

HALTS BANK INVESTIGATION

POLITICAL REASONS GIVEN BY SUPERINTENDENT VAN TUYL

Nothing More Being Done After Election... The Union Bank investigation in Brooklyn was halted yesterday by Superintendent of Banks Van Tuyl...

The Union Bank investigation in Brooklyn was halted yesterday by Superintendent of Banks Van Tuyl, who sent the following letter to Deputy Superintendent Edward Lane Dodge:

I have learned from newspaper reports that Mr. Croysey, who has been assisting me in the investigation of the Union Bank of Brooklyn...

Mr. Goldstein himself has been re-nominated for the Assembly and of course is engaged in the conduct of his own campaign.

I do not deem it consistent with the dignity of this department or with a calm and judicial inquiry into the affairs of the institution that this investigation, which has thus far been conducted for the purpose of ascertaining the truth and promoting justice, should be made the football of parties or become a mere annex to a political campaign.

You will therefore announce at the close of the hearing today that further hearings are adjourned until Friday, November 10, 1911, at 10 o'clock in the forenoon.

When the letter was read the persons in the room, most of whom were Union Bank depositors, expressed their disappointment by hissing, jeering and angrily protesting.

Dr. J. E. Rohrer, chairman of the depositors' association, might be heard. Dr. Rohrer said:

I protest against this adjournment in the name of the depositors' association. It is in violation of all the promises that have been made to us and is a gross injustice.

Following the reading of the letter a rumor was circulated that Grand Jury proceedings also would be suspended, but District Attorney Clarke denied this.

He said that the September Grand Jury, having already indicted Sullivan, Southworth, Elliott, Grout and Ashley, will continue its investigation of the affairs of the Mechanics and Traders and the Union Banks.

The letter came as climax to a heated session of the probe in which Joseph Michaels was called a liar by James J. Levy and Michaels called Levy another liar.

The disagreement occurred in the course of a hearing about an unpaid note of the Etna Development Company for \$16,000.

Levy testified that Michaels called at the office of the Etna company and asked him to go around to the bank where the note was made out at James T. Ashley's desk.

"Michaels told me afterward," Levy said, "that he had bought some stock of the bank with it and intended to pay it. Afterward he told me that before he would pay it he would make a fight on it."

"Mr. Michaels has testified," Mr. Croysey suggested, "that the note was made without the authority of the Etna Development Company."

"Mr. Michaels lies and he knows that he lies," Mr. Croysey retorted hotly. Michaels testified that all the notes of the Etna company now held by the bank were signed with the full consent of the company's officers.

Michaels testified that the bank Croysey asked him about this. "Yes, I did," Levy replied. "Michaels said there were a hundred shares of stock in my name, and he asked me to start a suit. This suit was used to force a settlement which he afterward got from Sullivan. After a while he told me that he had got a settlement and intended to stop the suit. So we walked to Paul Grout and Michaels told him that the suit was discontinued."

The Etna Development Company does not own the land on which the building stands. He based this assertion on the ground that the company didn't get any money on the many notes its officers had signed. Levy said that Michaels had told him he had bought 100 shares of bank stock with the \$16,000 he got on the note then being discussed.

Mr. Croysey asked the witness if he knew anything else about Union Bank transactions. "At the time of the picnic in 1907," Levy replied, "Michaels sent his chauffeur after me and in the office of the Union Bank he told me that there was a note in the name of Miss Bunker that was made out by the Etna Development Company and Mr. Michaels tore up that note and asked me to make out a note for a very large amount. I imagine it was a thing like \$25,000. This was on a Sunday night. There was a directors' meeting in the room and after I signed he told me to wait until after the meeting was over. This was shortly before the bank closed the first time."

Levy said that his own name had been on the note that was destroyed and characterized it as a forgery. He hadn't signed it, but he had signed it very carefully and didn't know whether it was for the same amount as the new one, but was confident that he had received no money for his part in these transactions.

"Why did you sign these notes?" Croysey inquired. "I was secretary of the company," Joseph Michaels was my uncle. I didn't know he would ask me to do anything wrong."

"Did you ever ask Michaels how that note with your forged signature came to be in his hands?" "I had some talk with him about it, but I don't remember his answer beyond the fact that it was some stock transaction that Michaels and Buttling had had with the bank."

"Didn't you try to find out who had forged your name?" "I asked Michaels and he said that Sullivan and Miss Bunker had written similar handwriting and it was possible that it was one of those two."

Michaels was then called to the stand and asked what he had to say to the statements made by the witness. "It is an absolute lie," he replied. "Mr. Levy came to me and said that after the bank closed Mr. Grout had sent around a note for \$16,000 of the Etna Development Company. He goes down to the bank and when he gets there the collateral is gone. The 100 shares of stock which I had signed to him, the security isn't there, and he brings suit against the bank for the money."

"I don't know," he said, "but I would like to see that note. Why should I have destroyed it?" "Since you ask me I will tell you," Croysey replied. "If there was a forged note there some one in the bank might want it destroyed."

The president of the old Mechanics and Traders Bank was offered to Bank Examiner Hutchins, as already testified to by the latter, because Sullivan was in bad odor, the witness said. This loss of prestige was attributed to the character of certain loans from the Hamilton Bank, to the president's famous note for \$150,000, and to the loss of certain collateral in connection with the note.

He got it from Phillips and Sanders, he testified, and I understand that they got it from Sullivan. Michaels said that he and Buttling (the late William J. Buttling) told Sullivan that he ought to get out, and that Sullivan agreed to do so. Sullivan suggested Hutchins, Michaels said, Hutchins told him, he says, that he would be only too glad to take the presidency at a much higher salary than Sullivan was getting, but asked to see the collateral which would be assigned to the Clearing House commission.

Michaels was a director in the bank and was asked about examining the collateral made up at that time. He had just signed the reports, he said. "Everybody did. I couldn't understand it if I did not."

Following Michaels' testimony former Assemblyman Charles Harwood demanded the privilege of making a statement, and on receiving permission incorporated everything that he had to say in a communication with the \$16,000 note of the Etna company. Levy was Michaels' dummy, he said, and was ordered to discontinue his suit after Michaels had settled with Sullivan. He said that he had intended to let either him or Levy see the books.

THE BUSINESS OUTLOOK. An Expansion of General Trade and Some of the Causes of It. Dun's speaks of the current expansion in general trade.

Measured by every important test the volume of business is larger than at the corresponding period last year, and it is actually expanding, the report from the leading trade centers during the first week being especially cheerful.

There is apparently no decisive change in basic conditions, and the increased activity recently shown is due to the fact that shrewdly anticipatory of a growing population, even on a more economical basis, are pressing for supply. Thus, with little or no speculative anticipation of the future, a volume of business is being transacted which, although below productive capacity, is nevertheless large.

BIG NAVAL SHOW AT NEW YORK

102 WAR VESSELS TO BE MOBILIZED HERE ON NOV. 1.

The Fleet Will Consist of 24 Battleships, 4 Cruisers, 23 Destroyers, 16 Torpedo Boats, 8 Submarines, 4 Gunboats and 24 Auxiliaries—Taff Will Review It.

WASHINGTON, Oct. 13.—The naval mobilization at New York on November 1, which will probably be reviewed by President Taft and Secretary of the Navy Meyer, will include 102 vessels of all descriptions, representing a total displacement of 377,500 tons.

Rear Admiral Richard Wright, aid for operations, to-day completed preparations for the largest aggregation of war vessels ever gathered together in American waters.

The fleet will be in command of Rear Admiral Hugo Osterhaus and will consist of twenty-four battleships, four cruisers, twenty-two destroyers, sixteen torpedo boats, eight submarines, four gunboats and twenty-four tenders, colliers, tugs and other auxiliaries. At Los Angeles, on the Pacific coast, a mobilization of much larger dimensions will be held at the same time. The Pacific fleet will have twenty-four vessels of all classes having a total displacement of 116,245 tons.

Here is a list of the naval vessels to take part in the mobilization at New York: Battleships—Connecticut, Florida, Utah, Delaware, North Dakota, Michigan, Louisiana, South Carolina, Vermont, New Hampshire, Minnesota, Mississippi, Idaho, Missouri, Ohio, Georgia, Nebraska, New Jersey, Virginia, Maine, Iowa, Indiana and Massachusetts.

Cruisers—Washington, North Carolina, Salem and the Maine. Destroyers—Roid, Flusser, Lamson, Prentiss, Smith, Drayton, Paulding, Roe, McCull, Terry, Perkins, Mayrant, Sterett, Waite, Warrington, Patterson, Monaghan, Arden, Burrows, Tripp, Macdonough and Wilkes.

Torpedo Boats—Porter, Blakely, Dupont, Barney, Bidole, Craven, Dahlgren, De Long, Shubrick, Stockton, Timmer, Wilkes, Bagley, Bailey, Stringham and Morris. Submarines—Grayling, Minota, Narwhal, Salmon, Snapper, Stingray, Tarpon and Octopus.

Gunboats—Nashville, Dolphin, Marietta and Petrel. Auxiliaries—Dixie, Castine, Severn, Prairie, San Francisco, Lebanon, Dunbar, Mayflower, Kansas, Cayuga, Solon, Neptune, Cyclops, Hector, Mars, Vulcan, Ajax, Brutus, Sterling, Arctus, Patuxent, Patapsco and Potomac.

Secretary Meyer has invited President Taft to terminate his present Western trip in New York instead of in Washington on November 1 next, in order to review the fleet. Mr. Meyer has not yet received an answer from Mr. Taft, but he feels certain that the President will accept and review the fleet from the deck of the naval yacht Mayflower.

There will be only one change in command of a battleship before the mobilization. Capt. Nathaniel R. Usher, who for the last two years has been commanding officer of the Michigan, has been detached and ordered to Washington for examination for promotion to the grade of Rear Admiral. Capt. E. E. Capahan, formerly assistant chief of the bureau of ordnance of the Navy Department, will take command of the Michigan. All the other battleships will remain under their present commanding officers.

The mobilization will be about twice as imposing, both in number and in fighting equipment, as the gathering of war vessels at Oyster Bay on Labor Day, 1903, when forty-three fighting ships in command of Rear Admiral Robley D. Evans, retired, were assembled.

Here is a list of the vessels which will take part in the mobilization at the port near Los Angeles: Battleship—Oregon. Cruisers—California, South Dakota, Maryland, West Virginia, Colorado, Cincinnati and Raleigh. Destroyers—Whipple, Hopkins, Hull, Truxtun, Paul Jones, Preble, Stewart and Lawrence. Torpedo Boats—Arcturion and Rowan. Submarines—Grampus and Pike. Auxiliaries—Fortune, Buffalo, Glacier and Prometheus.

In both cases the mobilization will continue for only two days. On the Atlantic coast the gathering of war vessels will be held at Oyster Bay, where they will remain until the latter part of the month. Orders will be sent out directing them to proceed to New York. The vessels will arrive on October 29. The formal review will take place on November 1, and on the following day the ships will disperse and resume their former duties.

PRESIDENT TAFT OPPOSES IT. The Hay Bill Increasing the Term of Enlistment in the Army to Five Years.

WASHINGTON, Oct. 13.—President Taft is opposed to the plan or Representative Hay of Virginia, chairman of the House Committee on Military Affairs, for increasing the term of enlistment in the army from three to five years. A bill for this purpose which was introduced at the last session of Congress caused a sharp difference of opinion among army officers on duty in the War Department to whom it was referred for comment.

Major-General Leonard Wood, chief of staff, opposed the measure, while Major-General F. C. Ainsworth, Adjutant-General, favored it.

In a letter received here to-day from Charles D. Hilles, secretary to the President, Mr. Hilles said that as the Hay bill will result in a reduction of the total pay received by the enlisted men of the army, the President is opposed to the measure on the ground that "there is serious objection to scaling down the pay of the professional soldier." The Hay bill, in the opinion of Mr. Hilles, would impair the efficiency of the army if it should be adopted unmodified.

Movements of Naval Vessels. WASHINGTON, Oct. 13.—Arrived: The collier Justin at Corinto, the battleships Connecticut and Michigan at Hampton Roads, the collier Neptune at Newport, the gunboat Raleigh at Mare Island, the gunboat Albany at Manila and the gunboat Helena at Hankow.

Sailed: The battleship New Jersey from Hampton Roads for southern drill grounds, the cruiser Prairie from Charleston for Hampton Roads, the collier Brutus from Norfolk for Philadelphia, and the tug Standish from Norfolk for Annapolis.

New Honduras Minister Coming. WASHINGTON, Oct. 13.—Dr. Fausto Dávila, Minister of Foreign Affairs of Honduras, has been appointed Minister to the United States, succeeding Dr. Alberto Meyreño, who has been President since May 31 last. Dr. Davila left Tegucigalpa several days ago for Washington.

Army and Navy Orders. WASHINGTON, Oct. 13.—This army order was issued to-day: Capt. Lambert W. Jordan, Jr., First Infantry, detailed to fill vacancy in subsistence department.

These navy orders were issued: Lieutenant-Commander L. Shane, to New London ship and engine company, Groton, Conn. as instructor of machinery.

Lieut. R. L. Irvine, to bureau of steam engineering, Washington.

Chief Quartermaster A. Asserson, to naval hospital, Boston, Mass.

Assistant Surgeon J. H. Holloway, to naval hospital, Las Animas, Col. for treatment.

BATHUB TRUST LOSSES.

U. S. Court Decides That Sherman Law Has Been Violated.

BALTIMORE, Md., Oct. 13.—Following the lead of the Supreme Court of the United States in its decisions against several of the largest trusts in the country, the United States Circuit Court for the District of Maryland to-day handed down an opinion declaring the so-called bathtub trust a violation of the Sherman anti-trust law.

The court will in a few days sign an injunction restraining this combine from further continuance of its business under its present incorporation and ordering its dissolution.

The decision was rendered by Judge John C. Rose of the United States District Court and concurred in by Judge Pritchard, Judge Goff, the third member of the tribunal rendering the decision. Dissented and rendered a minority opinion, Judge Charles H. Williams, United States District Attorney for the District of Maryland, and Edwin P. Grosvenor, special assistant to Attorney-General Wickersham, concurred in the present opinion and notified them would discuss the decision rendered in their favor they both declared the Government had won one of the most important legal battles in which it was ever engaged.

The proceedings were instituted by Judge Major Hill, acting under the direction of the Attorney-General, in August of last year, and directed against sixteen corporate defendants, including A. W. Weiskopf & Co. of this city. The argument took place in Richmond, Va., in June last and lasted for several days.

The proceedings were opened by the Government and Major Hill closed it.

RESOURCES \$23,631,300.000. Condition of 24,371 Banks That Reported to the Comptroller of the Currency.

WASHINGTON, Oct. 13.—The Comptroller of the Currency has issued a statement showing the condition of all reporting banks, State and national, in operation in the country on June 7, 1911. Reports from practically every incorporated bank in the United States and from a large percentage of private banking concerns are included in this statement. The banks furnishing reports number 24,371, being 1,276 more than reported in 1910 and 1,880 more than in 1909.

The banks reporting as of June 7, 1911, include 7,277 national, 12,843 State, 1,884 mutual and stock savings, 1,116 private corporations in bonds, etc., \$5,052,950,000 cash on hand, \$1,522,700,000 capital, \$1,952,400,000 surplus and profits, \$2,065,600,000 individual deposits, \$15,967,000,000. Compared with the figures of 1910 aggregated resources show a gain of \$1,181,200,000; loans and discounts, \$255,500,000; bonds, \$328,500,000; cash in banks, \$128,500,000; capital, \$22,400,000; surplus and profit, \$113,000,000; and individual deposits, \$623,600,000.

Columbian-Hamp on Receiver in Charge. A Gordon Murray, receiver for the Columbian-Hamp Publishing Company of 60 West Thirty-fifth street, publisher of the "Columbian," has filed in the United States court, which has qualified by filing his bond of \$40,000 and has taken possession of the assets. He said yesterday afternoon that he had made arrangements to buy the assets of the company, including the magazine and that he thought he may not have to issue any receiver's certificates to raise money to carry on the business.

Ironworkers Quitting the Strike. The general lockout of the structural iron workers on sixty-five buildings ordered by the executive committee of the Allied Iron Trades to go into effect yesterday afternoon was postponed because a number of ornamental ironworkers took part in the strike. About 1,500 structural ironworkers of one-half the force employed on sixty-five buildings were laid off last week.

SEVEN BUILDINGS WERE NOT MENTIONED BY THAT TIME. MARINE INTELLIGENCE. MINUTE ALMANAC FOR THE DAY. Sun rises 6:55. Sets 5:29. Moon rises 10:28. Sandy 14. 117. Sea level 1.29. Height tides 1.52.

ARRIVED FRIDAY, October 13. S. S. Adriatic, at New York, 10:30 A. M. S. S. Annapolis, at New York, 10:30 A. M. S. S. Belgrade, at New York, 10:30 A. M. S. S. Bismarck, at New York, 10:30 A. M. S. S. Calcutta, at New York, 10:30 A. M. S. S. Columbia, at New York, 10:30 A. M. S. S. Constantinople, at New York, 10:30 A. M. S. S. Cypria, at New York, 10:30 A. M. S. S. Dalmatian, at New York, 10:30 A. M. S. S. Danubius, at New York, 10:30 A. M. S. S. Delaware, at New York, 10:30 A. M. S. S. Des Moines, at New York, 10:30 A. M. S. S. Florida, at New York, 10:30 A. M. S. S. Georgia, at New York, 10:30 A. M. S. S. Greece, at New York, 10:30 A. M. S. S. Havana, at New York, 10:30 A. M. S. S. India, at New York, 10:30 A. M. S. S. Iowa, at New York, 10:30 A. M. S. S. Japan, at New York, 10:30 A. M. S. S. Korea, at New York, 10:30 A. M. S. S. Louisiana, at New York, 10:30 A. M. S. S. Maine, at New York, 10:30 A. M. S. S. Maryland, at New York, 10:30 A. M. S. S. Massachusetts, at New York, 10:30 A. M. S. S. Michigan, at New York, 10:30 A. M. S. S. Minnesota, at New York, 10:30 A. M. S. S. Mississippi, at New York, 10:30 A. M. S. S. Missouri, at New York, 10:30 A. M. S. S. Nebraska, at New York, 10:30 A. M. S. S. Nevada, at New York, 10:30 A. M. S. S. New Hampshire, at New York, 10:30 A. M. S. S. New Jersey, at New York, 10:30 A. M. S. S. New York, at New York, 10:30 A. M. S. S. North Carolina, at New York, 10:30 A. M. S. S. North Dakota, at New York, 10:30 A. M. S. S. Ohio, at New York, 10:30 A. M. S. S. Oklahoma, at New York, 10:30 A. M. S. S. Oregon, at New York, 10:30 A. M. S. S. Pennsylvania, at New York, 10:30 A. M. S. S. Rhode Island, at New York, 10:30 A. M. S. S. South Carolina, at New York, 10:30 A. M. S. S. South Dakota, at New York, 10:30 A. M. S. S. Tennessee, at New York, 10:30 A. M. S. S. Texas, at New York, 10:30 A. M. S. S. Utah, at New York, 10:30 A. M. S. S. Vermont, at New York, 10:30 A. M. S. S. Virginia, at New York, 10:30 A. M. S. S. Washington, at New York, 10:30 A. M. S. S. West Virginia, at New York, 10:30 A. M. S. S. Wisconsin, at New York, 10:30 A. M. S. S. Wyoming, at New York, 10:30 A. M.

ARRIVED SATURDAY, October 14. S. S. Adriatic, at New York, 10:30 A. M. S. S. Annapolis, at New York, 10:30 A. M. S. S. Belgrade, at New York, 10:30 A. M. S. S. Bismarck, at New York, 10:30 A. M. S. S. Calcutta, at New York, 10:30 A. M. S. S. Columbia, at New York, 10:30 A. M. S. S. Constantinople, at New York, 10:30 A. M. S. S. Cypria, at New York, 10:30 A. M. S. S. Dalmatian, at New York, 10:30 A. M. S. S. Danubius, at New York, 10:30 A. M. S. S. Delaware, at New York, 10:30 A. M. S. S. Des Moines, at New York, 10:30 A. M. S. S. Florida, at New York, 10:30 A. M. S. S. Georgia, at New York, 10:30 A. M. S. S. Greece, at New York, 10:30 A. M. S. S. Havana, at New York, 10:30 A. M. S. S. India, at New York, 10:30 A. M. S. S. Iowa, at New York, 10:30 A. M. S. S. Japan, at New York, 10:30 A. M. S. S. Korea, at New York, 10:30 A. M. S. S. Louisiana, at New York, 10:30 A. M. S. S. Maine, at New York, 10:30 A. M. S. S. Maryland, at New York, 10:30 A. M. S. S. Massachusetts, at New York, 10:30 A. M. S. S. Michigan, at New York, 10:30 A. M. S. S. Minnesota, at New York, 10:30 A. M. S. S. Mississippi, at New York, 10:30 A. M. S. S. Missouri, at New York, 10:30 A. M. S. S. Nebraska, at New York, 10:30 A. M. S. S. Nevada, at New York, 10:30 A. M. S. S. New Hampshire, at New York, 10:30 A. M. S. S. New Jersey, at New York, 10:30 A. M. S. S. New York, at New York, 10:30 A. M. S. S. North Carolina, at New York, 10:30 A. M. S. S. North Dakota, at New York, 10:30 A. M. S. S. Ohio, at New York, 10:30 A. M. S. S. Oklahoma, at New York, 10:30 A. M. S. S. Oregon, at New York, 10:30 A. M. S. S. Pennsylvania, at New York, 10:30 A. M. S. S. Rhode Island, at New York, 10:30 A. M. S. S. South Carolina, at New York, 10:30 A. M. S. S. South Dakota, at New York, 10:30 A. M. S. S. Tennessee, at New York, 10:30 A. M. S. S. Texas, at New York, 10:30 A. M. S. S. Utah, at New York, 10:30 A. M. S. S. Vermont, at New York, 10:30 A. M. S. S. Virginia, at New York, 10:30 A. M. S. S. Washington, at New York, 10:30 A. M. S. S. West Virginia, at New York, 10:30 A. M. S. S. Wisconsin, at New York, 10:30 A. M. S. S. Wyoming, at New York, 10:30 A. M.

ARRIVED SUNDAY, October 15. S. S. Adriatic, at New York, 10:30 A. M. S. S. Annapolis, at New York, 10:30 A. M. S. S. Belgrade, at New York, 10:30 A. M. S. S. Bismarck, at New York, 10:30 A. M. S. S. Calcutta, at New York, 10:30 A. M. S. S. Columbia, at New York, 10:30 A. M. S. S. Constantinople, at New York, 10:30 A. M. S. S. Cypria, at New York, 10:30 A. M. S. S. Dalmatian, at New York, 10:30 A. M. S. S. Danubius, at New York, 10:30 A. M. S. S. Delaware, at New York, 10:30 A. M. S. S. Des Moines, at New York, 10:30 A. M. S. S. Florida, at New York, 10:30 A. M. S. S. Georgia, at New York, 10:30 A. M. S. S. Greece, at New York, 10:30 A. M. S. S. Havana, at New York, 10:30 A. M. S. S. India, at New York, 10:30 A. M. S. S. Iowa, at New York, 10:30 A. M. S. S. Japan, at New York, 10:30 A. M. S. S. Korea, at New York, 10:30 A. M. S. S. Louisiana, at New York, 10:30 A. M. S. S. Maine, at New York, 10:30 A. M. S. S. Maryland, at New York, 10:30 A. M. S. S. Massachusetts, at New York, 10:30 A. M. S. S. Michigan, at New York, 10:30 A. M. S. S. Minnesota, at New York, 10:30 A. M. S. S. Mississippi, at New York, 10:30 A. M. S. S. Missouri, at New York, 10:30 A. M. S. S. Nebraska, at New York, 10:30 A. M. S. S. Nevada, at New York, 10:30 A. M. S. S. New Hampshire, at New York, 10:30 A. M. S. S. New Jersey, at New York, 10:30 A. M. S. S. New York, at New York, 10:30 A. M. S. S. North Carolina, at New York, 10:30 A. M. S. S. North Dakota, at New York, 10:30 A. M. S. S. Ohio, at New York, 10:30 A. M. S. S. Oklahoma, at New York, 10:30 A. M. S. S. Oregon, at New York, 10:30 A. M. S. S. Pennsylvania, at New York, 10:30 A. M. S. S. Rhode Island, at New York, 10:30 A. M. S. S. South Carolina, at New York, 10:30 A. M. S. S. South Dakota, at New York, 10:30 A. M. S. S. Tennessee, at New York, 10:30 A. M. S. S. Texas, at New York, 10:30 A. M. S. S. Utah, at New York, 10:30 A. M. S. S. Vermont, at New York, 10:30 A. M. S. S. Virginia, at New York, 10:30 A. M. S. S. Washington, at New York, 10:30 A. M. S. S. West Virginia, at New York, 10:30 A. M. S. S. Wisconsin, at New York, 10:30 A. M. S. S. Wyoming, at New York, 10:30 A. M.

ARRIVED MONDAY, October 16. S. S. Adriatic, at New York, 10:30 A. M. S. S. Annapolis, at New York, 10:30 A. M. S. S. Belgrade, at New York, 10:30 A. M. S. S. Bismarck, at New York, 10:30 A. M. S. S. Calcutta, at New York, 10:30 A. M. S. S. Columbia, at New York, 10:30 A. M. S. S. Constantinople, at New York, 10:30 A. M. S. S. Cypria, at New York, 10:30 A. M. S. S. Dalmatian, at New York, 10:30 A. M. S. S. Danubius, at New York, 10:30 A. M. S. S. Delaware, at New York, 10:30 A. M. S. S. Des Moines, at New York, 10:30 A. M. S. S. Florida, at New York, 10:30 A. M. S. S. Georgia, at New York, 10:30 A. M. S. S. Greece, at New York, 10:30 A. M. S. S. Havana, at New York, 10:30 A. M. S. S. India, at New York, 10:30 A. M. S. S. Iowa, at New York, 10:30 A. M. S. S. Japan, at New York, 10:30 A. M. S. S. Korea, at New York, 10:30 A. M. S. S. Louisiana, at New York, 10:30 A. M. S. S. Maine, at New York, 10:30 A. M. S. S. Maryland, at New York, 10:30 A. M. S. S. Massachusetts, at New York, 10:30 A. M. S. S. Michigan, at New York, 10:30 A. M. S. S. Minnesota, at New York, 10:30 A. M. S. S. Mississippi, at New York, 10:30 A. M. S. S. Missouri, at New York, 10:30 A. M. S. S. Nebraska, at New York, 10:30 A. M. S. S. Nevada, at New York, 10:30 A. M. S. S. New Hampshire, at New York, 10:30 A. M. S. S. New Jersey, at New York, 10:30 A. M. S. S. New York, at New York, 10:30 A. M. S. S. North Carolina, at New York, 10:30 A. M. S. S. North Dakota, at New York, 10:30 A. M. S. S. Ohio, at New York, 10:30 A. M. S. S. Oklahoma, at New York, 10:30 A. M. S. S. Oregon, at New York, 10:30 A. M. S. S. Pennsylvania, at New York, 10:30 A. M. S. S. Rhode Island, at New York, 10:30 A. M. S. S. South Carolina, at New York, 10:30 A. M. S. S. South Dakota, at New York, 10:30 A. M. S. S. Tennessee, at New York, 10:30 A. M. S. S. Texas, at New York, 10:30 A. M. S. S. Utah, at New York, 10:30 A. M. S. S. Vermont, at New York, 10:30 A. M. S. S. Virginia, at New York, 10:30 A. M. S. S. Washington, at New York, 10:30 A. M. S. S. West Virginia, at New York, 10:30 A. M. S. S. Wisconsin, at New York, 10:30 A. M. S. S. Wyoming, at New York, 10:30 A. M.

ARRIVED TUESDAY, October 17. S. S. Adriatic, at New York, 10:30 A. M. S. S. Annapolis, at New York, 10:30 A. M. S. S. Belgrade, at New York, 10:30 A. M. S. S. Bismarck, at New York, 10:30 A. M. S. S. Calcutta, at New York, 10:30 A. M. S. S. Columbia, at New York, 10:30 A. M. S. S. Constantinople, at New York, 10:30 A. M. S. S. Cypria, at New York, 10:30 A. M. S. S. Dalmatian, at New York, 10:30 A. M. S. S. Danubius, at New York, 10:30 A. M. S. S. Delaware, at New York, 10:30 A. M. S. S. Des Moines, at New York, 10:30 A. M. S. S. Florida, at New York, 10:30 A. M. S. S. Georgia, at New York, 10:30 A. M. S. S. Greece, at New York, 10:30 A. M. S. S. Havana, at New York, 10:30 A. M. S. S. India, at New York, 10:30 A. M. S. S. Iowa, at New York, 10:30 A. M. S. S. Japan, at New York, 10:30 A. M. S. S. Korea, at New York, 10:30 A. M. S. S. Louisiana, at New York, 10:30 A. M. S. S. Maine, at New York, 10:30 A. M. S. S. Maryland, at New York, 10:30 A. M. S. S. Massachusetts, at New York, 10:30 A. M. S. S. Michigan, at New York, 10:30 A. M. S. S. Minnesota, at New York, 10:30 A. M. S. S. Mississippi, at New York, 10:30 A. M. S. S. Missouri, at New York, 10:30 A. M. S. S. Nebraska, at New York, 10:30 A. M. S. S. Nevada, at New York, 10:30 A. M. S. S. New Hampshire, at New York, 10:30 A. M. S. S. New Jersey, at New York, 10:30 A. M. S. S. New York, at New York, 10:30 A. M. S. S. North Carolina, at New York, 10:30 A. M. S. S. North Dakota, at New York, 10:30 A. M. S. S. Ohio, at New York, 10:30 A. M. S. S. Oklahoma, at New York, 10:30 A. M. S. S. Oregon, at New York, 10:30 A. M. S. S. Pennsylvania, at New York, 10:30 A. M. S. S. Rhode Island, at New York, 10:30 A. M. S. S. South Carolina, at New York, 10:30 A. M. S. S. South Dakota, at New York, 10:30 A. M. S. S. Tennessee, at New York, 10:30 A. M. S. S. Texas, at New York, 10:30 A. M. S. S. Utah, at New York, 10:30 A. M. S. S. Vermont, at New York, 10:30 A. M. S. S. Virginia, at New York, 10:30 A. M. S. S. Washington, at New York, 10:30 A. M. S. S. West Virginia, at New York, 10:30 A. M. S. S. Wisconsin, at New York, 10:30 A. M. S. S. Wyoming, at New York, 10:30 A. M.