BIG ORGANIZATION'S REGATTA THURSDAY

New York Yacht Club Annual Races Off Glen Cove Have Three Feature Classes.

DOZEN FORTIES ENTERED

The sixty-ninth annual regatta of the New York Yacht Club will be sailed next Thursday on Long Island Sound, starting from a line off Glen Cove. The warning will be made at 1 o'clock and the courses over which the yachts are to sail will be signalled before the warning. This promises to be the best regatta this club has held in many years—through the popularity of the 50, 40 and 30 foot classes, which will be well represented. There will be five 50 footers, twelve 40 footers and eight or nine 30 footers. In addition to these classes there will be several yachts in the regular classes, one of the most important of which will be the P class for 21 raters. In this Addison G. Hanan's new Nahma, J. W. Alker's Aleda and C. D. Mallory's Joyant will be starters.

In addition to the usual class prizes the yachts will race for the New York Yacht Club course cups, which were first put into competition in 1871 by then Commodore James Gordon Bennet. There are two of these trophies, one for schooners and one for sloops and yawls. The yachts race on the actual ratings. The winner of each division receives a medal commemorative of the race and the name of the winning yacht is engraved on the cup, which is in the perpetual possession of the New York Yacht Club.

Steamer Excursion Given Up.

Years ago this club used to charter an excursion steamer to follow the yachts when they raced over the Lower Bay courses. Members of the club and their friends used to fill the steamers. This excursion was given up when the club went to the Sound to race, and now instead there will be a large fleet of steamers, auxiliaries and power yachts on which the owners will entertain large parties of guests.

The Larchmont Yacht Club will open its season with a spring regatta next Saturday. As this is an open event there will be about seventy-five yachts at the starting line. The usual club courses will be sailed over. Those selected will be signalled before the preparatory signal is made. The regatta will be for all classes, regular, special, handicap and one design.

On the Lower Bay the New York Canoe Club will hold a regatta for the usual classes and the start will be made at 3 o'clock.

Other races will be sailed at the Seawanhaka Corinthian, Stamford and Bayside Yacht clubs. These are closed events and are only for yachts enrolled in those clubs.

The flag officers of the clubs interested in the Inter Club cruise were entertained at luncheon last Tuesday by Commodore Howard C. Smith of the Seawanhaka Corinthian Yacht Club at the Down Town Association and the final details of the cruise were then agreed on.

The fleet is to rendezvous in Seawanhaka Harbor, Oyster Bay, at the close of the annual regatta of the Seawanhaka Corinthian Yacht Club on the afternoon of June 24. On Sunday morning at 8 o'clock the yachts in the harbor will dress ship and at 11 o'clock divine service will be held on board Robert E. Tod's schooner Kateura. While at Oyster Bay the yachtsmen will be entertained by the Seawanhaka club.

Commodore Smith will be in command of the fleet until it moves to the Indian Harbor Yacht Club on Monday, June 26. On arrival at Greenwich the command will be turned over to Commodore William H. Childs, who will remain in command until the squadron reaches the next port. In like manner each day the command of the joint fleet will be turned over to the commanding officer of the home club at which the fleet anchors.

While no announcement was made, it is understood that each club visited is planning to entertain the cruising yachtsmen. The cruise will disband at colors on Saturday, July 1, at the anchorage of the Manhasset Bay Yacht Club. The cruise is not only for yachts enrolled in the clubs that are arranging the week, but for all yachtsmen who race on Long Island Sound.

Those at the luncheon were Commodore Howard C. Smith, Seawanhaka-Corinthian Yacht Club; Fleet Capt. Henry R. Hayes, Vice-Commodore George Nichols, Capt. Horace E. Boucher, former Commodore Daniel Bacon, Capt. Clinton B. Mackenzie, all of the Seawanhaka club; Commodore F. L. Upjohn and Fleet Capt. George Taylor, Huntington Yacht Club; Commodore A. L. Riker and former Commodore Wilson Marshall, Black Rock Yacht Club; Commodore Edward Y. Weber and Fleet Capt. Richmond Weed, Stamford Yacht Club; Commodore Frederick W. White and Fleet Capt. Fritz Williams, Manhasset Bay Yacht Club, and Fleet Capt. Frank Bowne Jones, Indian Harbor Yacht Club.

JUBILEE, BUILT FOR CUP DEFENCE, TO BE A TRADER.

After standing on the ways for twenty years the Jubilee, built as a cup defender in 1893, is to be transformed into a yawl and will be used in trade between Boston and New York. The Jubilee was built by Lawley for Gen. Charles J. Paine. She was designed by John B. Paine and was a combination of a fin keel and a centreboard vessel. The hull was almost like that of a canoe, at the bottom of which were suspended forty tons of lead at the end of a steel fin, and the centreboard dropped through the lead. She also had a small centreboard in the forefoot.

She raced against the Vigilant, Colonial and Pilgrim. The two former were built by Herreshoff, and the Pilgrim was designed by George Stewart and was an out and out fin keel yacht. These four furnished many exciting races during the season, and at the end the Vigilant was selected as the defender to sail against Lord Dunraven's Valkyrie II.

The Jubilee was in commission again in 1895, when she sailed against the Defender, but although some changes had been made in the yacht and she was then more substantially rigged her speed had not been increased very much. After that Gen. Paine had the yacht hauled out at the Burgess yard at Marblehead and she has stood there ever since, receiving a coat of paint now and then to keep her from corroding. The hull is 123 feet over all, 90 feet on the water line, 22 feet 8 inches beam and 13 feet 8 inches draught. She has been sold to Capt. Edward L. Joyce.

AMORILLA BEING GOT READY IN GREAT HASTE

Demarest Lloyd Wants His New Schooner to Race in Larchmont Event.

The Amorilla, a new schooner built by Lawley for Demarest Lloyd, is being finished as rapidly as possible to enable her to take part in the races on the Sound during Larchmont race week. The yacht is almost ready for launching and Mr. Lloyd had hoped to take part in the race of the Eastern Yacht Club, from New London to Marblehead on July 11 and in the annual cruise of that club to the eastward, which begins on July 5. It is doubtful if the yacht will be finished in time for these events and so Mr. Lloyd has decided to come around the Cape to Larchmont.

The Amorilla was built from designs by John G. Alden. Her general dimensions are 83 feet over all, 56 feet on the waterline, 16 feet beam and 10 feet 3 inches draught. The yacht has been designed for cruising as well as racing, and the interior accommodations include a large owner's stateroom, a cabin, galley and roomy forecastle. The yacht will be tuned up off Marblehead, as Mr. Demarest is anxious to make the best possible showing on the Sound.

Mr. Lloyd owns the schooner Princess and is a member of the New York Yacht Club. The Amorilla will race during the annual cruise of that club. Some years ago Mr. Lloyd, with some Harvard men, took the auxiliary Seneca on a treasure hunting expedition to the South Seas.

YACHT MARKET NOW SHOWING ACTIVITY

High Prices Being Paid for Sales and Charters of Vessels.

The yacht market is very active. High prices are being paid for sales and charters. Among transfers recently made through Stanley M. Seaman are:

The steam yacht Christina chartered for Frederick C. Fletcher to John L. Severance for the entire season.

The 106 foot gasolene yacht Ruffhouse chartered for Capt. E. C. Allen to Roy A Rainey of the New York Yacht Club.

The 45 foot Lawley schooner Seafarer sold for L. H. Spaulding, Lowell, Mass., to James H. Rich of New York.

The 54 foot gasolene cruiser Queen Mab sold for Irving E. Raymond, New York Yacht Club, to Col. Maurey Nichols, Norfolk, Va.

The 72 foot auxiliary yawl Eugenie sold for J. E. Stevens of Malden, Mass., to L. H. Joy, Teton, Wyo.

The 40 foot gasolene launch Canadice sold for Commodore James L. Given, New Rochelle, N. Y., to John F. Thibaut, Sea Cliff, L. I.

The 40 foot Elco cruiser Virginia sold for E. Ward Sterns to J. G. Hemmerich, New York.

The steam yacht Pennsylvania sold for trustees of the University of Pennsylvania to R. de Graff. This yacht has gone to Peru, via Panama Canal.

The 70 foot gasolene cruiser Etheles sold for C. G. King of Providence, R. I., to Alexander Carr, New York city.

The Stamford one design schooner Hopewell sold for Dr. James Bishop, New York Yacht Club, to John W. Duncanson, Mapleville, R. I.

The 54 foot Express Elco cruiser Sayonara sold for Thomas A. Howell, New York Yacht Club, to S. Norvell, New York city.

The 39 foot gasolene cruiser Zenda sold for L. P. Bradley to George A. Oppenheimer, New Rochelle, N. Y. Mr. Bradley has just purchased the 41 foot raised deck cruiser Comrade from G. K. Benson, Larchmont Yacht Club.

The auxiliary yawl Helene III. sold to William Faversham, New York.

The 40 foot houseboat Tortoise sold for A. P. Plumb to Alexander Hutchinson, New York.

The 40 foot cruiser Muskeget sold for C. Andrade, Jr., to Thomas A. Cook, Jr., New York.

The raised deck cruiser Viking sold for Dr. A. Sanford, New Rochelle, N. Y., to Charles Gardner, Newtonville, Mass.

The 40 foot cruiser Marjolen sold for Oscar F. Dean, Nyack, N. Y., to J. H. Wallace, New York Motor Boat Club.

The 35 foot express launch Grey Goose sold for H. V. Schieren to Clayton Wilson, Philadelphia, Pa.

The class R sloop Jovetta sold for Commodore William H. Childs to A. R. Latson, New York.

The Elco express launch Mongoose sold for E. B. Power to Charles Bossert, Brooklyn, N. Y.

The cruising launch Edietha sold for Fred J. Gurley, Stamford, Conn., to E. B. Power, New York.

The auxiliary sloop Countess sold for D. B. Potter, Princeton, to H. P. Wagoner, New York.

The raised deck cruiser Ida B. sold for A. J. Brower to A. B. Jacobsen, Brooklyn.

The 42 foot gasolene cruiser Dryad sold for W. H. N. Boetelmann to the Cuban American Sugar Company. This yacht was shipped to Cuba several days ago.

The 36 foot gasolene cruiser Gleam sold for Archer C. Rieck, Philadelphia, to Calvin I. Crocker.

The 35 foot sloop Hai Chi sold for W. C. Johnson, New York, to Thomas W. Collins, Keansburg, N. J.

The Buzzards Bay 30 foot sloop Gamecock sold for J. K. Robinson, Jr., New York Yacht Club, to W. D. Baker, Bayside, L. I.

The sloop Victory sold for H. A. Jackson, Jr., New York Yacht Club, to L. H. Thullen, Brooklyn, N. Y.

The 30 foot raised deck cruiser Spindrift sold for Fowler A. Ward to Commodore William F. Caesar, New York.

The auxiliary sloop The Hawk sold for William Faversham to Philip L. Smith, Short Hills, N. J.

The 30 foot Elco express cruiser Daddy Long Legs sold for W. S. Fairchild, Newark, N. J., to C. Barnum Sealey, Bridgeport, Conn.

The 20 foot raised deck cruiser M. H. T. sold for John F. Thibaut to Jeremiah Robbins, Babylon, N. Y.

The yawl Gold Dust chartered for Charles F. Herbert to J. M. Wright, New York.

The sloop Maskee sold for E. G. Smith to W. B. Gibson, New York.

The star class sloop Banshee sold for L. G. Bracken, Norwalk, to Maurice Edgerton, Port Washington.

The following transfers are reported by the Hollis, Burgess Yacht Agency:

The 50 foot motor cruiser Elinor sold for Henry C. White, Waterford, Conn., to G. K. Field, Boston.

The 29 foot auxiliary yawl Vashti sold for Barton H. Hill, Lowell, Mass., to Dr. Coleman Touney, Somerville, Mass.

The sonder boat Vanitie sold for Howard F. Norman Newton, Mass., to Harry Wickersham, Greenwich, Conn.

The 6 foot racebout Spray sold for Ernest L. Ipsen, New York, to W. P. Marsh, Boston.

The sonder boat Sumatra sold for D. L. Sherman, of Wollaston, Mass., to P. B. Hich, Marblehead, Mass.

The 23 foot waterline sloop yacht Phanton, sold for W. H. Nichols, Wollaston, Mass., to F. L. Sutcliffe, Cohasset, Mass.

The 22 foot waterline sloop Kildee sold for J. R. Williams, Jr., Philadelphia, to J. R. Daniell, New London, Conn.

The 15 foot sloop Gaby sold for G. W. Glover, Wollaston, Mass., to S. C. Hunter, New Rochelle, N. Y., for use on Lake Sunapee, N. H.

The 40 foot motor boat Maori sold for Bliss W. Robinson of Swan Quarter, N. C., to Carlton M. Woods of Boston.

The 20 foot waterline sloop Sahib sold for G. H. Brazer, Boston, to Quincy Tucker, Hull, Mass.

The 21 foot sloop Phantom sold for Robert Saltonstall, Boston, to W. N. Jenkins, Winthrop.

The 21 foot knockabout Athirac sold for Everett E. Riley, Marblehead, to Josef Hofmann, the celebrated pianist, for use in North East Harbor, Me.

The 17 foot waterline knockabout Nereid sold for C. V. Barrington, Bridgeport, Conn., to James E. D. Trask, East Bluehill, Me.

The 70 foot waterline auxiliary schooner Seneca chartered by E. E. Conway, Waban, Mass., to C. H. Witherill, Philadelphia.

The 35 foot waterline sloop Halala chartered by J. W. Damerall, Jr., Savin Hill, Mass., to J. O. Safford, Salem, Mass.

PROSPECTS BRIGHT FOR POWER BOAT RACES

Peter Pan VII. Has Been Altered and Will Race for Several Cups.

Prospects are bright for some good racing this season in the speed boat classes after all. At one time nearly all the talk among power boat men was about express cruisers and little attention was paid to the gold challenge cup of the American Power Boat Association or the new trophy of the Thousand Islands Yacht Club which is to be raced for in August on the St. Lawrence River. Now things are improving and it is very probable that half a dozen speed boats will compete for these prizes and for others which may be offered.

James Simpson, who was singularly unfortunate last year with the Peter Pan VII., has had that boat altered somewhat in model and he thinks it will have a good chance of success. The Peter Pan VII. is now at the yards of the Reliance Boat Company on the Harlem and will be speeding in a few days. Last year she showed phenomenal speed on several occasions and Mr. Simpson hopes that he will be able to show a mile a minute when he gets everything running smoothly. The Peter Pan VII. is to be entered for the Thousand Islands cup, and after that series of races, which are scheduled for August 15, 16 and 17, she will be sent to Detroit to race for the gold challenge cup. The Miss Detroit, winner of the last series, is to defend the prize, and one of the challengers is a new boat called Miss St. Paul, which has been built by Smith at Algonac for a syndicate of St. Paul power boat men.

These three alone should furnish some good racing, but now that the weather is favorable to power boat racing other owners of high speed boats are talking of having their craft put in condition and entering the races.

James A. Pugh of Chicago, owner of the Disturber IV., which won the Wrigley trophy last year, has said that he would not race again until he has a chance to try for the British International Trophy. That prize is now held in England, and Commodore Pugh was on the other side of the Atlantic with his speed boat ready to race when the war began. The races were called off. The Disturber IV. has shown high speed and has made better time in a race than any other hydroplane in the world.

Commodore Pugh may be induced to fit out the Disturber when he sees that other boats are threatening to take away the records his boat holds. At any rate, if the Peter Pan VII. can be made to do what is expected of her James Simpson, her owner, will race for every trophy there is now in competition.

WEMOOTAH IS LAUNCHED.

A. Gardiner Cooper's Power Yacht Will Be in Commission Soon.

The power yacht Wemootah, built for A. Gardiner Cooper of the Indian Harbor Yacht Club, has been launched from the yards of the Gas Engine and Power Company at Morris Heights and will be in commission in about two weeks. The yacht is a good sensible cruiser, modelled to suit the requirements of the Navy Department but lacking a little in speed. Her general dimensions are 90 feet long, 13 feet beam and 4 feet draught. She is driven by a six cylinder Speedway motor of 110-115 horse-power, which will give a speed of 13½ to 14 miles an hour.

The yacht is stanchly constructed and has four steel watertight bulkheads. She carries one signal mast. Mr. Cooper was sponsor at the christening.

EXPORTS OF COPPER TAKE A NEW JUMP

Shipments, After Quiet Four Weeks, Mount to 9,262 Tons of Metal.

LEAD DROPS 35 POINTS

Exports of copper last week were large—9,262 tons—and this compensated in some measure for the small foreign shipments during the preceding four weeks. Using the methods of the late Copper Producers Association, these shipments would be included in the May outgo, making the total shipments last month 28,642 tons. The total exports since the first of the year, however, still fall considerably short of what they were in the corresponding time last year. Since June 1 total exports have been 11,282 tons.

Imports on the other hand are still running heavily in excess of what they were last year. Government reports for April, received during the week, show arrivals of 18,500 tons, and total receipts of foreign material in May are estimated between 15,000 and 18,000 tons. April arrivals last year were only 8,700 tons, and May arrivals were 9,300 tons. Imports since the first of January this year have been between 83,000 and 86,000 tons, or double what they were one year ago.

Still a Record Breaking Pace.

There is still evidence of record breaking production and consumption. Orders for finished material such as wire, rods, sheets and plates are very satisfactory, but most of the domestic manufacturing interests are well covered on contracts for electrolytic, lake and casting grades for delivery prior to August or September. Consequently most of the copper seeking a market through second hands goes begging at 28 to 28½ cents for nearby deliveries. Several orders for large size high explosive shells were placed late last week, which may require from 5,000,000 to 6,000,000 pounds of copper, for delivery during the last quarter of the year, but consumers are not yet in the market, and second hands are anxious to sell at 27 to 27½ cents. Producing interests on the other hand are making no effort to sell.

The foreign market developed a little firmer tone earlier in the week and prices of all positions advanced sharply, although little or no business was transacted. There was some reaction later, but prices were almost entirely nominal, as it is now an easy matter to advance the market while trading is restricted by the English Government regulations. The net result of the week's developments at London was an advance of £2 on American Electrolytic to £142; Standard advanced £3 10s. on spot and £1 on futures, the market closing on Friday at £123 10s for spot and £119 10s. for futures.

The main feature of interest in tin was the placing of larger contracts for far off future delivery of Straits by American consumers because of the lower prices. Quite a large business was done on Wednesday and Thursday, all the foreign limits being taken up to December.

Advance Discourages Buying.

The large orders, however, turned the foreign markets upward sharply, discouraging additional purchases on Friday. There was some irregularity in prices and conflicting reports concerning foreign limits at the close of the week, when July and August shipments from the Straits for October, November arrivals here were still offered at 41¼ to 41½ cents. Spot and nearby tin, on the other hand, developed a weaker tone with freer offerings, spot Straits being held at 44½ cents to 44¾ cents for a net decline of ½ cent per pound. June arrivals were easier at 44 to 44½ cents.

The result of the fluctuations abroad was a net advance of £2 5s. on all positions at London and an advance of £1 10s. at Singapore, but it is notable that the Singapore market was held at a premium of £2 over London. American consumers are refusing to pay £190 10s. at the Straits, with the London market for spot at £188.

Spelter was stronger in tone, with continued active buying by domestic consumers. This resulted in a further advance of ⅛c. per lb. for all positions. A lull came at the close of the week, with spot held at 13¾c., June at 13½c. to 13¾c., July at 13¼c. to 13⅝c., August at 12¾c. to 12⅞c., and third quarter delivery at 12⅜c. East St. Louis. The London market was unsettled and irregular.

Lead suffered a decline of 35 points in the open market, following the drop of ½c. per pound in the price of the American Smelting and Refining Company. The American company's price is now 7c. at New York, but dealers are forcing a decline in the open market in an effort to secure business, offering various deliveries up to and including September, from 10 to 25 points under the trust price. June is quotable at 6.85c., July at 6.80c. and August at 6¾c. at New York, and five points less at East St. Louis, without bringing business. The London market fluctuated rapidly within £1, the net result being a decline of only 5s. on spot and 2s. 16d. on futures. Spot closed at £31 15s. and futures at £31 5s.

ANTHRACITE TRADE STEADIER.

Due, Says "Coal Age," to Curtailed Production.

The *Coal Age* says: "Anthracite—The current market is somewhat steadier than is usually the case at this season, due to the curtailed production as a result of petty labor disturbances throughout the mining regions. There are sufficient orders to absorb the output at the moment, but buyers of storage coal generally expect to be able to fill their requirements at the current figures any time during the next sixty to ninety days and are showing a disposition to hold off in hopes of a possible break in the meantime. Pea coal and No. 1 buckwheat seem particularly liable to attack by the price cutters.

"Bituminous—The Pittsburg labor difficulties have caused a distinct flurry, some of the large steel interests having now bought up the output of a number of mines shipping the seaboard market. Substantial increases in spot prices on the grades affected has been the result, while it is expected that other varieties will act in sympathy with these should the trouble be long continued. In addition to this the shortage of labor seems to become more pronounced as the season advances and there are no indications of any relief in this direction."

FINANCIAL NOTES.

The United States army has placed its first order for vermin proof mattresses, manufactured by the Kapo Manufacturing Company.

Ladenburg, Thalmann & Co. and A. G. Becker & Co. are distributing profits to participants in the Hupp Motor Car syndicate, which they recently formed. It is announced that the results of the syndicate are most satisfactory.

The Stock Exchange firm of Cumings & Marckwald has been dissolved by mutual consent. A new copartnership has been formed under the name of Richard Whitney & Co. to continue the business. In the new firm are Richard Whitney, Rodger M. Poor and John A. Hayes.

Frank J. Dolan, 43 Exchange place, has issued a circular on the Consolidated Interstate-Callahan Mining Company, third to the largest zinc producer in the world. Application for listing the company's shares on the New York Stock Exchange has been made.

HELP WANTED—MALE.

EMPLOYMENT MANAGER WANTED

Only men experienced in handling employees along modern lines need apply. A new department and a good opportunity.

C. KENYON COMPANY
Manufacturers of KENREIGN COATS *For Men and Women*
BROOKLYN, N. Y.

ACCOUNTANTS—Wanted, two senior qualified certified public accountants of ability and integrity; also two juniors, for service in Russia; knowledge of French desired, at least two years engagement; reply, stating experience, age, references and salary expected. A., Box 125 Sun.

A BROKERAGE HOUSE wants a boy 16 to 18 years of age; living at home preferable, with high school training, willing to work early and late; for the right boy a good chance for advancement; salary to start, $7. J., Box 135 Sun.

I WILL PAY any honest man up to $50 monthly for part of spare time; no canvassing; no capital; write to-day. VOORHIES, Dept. 131, Omaha, Nebr.

WANTED—200 College or High School Boys to wait on table at Military Training Camps, Plattsburg, N. Y. Wages $20 a month; board, lodging. Privilege to drill in leisure time. Apply only by letter to Dept. Inf. M. T. C. A., 31 Nassau St., N. Y. City.

WANTED—Mechanical Draftsmen with experience on Switchboards, Controllers, Switches, Circuit Breakers, etc. Address CHIEF CLERK, ENGINEERING DEPARTMENT, WESTINGHOUSE ELECTRIC & MFG. CO., EAST PITTSBURGH, PA.

WANTED—Ben Day artist who can also do lettering and general work. FOLSOM ENGRAVING CO., 85 Pearl St., Boston, Mass.

AGENTS WANTED.

HURRY! Sell GASO-TONIC, the mystery of motordom. Equals gasoline at 3c. per gallon. Eliminates carbon. Dollar an hour profit. Sales guaranteed. Beware of imitators! GASO-TONIC stands alone. Has no equal. Chemists baffled at its composition. Details free. THE WHITE MFG. CO., Dept. 40, Cincinnati, O.

SITUATIONS WANTED.

HOUSEWORKERS—Colored, several neat girls, experienced, good references, thoroughly investigated, want places; other Southern help furnished. LINCOLN INDUSTRIAL EXCHANGE (Agency), 314 W. 59th St. Phone 5022 Columbus. Established 1889.

SITUATIONS WANTED—FEMALE.

SLIPSTITCHERS on men's neckwear in workroom or at home; neat sewers taught remaining short time in workroom. MEYER BACHARACH & FRIEDHEIM, 21 E. 126 St.

YOUNG LADY desires position with reliable concern as file clerk and switchboard operator; experienced and first-class references. H. WARNER, 1244 New York Avenue, Brooklyn.

SITUATIONS WANTED—MALE.

AMERICAN COLLEGE GRADUATE, lived years in Spanish countries, several years in present position, desires to represent two or three firms in South America, preferably to secure State or Government contracts. Address BUSINESS, 1364 Broadway.

LIGHT WORK by elderly man; wages no object. L., box 148 Sun office.

SECRETARY, OFFICE MANAGER, stenographer, corporate and legal experience, understands Spanish; competent private secretary; best references; desires immediate employment. G. L., Box 140 Sun.

YOUNG MAN, experienced stenographer and typist, educated, wishes position summer resort. R., box 139 Sun office.

YOUNG MAN, 22, desires position where honesty, integrity and ambition will win advancement. H., box 136 Sun office.

PATENTS.

WANTED—An Idea! Who can think of some simple thing to patent? Protect your ideas, they may bring you wealth. Write for "Needed Inventions" and "How to Get Your Patent." RANDOLPH & CO., Dept. 494, Washington, D. C.

LOST, FOUND AND REWARD.

LOST OR STOLEN—Package of 12 checks, total $240,000, payable only to C. S. C.; first missed in vicinity of Washington Square. Reward for return to T. R. Chone Spring 3893.

BUSINESS CHANCES.

ELECTRIC LAMP FACTORY, fully equipped for making miniature lamps, now operating, can be leased or bought; exceptional opportunity for some large jobber. Address LAMP, 810 Broad St., Newark, N. J.

ANTIQUE FURNITURE—Every kind; rare household collection; list sent. W. W. Y., box 111 Sun office.

JAMAICA BAY PLANS MADE.

Schedules Arranged for Sailing and Power Craft.

The clubs in the Jamaica Bay Yacht Racing Association have arranged a schedule which includes racing for sailing and power yachts. The regular races are June 10, Canarsie Yacht Club; June 25, Tamaqua Yacht Club; July 9, Bergen Beach Yacht Club; July 23, Motor Boat Club of Jamaica Bay; August 27, Jamaica Bay Yacht Club; September 3, Sea Gull Yacht Club.

The first special race starts on July 2, the power yacht race around Long Island, starting from off the Belle Harbor Yacht Club at Rockaway Beach. The finish will be at the same point. On August 12 Old Orchard light race for sailing yachts and the around Staten Island race for power yachts will get under way. The start and finish in each of these events will be off the Rockaway Point Yacht Club at Rockaway Point.

The Jamaica Bay and Gravesend Bay associations have arranged their power yacht schedules so that they will not conflict. The dates for power yacht races on Gravesend Bay are June 18, Atlantic Yacht Club; July 15, Bensonhurst Yacht Club; July 30, Gravesend Bay Yacht Club; August 20, Bensonhurst Yacht Club; September 10, Atlantic Yacht Club.

Sing Sing Has New Editor.

OSSINING, N. Y., June 10.—Sing Sing prison's newspaper, started by the Mutual Welfare League under T. M. Osborne's administration, has a new editor, Thomas A. Reid. Reid was sentenced by Judge Crain of New York on July 10, 1914, to from four to eight years for the conversion of $90,000 belonging to the insurance brokerage firm of Chubb & Sons, 5 South William street, Manhattan.

Rules on Ex Dividend Sales.

The committee on arrangements of the Stock Exchange, in reply to inquiries as to the duties and responsibilities of a specialist with regard to the execution of orders in a stock on the day on which that stock sells ex dividend, has said that, in its opinion, all open buying orders and open stop orders to sell should be reduced by the amount of a dividend on the day stock sells ex dividend unless instructions to the contrary have been received.

South Africa Bank Dividend.

Directors of the National Bank of South Africa, Ltd., it is understood, will recommend a dividend at the rate of 6 per cent. per annum. The annual general meeting was held Friday last in Pretoria, South Africa. The bank's capital and reserve fund amount to £3,313,000 and floating deposits to £22,000,000.

THE WEATHER FORECAST FOR TO-DAY AND TO-MORROW

Steamship Arrivals and Departures—Outgoing Foreign Mails—The Fire Record.

THE WEATHER.

For eastern New York and New England, local showers to-day; to-morrow partly cloudy in north, probably showers in south portion; light to moderate variable winds.

For New Jersey and eastern Pennsylvania, local showers to-day and probably to-morrow; not much change in temperature; light variable winds.

Western New York, partly cloudy to-day and to-morrow; light variable winds.

NEW YORK, June 11.—The western storm centre moved a little eastward yesterday to a position embracing lakes Michigan, Huron and Erie.

Its vigor was much less, and in conjunction with the high pressure which still prevailed over the Northeastern States merely caused a continuation of cloudy and showery conditions over the northeastern quarter of the country.

Another depression extended in trough-like formation from a principal centre over southern Assiniboia into the Southwest and caused light rain in North Dakota and the Missouri Valley.

It was warmer in the plains States and colder in the northern plateau and north Pacific States.

In this city the day was cloudy; little change in temperature; wind, light northeast; average humidity, 86 per cent.; barometer, corrected to read to sea level, at 8 A. M., 30.05; 3 P. M., 30.04.

The temperature in this city yesterday, as recorded by the official thermometer, is shown in the annexed table:

	1916.	1915.		1916.	1915.
9 A. M.	55°	64°	6 P. M.	58°	78°
12 M.	57°	69°	9 P. M.	56°	65°
3 P. M.	60°	74°	12 Mid.	55°	64°

Highest temperature, 60°, at 3 P. M.

Lowest temperature, 51°, at 5:30 A. M.

EUROPEAN MAILS.

The Italian steamship Verona, sailing to-morrow for Genoa, will take mail, closing at 8:30 A. M. for Italy, Rumania, Switzerland and Greece.

The Italian steamship Principe di Udine, sailing Wednesday for Genoa, will take mail, closing at 8:30 A. M. for Italy, Rumania, Switzerland and Greece.

The American liner Finland, sailing Wednesday for Liverpool, will take mail, closing at 8:30 A. M. for Great Britain, Ireland and South Africa; also specially addressed correspondence for other countries except Germany, Austria, Hungary, Luxemburg, Bulgaria, Serbia, Turkey, the Netherlands, Norway, Sweden and Denmark.

FIRE RECORD.

A. M.		Damage.
12:05—339 E. 79th st., Schindler and Lichtig		Unknown
1:50—243 E. 125th st., Elizabeth Etter		Trifling
6:30—126 E. 238th st., A. Mordock		$200
9:15—1789 Madison av., G. Goe		Unknown
10:25—1412 2d av., A. Derringer		Trifling
10:50—129 E. 124th st., Deutch Bros.		Unknown
P. M.		
2:10—322 E. 111th st., Patrick Dolan		Trifling
6:00—2050 Amsterdam av., owner unknown		Unknown
10:53—9 E. Washington av., Mrs. Liner		Slight

Army and Navy Orders.

WASHINGTON, June 10.—These army orders were issued to-day:

Capt. Paul P. Screws, infantry, from duty with organized militia and to Seventh Infantry.

First Lieut. E. L. Kelly, Coast Artillery, to list of unassigned officers.

First Lieut. J. S. Donovan, Coast Artillery, from unassigned list and from recruiting service.

Col. C. M. Truitt, retired, to active duty and detailed for recruiting service, relieving Major H. L. Jackson, infantry.

First Lieut. D. C. Cubison from unassigned list to Fourth Field Artillery.

These navy orders were issued:

Capt. H. A. Wiley from command of the New Jersey to command the Wyoming.

Capt. G. F. Cooper from command of the Louisiana to Naval War College, Newport.

Capt. R. C. Hutchison from War College, Newport, to command the Kansas.

Lieut. Commander C. McCrea, C. Dichman, Lieut. M. A. Mitscher, Ensign L. L. Rabbitt, Ensign G. E. Hull and Ensign W. Masek from the North Carolina to aeronautic duty at Pensacola.

Naval Constructor G. C. Westervelt from fleet constructor, Atlantic fleet, to duty.

Naval Constructor W. G. Dubose from Norfolk yard to fleet constructor, Atlantic fleet.

Passed Assistant Surgeon A. L. Clifton from the Melville to the Birmingham.

Passed Assistant Surgeon J. L. Irvine from the Birmingham to the Melville.

Lieut. L. P. Trendway from the Galveston to home for orders.

Lieut. J. J. Conan from the Dale to home for orders.

Lieut. R. H. Mann from the Wilmington to the Galveston.

Lieut. R. F. Wood from the Wilmington to home for orders.

Lieut. R. P. Molton from the Helena to home for orders.

Lieut. T. Sinclair from aid on staff commander Atlantic fleet to home for orders.

Ensign W. R. Jupp from the Abarenda to the Brooklyn.

Ensign C. H. Jones to the Brooklyn.

Ensign A. H. Bailey and Ensign P. R. Weaver to the Mohican.

Ensign W. E. Burrough to the Tampanga.

Ensign T. C. Slingluff to the El Cano.

Ensign D. Bell to the Cincinnati.

Commander J. R. P. Pringle from Naval Academy to command the Dixie.

Commander J. J. Hood from Naval Academy to command the Chattanooga.

Commander J. F. Senn from command of the Chattanooga to Naval Academy.

Commander J. F. Carter from Philadelphia navy yard to command of the Alabama.

Lieutenant Commander O. C. Bowditch from the New York to aid on personal staff second naval district.

Passed Assistant Surgeon W. P. Hough from the Wilmington to home for orders.

Paymaster J. S. Beecher to the Brooklyn.

Movements of Naval Vessels.

WASHINGTON, June 10.—The gunboat Alert and submarines K 3, K 4, K 7 and K 8 have arrived at Honolulu; cruiser Baltimore at Boston; gunboat Dubuque at Boston; destroyer Duncan at Vineyard Haven; destroyer Ericsson at Machiasport; battleship Florida at North River, New York; torpedo boat Jenkins at Rockland; battleship Kansas at Newport; submarines L 1, L 2 and L 4 at New London; collier Lebanon at Boston; yacht Mayflower at North River, New York; destroyer Melville at Machiasport; battleships Michigan, Minnesota, South Carolina and Vermont at Stamford; battleship New Hampshire at North River, New York; battleship Nevada and tender Tonopah and destroyer Tucker at Newport; tug Ontario, Patapsco and Sonoma at Boston; gunboat Relief, Marcellus at Boston; battleship Utah at North River, New York; destroyer Walke at Guantanamo; destroyer Winslow at Boston; tug Ulgoa at Norfolk.

Destroyer Benham has sailed from Newport for Fall River; destroyer Cunningham from Menemsha Bight for Vineyard Haven; gunboat Chattanooga from La Paz for San Diego; destroyer Chauncey from Bar Harbor for Winter Harbor; collier Hector from Monte Cristi for Guantanamo via Port au Prince; battleship Kentucky from Guantanamo for Santo Domingo City; destroyer Lamson from Guantanamo for Puerto Plata; collier Nanshan from Guam for Honolulu; hospital ship Solace from Puerto Plata for Santo Domingo.

WIRE HEARING TO-MORROW.

Labor Leaders to Testify That Police Sought Their Secrets.

Wire tapping evidence will be submitted to the Thompson investigating committee at the hearing to-morrow morning by labor leaders representing unions whose wires, they allege, were tapped by the police to learn union secrets. The Central Federated Union yesterday appointed the men who are to testify.

James P. Holland, president of the New York State Federation of Labor, announced that a list of the organizations whose telephone service is said to have been interfered with has been prepared.

"We have already given evidence concerning three telephones which were tapped and we will give more," he said.

Mr. Holland also said that labor leaders were planning to ask for legislative action to prevent wire tapping, and that the State Federation of Labor would take action at its annual convention.

MARINE INTELLIGENCE.

United States Coast and Geodetic Survey—Standard Time

MINIATURE ALMANAC.

AM		PM		AM	
Sunrise	4:29	Sun sets	7:27	Moon sets	12:54

HIGH WATER THIS DAY.

AM		AM		AM	
Sandy H'k	2:57	Gov. Isl.	2:59	Hell Gate	5:05

LOW WATER THIS DAY.

AM		AM		AM	
Sandy H'k	9:16	Gov. Isl.	9:48	Hell Gate	11:29

Arrived—SATURDAY, June 10.

Ss Katarina, 7 A. M., Algiers, May 14.
Ss New York, 11 P. M., Shields, May 29.
Ss Montserrat, 8:30 A. M., Cadiz, May 30.
Ss Stavangeren, Petit Goave, May 31.
Ss Hawaiian, Philadelphia, June 9.
Ss Erie II., Philadelphia, June 9.
Ss Bayamo, Boston, June 8.
Ss Skanderborg, 10:30 A. M., Algiers, May 15.
Ss Queen Amelie, Norfolk, June 9.
Ss Edison Light, Cienfuegos, June 2.
Ss Rimfonn, Aux Cayes, June 7.
Ss Arca, 1:30 P. M., London, May 27.

ARRIVED FROM NEW YORK

Ss Regina d'Italia, at Genoa.

SAILED FOR NEW YORK

Ss Zacapa, from Kingston.
Ss Maracaibo, from Porto Rico.
Ss Bermudian, from Bermuda.
Ss Saxaola, from Belize.

OUTGOING STEAMSHIPS.

Sail To-morrow.

	Mails Close.	Vessels Sail.
Verona, Genoa	8:30 A M	12 00 M
Cristobal, Cristobal	11 30 A M	3 00 P M
Kentucky an, Montevideo	12 00 M	3 00 P M
Yaque, Santo Domingo	8 30 A M	12 00 M
Borglum, Progreso	9 00 A M	12 00 M
Atlas, Buenos Ayres	9 00 A M	12 00 M
Montserrat, Havana	.....	12 00 M
City of Augusta, Savannah	.....	3 00 P M
Comodoro, Galveston	.....	1 00 P M
Momus, New Orle