to the Indian Harbor Yacht Club house in Greenwich and inspected that harbor. Greenwich had a dozen big autos awaiting the Congressmen and took them all about the town. The Congressmen later left Indian Harbor for New York on the Ava. They will go to Buffalo to-morrow and from there will proceed along the Lakes and down the Mississippi to St. Louis, where the trip will end in the first week in September.

Saratoga First National Bank Reopens.

SARATOGA, N. Y., Aug. 18.—The First National Bank, closed on June 27 through fear of a run upon it, was formally reopened to-day. The deposits to-day far exceeded the withdrawals.

MARINE INTELLIGENCE.

MINIATURE ALMANAC—THIS DAY.

Sun rises . . . . 5:13 | Sun sets . . . . 6:54 | Moon rises 12:25

HIGH WATER—THIS DAY.

Sandy Hook . 1:46 | Gov. Isl. . . . . 2:18 | Hell Gate 4:11

Arrived—THURSDAY, Aug. 18.

Ss Aurania, Liverpool, Aug. 9.
Ss Bordeaux, Havre, Aug. 6.
Ss Fricka, Bordeaux, Aug. 2.
Ss Pretoria, Hamburg, Aug. 6.
Ss Haltrones, Liverpool, Aug. 3.
Ss New York (tank), Rotterdam, Aug. 6.
Ss Ras Issa, Kobe, May 11.
Ss Uller, Barbados, Aug. 9.
Ss Planet Venus, Baltimore, Aug. 16.
Ss Monroe, Norfolk, Aug. 17.
Ss Jamestown, Norfolk, Aug. 17.
Ship Susquehanna, Philadelphia, Aug. 16.
Ss Tallahassee, Savannah, Aug. 15.
Ss H. F. Dimock, Boston, Aug. 17.

ARRIVED OUT.

Ss Carpathia, from New York at Queenstown.
Ss Baltic, from New York at Queenstown.
Ss Ryndam, from New York at Boulogne.

SAILED FROM FOREIGN PORTS.

Ss Deutschland, from Hamburg for New York.
Ss Teutonic, from Queenstown for New York.

OUTGOING STEAMSHIPS.

Sail To-day.	*Mails Close.*	*Vessels Sail.*
Cedric, Liverpool		12 00 M
Belleggio, Pernambuco	3 30 A M	6 00 A M
Orizaba, Nassau	12 00 M	3 00 P M
Apache, Charleston		3 00 P M
Sabine, Brunswick		3 00 P M
City of Birmingham, Savannah		3 00 P M
Monroe, Norfolk		3 00 P M
Sail To-morrow.		
Germanic, Southampton	6 30 A M	9 30 A M
Etruria, Liverpool	6 30 A M	10 00 A M
Finland, Antwerp	8 30 A M	10 30 A M
Columbia, Glasgow	11 30 A M	2 00 P M
Phœnicia, Hamburg		12 00 M
Mesaba, London		9 00 A M
Morro Castle, Havana	10 00 A M	1 00 P M
Silvia, Newfoundland	7 30 A M	10 00 A M
Altai, Jamaica	9 30 A M	12 00 M
Caracas, Venezuela	8 30 A M	12 00 M
Ripley, Argentina	9 00 A M	12 00 M
Olinda, Matanzas	12 30 P M	3 00 P M
Kansas City, Savannah		3 00 P M
Jefferson, Norfolk		3 00 P M
Denver, Galveston		3 00 P M
El Mar, New Orleans		3 00 P M
El Cid, Galveston		3 00 P M
Sail Monday, Aug. 22.		
Comanche, Charleston		3 00 P M
Hamilton, Norfolk		3 00 P M

INCOMING STEAMSHIPS.

Due To-day.		
Sicilian Prince	Naples	July 31
Pretoria	Hamburg	Aug. 6
Chicago City	Swansea	Aug. 3
Peconic	Gibraltar	Aug. 4
Satsuma	Gibraltar	Aug. 4
La Lorraine	Havre	Aug. 13
Hekla	Christiansand	Aug. 5
El Valle	New Orleans	Aug. 14
El Dorado	Galveston	Aug. 13
Colorado	Galveston	Aug. 13
Comanche	Jacksonville	Aug. 16
Due To-morrow.		
New York	Southampton	Aug. 13
Lucania	Liverpool	Aug. 13
Arabic	Liverpool	Aug. 12
Bluecher	Hamburg	Aug. 17
Esperanza	Havana	Aug. 16
Due Sunday, Aug. 21.		
Astoria	Glasgow	Aug. 11
City of Memphis	Savannah	Aug. 11
Arapahoe	Jacksonville	Aug. 18
Coamo	San Juan	Aug. 16
Due Monday, Aug. 22.		
Vaderland	Antwerp	Aug. 13
Minnetonka	London	Aug. 13
Oscar II	Christiansand	Aug. 12
Louisiana	Copenhagen	Aug. 5
Comus	New Orleans	Aug. 17
El Monte	Galveston	Aug. 16
Chicago City	Swansea	Aug. 6
Zulia	La Guayra	Aug. 8
Due Tuesday, Aug. 23.		
Georgic	Liverpool	Aug. 13
Laurentian	Glasgow	Aug. 13
Hilary	Para	Aug. 11
Lampasas	Galveston	Aug. 17

OCEAN STEAMERS.

AMERICAN LINE.
PLYMOUTH—CHERBOURG—SOUTHAMPTON.
Sailing Saturdays, 9:30 A. M. Pier 15, N. R.
Germanic . . . . . Aug. 20 | St. Paul . . . . . Sept. 3
New York . . . . . Aug. 27 | Philadelphia . . . . Sept. 10

ATLANTIC TRANSPORT LINE.
NEW YORK—LONDON DIRECT.
MESABA . . . . . AUG. 20, 9 A. M.
MINNETONKA . . . . . AUG. 27, 6:30 A. M.
MINNEHAHA . . . . . SEPT. 3, 11 A. M.
MINNEAPOLIS . . . . . SEPT. 10, 6 A. M.

RED STAR LINE.
NEW YORK—ANTWERP—LONDON—PARIS,
Calling at Dover for London and Paris.
Sailing Saturdays, 10:30 A. M. Pier 14, N. R.
Finland . . . . . Aug. 20 | Kroonland . . . . . Sept. 3
Vaderland . . . . . Aug. 27 | Zeeland . . . . . Sept. 10
SPECIAL NOTICE. The large, new, twin screw steamships of the Red Star Line call at Dover, England, both East and West bound.

WHITE STAR LINE.
NEW YORK—QUEENSTOWN—LIVERPOOL.
Sailing Wednesdays and Fridays, Pier 48, N. R.
Cedric . . . . . Aug. 19, noon | Teutonic . Aug. 31, 10 A. M.
Oceanic . . . . Aug. 24, 5 P. M. | Celtic . . . . Sept. 2, 10 A. M.
Arabic . . . . Aug. 26, 3 P. M. | Baltic . . . . Sept. 7, 3 P. M.
NEW YORK AND BOSTON DIRECT TO THE MEDITERRANEAN VIA GIBRALTAR, NAPLES, GENOA.
FROM NEW YORK.
REPUBLIC . . . . . Oct. 20, Dec. 1, Jan. 14, Feb. 25
CRETIC . . . . . Nov. 3, Dec. 12, Feb. 4, Mch. 18
FROM BOSTON.
ROMANIC . . . . . Sept. 17, Oct. 29, Dec. 10, Jan. 28
CANOPIC . . . . . Oct. 8, Nov. 19, Jan. 7, Feb. 18
1st Class, $65 upward, depending on date.
Passenger offices, 9 Broadway.
Freight offices, Whitehall Bldg, Battery Place.

Hamburg-American.
Semi-Weekly Twin-Screw Service.
FOR PLYMOUTH, CHERBOURG, HAMBURG.
Phœnicia . . Aug. 20, noon | ‡Pretoria, Aug. 27, 6 AM
*‡Bluecher, Aug. 25, 10 AM | *Deutschland, Sep. 1, 9 AM
*Grillroom and ‡Gymnasium on board.
‡Will call at Dover for London and Paris.
Mediterranean Service.
New York—Naples—Genoa.
By superb New Twin-Screw Steamers.
First Cabin, $60 and $75 Upward.
According to Season.
HAMBURG-AMERICAN LINE,
Offices, 35 and 37 Broadway. Piers, Hoboken, N. J.

NORTH GERMAN LLOYD S. S. CO.
FAST EXPRESS SERVICE.
PLYMOUTH—CHERBOURG—BREMEN.
Kronprinz, Aug. 23, 1 PM | Kronprinz . . Sept. 20, 1 PM
K. Wm. II, Sept. 6, 12:30 PM | K. Wm. II . . Oct. 4, 11 AM
Kaiser . . Sept. 13, 10 AM | Kaiser . . . . Oct. 11, 10 AM
OELRICHS & CO., 5 Broadway, N. Y.

CUNARD LINE
To Liverpool, via Queenstown.
From Piers 51 & 52, North River.
Etruria . . . Aug. 20, 10 AM | Campania, Sept. 10, 8 AM
Lucania . . . Aug. 27, 7 AM | Etruria . . . Sept. 17, 10 AM
Umbria . . . Sept. 3, 10 AM | Lucania . . . Sept. 24, 5 AM
Saloon rates from New York, $50; Second Class, $35 upward, according to steamer and accommodation.
Tuesday Service.
Aurania . Aug. 23, noon | Carpathia . . Sept. 6, noon
Mediterranean-Adriatic Service.
New (1904) . . . . SLAVONIA, 10,605 tons.
Twin Screw S.S. | PANNONIA, 10,200 tons.
Twin Screw S. S. ULTONIA, 9,000 tons.
Ultonia . . . Aug. 30, noon | Pannonia, Sept. 27, noon
Slavonia . . Sept. 13, noon | Ultonia . . . . Oct. 18, noon
Apply 29 Broadway, New York.
VERNON H. BROWN, General Agent.

CANADIAN PACIFIC RAILWAY.
Intended Steamship Sailings from Vancouver for Japan, China and Philippine Islands.
R.M.S. Athenian, Aug. 29 | Empress of India, Oct. 3
Empress of China, Sept. 5 | Empress of Japan, Oct. 31
R. M. S. Tartar, Sept. 19 | R.M.S. Athenian, Nov. 14
Hawaiian, Fiji Islands, Australia and New Zealand.
Manuka . . . . . Sept. 16 | Morangi . . . . . Oct. 14
For rates and information apply at 458 & 1 B'way.

OLD DOMINION LINE,
For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.
Fast, direct, passenger steamers sail from Pier 26, N. R., foot Beach st., every week day at 3 P. M.
H. B. WALKER, Vice-President & Traffic Manager.

HOLLAND-AMERICA LINE
New Twin-Screw Steamers of 12,500 Tons.
NEW YORK—ROTTERDAM, via BOULOGNE.
Sailing Tuesday, at 10 A. M.
Statendam . . . . . Aug. 23 | Ryndam . . . . . Sept. 13
Potsdam . . . . . Aug. 30 | Noordam . . . . . Sept. 20
Rotterdam . . . . . Sept. 6 | Statendam . . . . . Sept. 27
Holland-America Line, 39 B'way, N. Y.

FINANCIAL.
WANTED.
BOND MAN.—A Pennsylvania trust company with large capital and resources proposes to open a Bond Department, and wishes to secure the services of an experienced and thoroughly equipped bond man as manager of that department. The Company is engaged in underwriting upon its own account, as well as distributing, bonds upon the general market. The Company will make liberal terms to the right person. Address, "BONDS, New York Sun, New York City."

EXCURSIONS.

WEST POINT, NEWBURGH & POUGHKEEPSIE
UP THE PICTURESQUE HUDSON
Grand Daily Outings (except Sunday)
By Palace Iron Day Line Steamers
"NEW YORK" and "ALBANY."
From Brooklyn, Fulton St. (by Annex) . . 8:00 A.M.
" New York, Desbrosses St. Pier . . 8:40 "
" West 22d St. Pier . . . . . 9:00 "
" West 129th St. Pier . . . . . 9:20 "
Returning due in New York 5:30 P. M.
MORNING AND AFTERNOON CONCERTS.
SATURDAY AFTERNOON EXCURSION TO
WEST POINT.
STEAMER MARY POWELL
Leaving Desbrosses St. 1:45, W. 22d St. 2, W. 129th St. 2:20 P. M. Arriving West Point 4:40. Tickets, good to return by any West Shore train, $1; N. Y. Central, $1.10, or Str. "Ramsdell," $1. Ample time to see Cadets in Camp, Parade, Public Buildings, &c. Orchestra on board.
This excursion made every Saturday.

ROCKAWAY BEACH
VIA LONG ISLAND RAILROAD.
Trains leave N. Y., foot P. 34th st., week days, 8:40, 6:20, 8:20, 9:20, 10:30, 10:50 A. M.; 12:50 (1:20 Saturdays only), 1:50 (2:20 Saturdays only), 2:50 (3:20 Saturdays only), 4:30, 5:30, 6:40, 7:20, 8:00, 9:20 (9:50 Saturdays only), 10:25 P. M., 12:00 midnight.
ALL FOSTER'S Deep Sea fishing daily. Al. Foster's fast steamer "Angler." Fare, 75c.; ladies, 50c. Leaves 22d st., E. R., 7:37 A. M.; Battery Landing, 8:05.

"SWIMMIN'" IN THE FOUNTAIN.
Guy Pushed Them In, They Say—They Were Undressed.
Sammy Wolkerwitzsky and Charlie Freedberg, two East Side youngsters, were arrested on Wednesday night, charged with "goin' swimmin'" in the fountain in Rutgers Square. Yesterday morning they were arraigned in the Children's Court.
"Wese didn't go in," said the boy with the long name. "A guy pushed us in."
"As you were undressed, that excuse doesn't go," said Justice Wyatt. "I am sorry, too. I hoped that you would plead guilty and say that you wanted a bath. To have made yourselves clean would have washed out your guilt."
The Justice found the boys guilty and let them go under suspended sentence.

On the March From Vermont to Manassas.
SARATOGA, Aug. 18.—There are encamped in Woodlawn Oval here to-night almost 600 cavalrymen and artillerymen, with 700 horses. They include six troops of the Fifteenth United States Cavalry and the Twenty-third and Twenty-seventh United States field batteries, under command, respectively, of Lieut.-Col. Alexander Rogers and Major Gayle. They are marching from Fort Ethan Allen, Burlington, Vt., to Manassas, Va., and will participate in the army manœuvres there in September. Camp will be broken to-morrow morning, when both commands will march to Schenectady.

Dewey at Brooklyn Navy Yard.
Admiral George Dewey, accompanied by his wife, made an unofficial visit to the Navy Yard in Brooklyn yesterday afternoon. The Admiral was taken to the yard on a Government tug and received a salute of seventeen guns on his arrival. The visitors took luncheon at the home of Rear Admiral Rodgers, the commandant of the yard. Subsequently, Admiral Dewey inspected the new battleship Connecticut, which is to be launched on Sept. 29.

Bank President Commits Suicide.
SIOUX FALLS, S. D., Aug. 18.—Joseph Lunn, president of the Farmers' Bank at Alexandria, committed suicide here yesterday with a shotgun. Worry over a judgment rendered against him in court involving the sale of his farm was the cause. He was 60 years old.

EXCURSIONS.

IRON STEAMBOAT CO. ALL THE POPULAR SALT WATER ROUTE TO CONEY ISLAND
They cannot burn! They cannot sink!
LANDING at the centre of the great new and stellar attractions.
Including Admission to STEEPLECHASE PARK } Round Trip Tickets 25c.
Including Admission to both LUNA PARK and STEEPLECHASE PARK } Round Trip Tickets 30c.
SPECIAL TO-DAY.
Leave 129th St., North River, 9:40, 10:40, 11:40 A. M., 12:40, 7:40 P. M.
Leave foot 22d St., North River, 9:00, 10:15, 11:15 A. M., 12:15, 1:15, 2:15, 3:15, 4:00, 5:00, 6:00, 7:15, 8:20, 9:00 P. M.
Leave Pier (New) No. 1 North River, Half hour later than foot 22d St.
Leave New Iron Pier, Coney Island, 10:40, 11:55 A. M., 12:55, 1:55, 2:55, 3:55, 4:55, 5:40,* 6:40, 7:40,* 8:55,* 10:00,* 10:40* P. M.
Returning from Coney Island trips marked * go to 129th St., N. R.
STEAMER TAURUS will make trips every day TO FISHING BANKS. Leave E. 31st St. 7:30 A. M.; Pier (New) No. 1 N. R., 8:20 A. M. Bait and tackle on board. Fare: Gentlemen, 75c.; Ladies, 50c.; Children, 25c.

"THE NEW YORK WORLD'S FAIR."
GLEN ISLAND
Special attractions this season: Japanese Village, Bazaar, Tea House, Theatre, Native Hawaiian Singers. Two grand concerts daily. Magnificent foliage. Rare plants and horticultural wonders. Grand Menagerie, Museum, Aviary, Aquarium. "Klein Deutschland." Boating, Bathing, Fishing, Billiards, outdoor sports, Glen Island Clam Bake, Dinners a la carte. TIME TABLE—Subject to Change.—Leave Cortlandt Street Pier, 9:00, 10:00, 11:00 A. M., 12:00 M., 1:30, 2:30, 3:45, 5:15 P. M.
Bridge Deck, Fulton Ferry, Brooklyn, 9:30, 10:20, 11:20 A. M., 12:20, 2:00, 2:50, 4:00 P. M.
East 23d Street, 9:20, 10:00, 10:48, 11:48 A. M., 12:45, 2:15, 2:45, 3:15, 4:30, 5:45 P. M.
Leave Glen Island, 11:00 A. M. for Cortlandt Street only; 11:45 A. M. for 23d Street and Brooklyn, 12:00 M., and 1:00 P. M. for Cortlandt Street only; 3:00, 5:00, 6:00, 7:00 and 8:00 P. M. for all landings. Extra boats on Sundays and Holidays.
EXCURSION 50 CENTS.
Including free admission to all attractions.

LEHIGH VALLEY RAILROAD
BELLEWOOD NEW MOUNTAIN EXCURSION RESORT. 75c. EVERY SUNDAY.
BAND—CONCERT—AMUSEMENTS
OLD FASHIONED COUNTRY DINNER, 50c.
Special train leaves W. 23d St. 8:45 A. M. Cortlandt and Desbrosses Sts. 9:00 A. M.; Fulton St., Brooklyn, 8:45 A. M.; Jersey City (Penna. Station), 8:50 A. M.; Newark, Market St., 9:05 A. M.
Fare from Brooklyn, 15c. additional.

MAUCH CHUNK, GLEN ONOKO. $1.50 AUG. 21.
Special train leaves W. 23d St. 8:25 A. M.; Cortlandt and Desbrosses Sts. 8:30 A. M.; Fulton St., Brooklyn, 8:15 A. M.; Jersey City (Penna. Station), 8:50 A. M.; Newark, Market St., 9:05 A. M.

Dreamland
ROUND TRIP BOATS 25 Cents TO CONEY ISLAND,
Including Admission to
DREAMLAND
Four largest steel steamers afloat, including the "Dreamland," "St. John's," "Grand Republic," and "Rosedale."
Leave W. 129th St. every hour, 9 A. M. to 8 P. M. Leave W. 22d St. hourly on the half hour, 9:30 A. M. to 8:30 P. M. Leave Battery landing (South Ferry) every hour, 10 A. M. to 9 P. M.
Last boat leaves Dreamland 11 P. M.
Round trip from W. 129th st., 30 cents.
Round trip from W. 22d St. and Battery, 25 cents.

$1.00 EXCURSIONS EVERY SUNDAY ERIE RAILROAD TO SHOHOLA GLEN.
In the Blue Mountains, one hundred and seven miles from New York, on the beautiful Delaware River.
Express trains leave W. 23d St. 8.55 and 9.25, Chambers St. 9.00 and 9.30; Jersey City 9.15 and 9.45 A. M. Returning, leave Shohola 4:30 and 5.15 P. M.
GREENWOOD LAKE GLENS
$1.00—or, with Dinner at Casino, $1.50.
Special express train leaves West 23d St. 9.40, Chambers St. 9.45, Jersey City 10.00 A. M. Returning, leave Glenwood 5:30 P. M.
Excursion 50c. Tickets.

MANHATTAN BEACH
Via L. I. R. R., Leave N. Y., foot of E. 34th st., 8:20, 6:50, 7:40, 9:20, 11:00 A. M., 12:10, and half hourly from 1:10 to 3:40, 4:20, 5:10, 5:50, 6:40, 7:10, 7:40, 8:10, 8:40, 9:30 and 10:50 P. M. Trains stop at Manhattan Crossing (E. N. Y.) about 25 min. after 34th st. time. Separate table Sunday.
Via B. R. T. ELEVATED TRAINS:
Leave Brooklyn side of Bridge 8:50, 9:15 A. M., and half hourly from 4:40 to 6:40 P. M. Leave N. Y. (Park Row) half hourly from 9:36 A. M. to 3:36 and 4:01 P. M. and 7:06 to 10:36 P. M. Separate table Saturday.
Via 39TH ST. (BROOKLYN) FERRY:
Leave Whitehall st. 7:00 A. M. and every 40 minutes to 9:40 P. M.

A Trip on The "Seeing New York" Steam Yacht.
ENCIRCLING MANHATTAN ISLAND
Leaves foot of West 23d St. (Albany Day Line Pier) at 10 A. M. and 2:30 P. M. Daily and Sunday. Round trip, $1.00. Expert lecturer points out a thousand points of interest en route.
Seeing New York Automobiles ONLY. Starting Point Fifth Ave. side Flatiron Building.

ATLANTIC CITY
Special Excursion Sunday Aug. 21
New Jersey Central. Special train leaves Liberty St. Station 8:00 A. M.; Jersey City Ferry 8:15 A. M. Arrive Atlantic City 11:00 A. M.
ROUND TRIP $2.50

New Jersey Central
Sandy Hook Route
From Pier 8, foot R'dtor St., N. R.
Boats leave at 9:00, 10:00, 11:00 A. M. and 1:00, 3:30, 4:45, 4:30, 5:30, 8:00 P. M. Sundays, 10:00 A. M., 12, 4:30, 8:00 P. M., for all
New Jersey Coast Resorts

Saturday Afternoons & Sunday Mornings
Up the Sound To Sea Cliff and Glenwood
Stops at Great Neck Saturdays. The well equipped Steamer "NANTASKET" will leave Pier 13, E. R. (near Wall st.), on Saturdays 4:15, 1:30 P. M.; 31st st., E. R., 1:45 P. M. Ret. arrive N. Y. 9:35 P. M. On Sundays leave Pier 13,