SHIPPING NEWS FROM ALL PARTS OF THE WORLD

U. S. MAIL S. S. CO. BEING INVESTIGATED

Creditors' Attorney Charges Agent in France With Questionable Deals.

CARLOS MAYER EXAMINED

Unable to Explain Who Gave Him Stock Certificate for $51,000.

Stock certificates and other securities held by Carlos Mayer will be examined by attorneys representing the receivers and creditors of the United States Mail Steamship Company, for which Mr. Mayer acted as representative in France, as a result of testimony given yesterday before John B. Johnston, special master, at 100 Broadway. Laurence H. Strouse, attorney for a committee of creditors, said that the evidence so far submitted had tended to show "questionable transactions" between Mr. Mayer and various companies affiliated with the United States Mail and that the examination was necessary to establish the precise nature and extent of these transactions.

Mr. Strouse said he was especially interested in a certificate for $51,000 in stock of Mayer & Lage, Inc. Mr. Mayer had testified to finding this in his box when he returned from Paris, but he had been unable to state who had put it there or who had bought it for him or given it to him.

The testimony of Mr. Mayer revealed that $240,000 had been placed to his credit in New York by the France and Canada Steamship Company and other concerns allied with the United States Mail Steamship Company during the six years he had been in France. All but $10,000 of this, he said, had been expended for personal expenses.

Mr. Mayer told of receiving $150,000 commission for negotiating a contract involving $20,000,000 between the France and Canada Company and the French Government in 1917 for the transportation of steel, oats and general merchandise. The profit on the contract was about $5,000,000, he said. Other sums were placed to his credit in Paris by the France et Canada Compagnie Francaise and the United States Mail Steamship Company.

The witness was questioned regarding the relations of the Mayer companies with the British Empire Steel Company during the war. He denied knowledge of any such transactions, and said he had never heard that the British company had desired to purchase the United States Mail. He also testified that he never had any dealing with Julius Mayer, who before the war was agent in New York for the Hamburg-American Line, or any other officials of German steamship companies with the exception of the North German Lloyd.

Stuart McIntosh, treasurer of the United States Mail Steamship Company, was questioned closely regarding the organization and direction of the various Mayer enterprises. His testimony brought out the existence of Mayer & Carpenter, Inc., which never had transacted any business, but had one asset against which the France and Canada Steamship Company held an offset. Pressed as to the nature of this asset, Mr. McIntosh said:

"I don't know whether you would call it an asset—it consists of 3,000 barrels of gin in Cuba." One of the attorneys suggested an order calling for the production of the gin in court, but Mr. Johnston said that he had no jurisdiction.

The proceedings will be resumed this afternoon at 3 o'clock.

46 SHIPS BUILDING IN AMERICAN YARDS

Tonnage 341,134, Four of 42,000 Tons for Government.

Ships building in American yards as of December 1 totalled 46, of an aggregate tonnage of 341,134, of which all but four, of 42,000 tons, were for private account, according to figures prepared by the American Bureau of Shipping. The records show a continuous decline in the amount of work on hand in the shipyards, and no new contracts were closed during the month of November.

Number and tonnage of ships building for private account at the various yards is shown in the following table:

	No.	Tonage.
Bethlehem Shipbuilding Corp.	10	94,502
Oscar Daniels & Co.	1	7,800
Federal Shipbuilding Corp.	2	12,000
George A. Fuller Co.	1	6,121
Hanlon Dry Dock Co.	1	1,500
Merchant Shipbuilding Corp.	5	15,000
Moore Shipbuilding Corp.	1	7,500
N. Y. Harbor Dry Dock Co.	2	6,570
N. Y. Shipbuilding Corp.	3	19,600
Southwestern Shipbuilding Corp.	2	10,388
Standard Shipbuilding Corp.	2	8,700
Sun Shipbuilding Corp.	4	35,066
Texas Steamship Co.	1	6,700
Union Construction Co.	4	28,800
Union Shipbuilding Co.	6	40,800
Virginia Shipbuilding Co.	1	9,000

Two ships, totalling 21,000 tons, are being built for the Emergency Fleet Corporation by the Bethlehem Shipbuilding Corporation, and two, of the same tonnage, by the New York Shipbuilding Corporation.

SHIP SCUTTLED TO GET INSURANCE, IS CHARGE

Indictments Charge Conspiracy in Case of the Endicott.

NORFOLK, Va., Dec. 1.—Indictments returned in the Federal District Court here disclosed what the Government charges was a conspiracy to scuttle the American schooner Charles G. Endicott, which sank off the Cuban coast last February.

The indictments named J. S. Vasconcellos, said to be the principal stockholder in two New York companies, the Peninsula Export Company and Peninsula Shipping Company, the latter of wich owned the Endicott; James G. Cook, master of the schooner; Russell L. Beatty, deck engineer, and Joe Vasconcellos, a member of the crew. All were arrested on bench warrants and released on $10,000 bail each.

The captain and crew of nine of the schooner escaped in lifeboats and reported that the vessel had struck a mine. A claim of $131,000 war risk insurance was made against the Government. British and American marine insurance companies also issued insurance amounting to $176,000.

U. S. DESTROYER ASHORE.

SAN FRANCISCO, Dec. 1.—The United States destroyer De Long, en route from San Diego to San Francisco, went aground early to-day ten miles south of the entrance to San Francisco harbor. The vessel and crew were reported not to be in immediate danger.

RAILROADS TO CLOSE FOREIGN CONTRACTS

Willing to Abrogate Preferences for Shipping Interests Owned Abroad.

ST. PAUL ASKS GUARANTY

Policy of Board Is to Force Trade to American Vessels.

WASHINGTON, Dec. 1.—Willingness to abrogate preferential contracts with foreign shipping interests was expressed today before Shipping Board officials by six of the eight American railroads having such agreements. Two of the roads which were invited to appear before the Shipping Board interstate commerce committee as being party to preferential contracts announced that those contracts which they had held had expired and would not be renewed.

The roads whose representatives agreed to recommend the cancellation were: The Baltimore and Ohio, Northern Central, Southern, Mobile and Ohio and Boston and Albany. The Pennsylvania Railroad, according to its general traffic manager, Robert C. Wright, has only a business understanding with the International Merchant Marine which could be easily cancelled if the board desired.

The hearings were adjourned to-day pending the filing by the individual roads of formal statements as to their intent.

D. O. Wood, general foreign agent of the Grand Trunk Railway, said it would be necessary to discuss the proposed abrogation further with his principals before he could act. The tenth railroad represented at to-day's hearing, the Chicago, Milwaukee and St. Paul, offered to cancel its agreement with a Japanese line if the board would guarantee to replace the business which, he said, inevitably would be lost by such action.

Exclusive Contracts a Menace.

Commissioner Thompson, who presided, outlined the policy of the committee in the following statement:

"Any exclusive or preferential contract or agreement between any American railroad and any foreign flag shipping company is a menace to the success of ships operating under the flag of the United States. The resulting effect is the diversion of American commerce to the ships of other nations operating in competition with our own. Section 28 of the merchant marine act, 1920, clearly defines the intent of Congress that American railroads be preferential feeders of tonnage for American ships. Yet it is of record before the United States Shipping Board that a number of railroads in the United States have such exclusive or preferential contracts with the foreign flag shipping companies in direct conflict with the spirit of the American Congress.

"It is also of record that more than two and one-half million tons of cargo were interchanged last year between these railroads and ships operating under the flags of nations other than the United States. This is a condition admittedly requiring correction, reconciling the full force and effect of the enactment clause of the merchant marine act, which clearly provides that a greater portion of the commerce of the United States be carried in American vessels.

To Extend American Trade.

"This committee first approaches the question of these contracts in a spirit of desire for such corrective and cooperative measures as will insure that the influence and organizations of the rail carriers, at present agencies of promotion for the extension of American commerce in vessels of other nations, be utilized for the extension of American commerce in vessels operating under the registry of the United States. The United States Shipping Board is assured that the rail transportation interests represented here, parties to these adverse agreements, recognize that any losses arising through the initial upbuilding of an American merchant marine necessarily falls upon the American public. The board believes that any American enterprise, particularly those which the beneficiaries of Government support, should make every effort to cooperate in full and unmeasured degree with any division of the Government, whose duty it is to build, foster and promote American enterprise.

"To bring about such corrective condition this meeting between representatives of the railroads possessed of these agreements and this committee of the United States Shipping Board is held."

BIG COFFEE SHIPMENT ARRIVES FROM RIO

The Munson Liner Æolus Brings 40,000 Bags.

The Munson liner Æolus, from Rio Janeiro and other South American ports, arrived yesterday with 40,000 bags of coffee, the largest shipment of its kind that ever has been brought here in a passenger carrier. Antonio Jose de Souza, merchant of Buenos Aires, said there was a much improved demand for American goods in Buenos Aires, but added:

"During the war small American firms of low standing were guilty of business practices which have done harm to the fair name of American commerce. This is particularly true in the hardware, machinery and farm implement trades."

Other passengers by the Æolus were Lieut.-Com. John G. Ziegler and Lieut. Claude D. Roop of the Navy; Fred D. Fairchild, coffee grower of Santos; William Hartnett, ranchman of Buenos Aires; Charles A. Pope, Dr. John A. McKenna and Rogelio Baldrich, operatic tenor.

DOLLAR BUYS SHIP AT $375,000.

Pays Cash for the Callao, Ex-German Vessel.

WASHINGTON, Dec. 1.—The steel steamship Callao, formerly a German cargo and passenger ship, but later an army transport, was sold yesterday by the Shipping Board to Robert Dollar of San Francisco for $375,000 cash. It probably will be taken to the Pacific for use in foreign trade.

The vessel is a coal burner, built in Germany in 1912. She is of 8,226 tons and is 438 feet in length. Her speed is said to be 13 knots an hour.

DISMANTLING BIG SHIP PLANT.

MOBILE, Ala., Dec. 1.—Work of dismantling the shipping plant of the Chickasaw Ship Building and Car Company, a subsidiary of the United States Steel Corporation, began to-day. The plant was a product of war time, and cost several million dollars. The company constructed fourteen steamships.

CLOSING OF MAILS

Foreign mails will close promptly as indicated below at the General Post Office and City Hall Station. Ordinary prints, samples, parcel post packages and registered articles close two hours earlier, except that registered articles have to be mailed between the hours of 8 AM and 12 PM. At the Foreign Station (corner of Morton and West streets) foreign mail closes half an hour later than at the General Post Office and City Hall Station. Supplementary mail closes at the General Post Office and City Hall Station, where double postage is required. SUPPLEMENTARY MAIL (double postage required) closes at the Foreign Station half an hour later than the supplementary closing time shown below, except that supplementary mail for European countries and for Central America, &c, via Cristobal, closes one hour later. Whenever mail vessels sail between the hours of 9 AM and 6 PM a supplementary mail post office on the steamship pier is open to the public 1½ hours before the scheduled sailing time and closes 10 minutes before the scheduled sailing time. Double postage required. The steamers for which supplementary mail is accepted on the pier at time of sailing are shown below by a dagger (†) following time of closing of mail.

Transatlantic Mails.

SATURDAY, DECEMBER 3.

Europe, Africa and West Asia, via Plymouth, Boulogne and Rotterdam (mail *); also parcel post mails for Netherlands, str NOORDAM, 8 AM (sup 9:30 AM †).

Europe, Africa and West Asia (France, Italy, Greece, Norway, Sweden, Latvia, Esthonia, Finland and Madeira *), via Plymouth, Cherbourg and Antwerp; also parcel post mails for Great Britain, Ireland, Belgium, Luxemburg, Belgian Congo and other countries (*), str LAPLAND, 8 AM (sup 9:30 AM †).

Italy and Greece (Jugo-Slavia *), via Naples, Patras and Dubrovnik; also parcel post mails for Italy, Greece and Jugo-Slavia, str PRESIDENTE WILSON, 8:30 AM.

Germany, via Bremen; also parcel post mails for Germany, Austria, Czecho-Slovakia, Hungary and Switzerland, str HUDSON, 10:30 AM.

Norway, Sweden and Finland, via Gothenburg; also parcel post mails for Sweden, str DROTTNINGHOLM, 10:30 AM (sup 11 AM †).

France, Belgium, Luxemburg, Rumania, Bulgaria, Czecho-Slovakia, Jugo-Slavia, Austria, Hungary, Poland, Switzerland, Italy, Spain, Greece, Portugal, Turkey, Syria, Palestine, Egypt, British India, Kenya and Uganda, Malta, Gibraltar, Siam, Cyprus, Ceylon and Straits Settlements (other countries *), via Havre; also parcel post mails for France and other countries, str LA TOURAINE, 11:30 AM (sup 12:30 PM †).

Mails for South and Central America, West Indies &c.

FRIDAY, DECEMBER 2.

Turks Island and Dominican Republic, via Turks Island, Monte Christi, Puerto Plata, Samana, Sanchez, La Romana, San Pedro de Macoris, San Domingo City, Azua and Barahona, str BRYSSEL, 12 M.

Haiti (except Cape Haiti and Port de Paix), Canal Zone, Panama, Salvador (prints, &c), Nicaragua (except East Coast), Amapala City, Choluteca (also prints, &c, for Salvador), Tegucigalpa and Yuscaran), in Honduras, Cauca and Narino departments of Colombia and Ecuador (other parts of Honduras and letter mail for Salvador *), via Port au Prince and Cristobal, str COLON (sea post), 12:30 PM (sup 1:30 PM †).

Cape Haiti, Port de Paix, Jamaica, Colombia, except Cauca, Narino and Magdalena departments (other parts of Haiti *), via Cape Haiti, Port au Prince, Kingston, Savanilla and Cartagena, str LAKE ELLIO, 10 AM.

Trinidad, Ciudad Bolivar and Guiana, via Trinidad, Georgetown, Parimaribo, Cayenne and St Laurent du Maroni, str LAKE SAVUS, 1 PM.

Newfoundland (†), via St Johns, NF, by rail to Boston and thence by str BORNHOLM, 5 PM.

SATURDAY, DECEMBER 3.

Canal Zone, Panama, Nicaragua (except East Coast), Amapala City, Cholutecа, Cauca and Narino departments of Colombia and Ecuador (other parts of Honduras and Salvador *), via Cristobal (letter mail only), by rail to Philadelphia, Pa, and thence by str EDWARD LUCKENBACH, 6 AM.

Bermuda, via Hamilton, str PORT VICTORIA, 7:30 AM.

Jamaica (Cuba *), via Santiago and Kingston, str ORMES, 7:30 AM.

Bahamas, including Inagua and Fortune Islands (Cuba *), via Nassau and Havana, str MEXICO, 8 AM †.

Argentina, Uruguay and Paraguay (*), via Montevideo and Buenos Aires, str HARMONIDES, 8 AM.

Costa Rica (Canal Zone, except letter mail), (Panama, except letter mail), Salvador (prints, &c), Nicaragua (except East Coast), Amapala City, Cholutecа (also prints, &c, for Nicaragua), Tegucigalpa and Yuscaran), in Honduras, Cauca and Narino departments of Colombia, and Ecuador (Cuba, other parts of Honduras and letter mail for Salvador *), via Havana, Cristobal and Fort Limon, str CALAMARES, 8 AM (sup 9 AM †).

Trinidad and Ciudad Bolivar (Curacao and other parts of Venezuela *), via Trinidad, Carupano, Laguayra, Puerto Cabello, Curacao and Maracaibo, str GROVE, 8:30 AM.

Curacao and Venezuela; also specially addressed correspondence for Porto Rico, via San Juan, Curacao, Laguayra and Puerto Cabello, str PHILADELPHIA, 8:30 AM (sup 9:30 AM †).

Porto Rico, St Thomas and St Croix, via San Juan, str PORTO RICO (sea post), 8:30 AM (sup 9:30 AM †).

Transpacific Mails.

Close at New York at 5 PM as follows:

Hawaii via San Francisco, str MANOA, Dec 2.

Japan, Corea, China, Siberia, French Indo-China, Netherlands East Indies (except Sumatra) and Philippine Islands, via Vancouver and Victoria, BC, str EMPRESS OF ASIA, Dec 3.

Hawaii, Fiji Islands, New Zealand and Australia via Vancouver and Victoria, BC, str MAKURA, Dec 4.

Japan, Corea, China, Siberia, French Indo-China, Netherlands East Indies (except Sumatra) and Philippine Islands via Seattle, str PINE TREE STATE, Dec 5.

*Must be specially addressed for this steamer.

†Supplementary mail accepted on pier.

‡Parcel post mails and specially addressed correspondence.

Mails of the following dates: Singapore Oct 31, Manila Nov 4, Hong Kong 10th, Shanghai 12th, Moukden 15th and Yokohama 19th, which arrived per str Empress of Asia, were despatched east from Seattle on Nov 28 and are due in New York on the afternoon of Saturday, Dec 3.

DEPARTURE OF STEAMERS.

SAIL FRIDAY.

Brussel, Monte Christi, &c	3:00 PM
City of Tokio, Yokohama, &c	—
Colon, Cristobal	3:00 PM
Lake Elrio, Cape Haiti, &c	PM
Lake Savus, Trinidad, &c	PM
Themistocles, Piraeus, &c	—

SAIL SATURDAY.

Assyria, Glasgow	Noon
Calamares, Port Limon	11:00 AM
Carmania, Southampton	Noon
Celtic, Liverpool	Noon
City of Atlanta, Savannah	3:00 PM
City of Memphis, Manchester	Noon
Comanche, Jacksonville	Noon
Cornelia, San Juan	—
Drottningholm, Gothenburg	2:00 PM
Edward Luckenbach, San Francisco, &c	10:00 AM
Fort Victoria, Bermuda	11:00 AM
Grove, Trinidad, &c	11:00 AM
Guiny, Matanzas	—
Harmonides, Buenos Aires	11:00 AM
Hudson, Bremen	1:00 PM
Joseph J Cuneo, Nuevitas	—
La Touraine, Havre	3:00 PM
Lapland, Antwerp	Noon
Malay, London	—
Mexico, Havana	11:00 AM
Munamar, Nipe, &c	—
Noordam, Rotterdam	Noon
Nueces, Galveston	Noon
Ormes, Kingston	11:00 AM
Philadelphia, Curacao, &c	Noon
Port Curtis, Melbourne	—
Porto Rico, San Juan	Noon
Prinz Friedrich Wilhelm, Naples, &c	3:00 PM
Satsuma, Yokohama, &c	—
Sumatra Maru, Yokohama, &c	—
Thomas F Bell, West Coast U S	—
Vaucelin, Bordeaux	—
Venonia, London	—
Wilpolo, San Francisco	—

SAIL MONDAY.

Adriatic, Naples and Genoa	11:00 AM

PORT OF NEW YORK, THURSDAY, DEC. 1, 1921

Steamers Due in New York.

DUE DECEMBER 2.

Steamer.	From.	Agents.
Arabic	Naples 19th	White Star
Buenos Aires	Lisbon 14th	Elwell & Co
Cabo Esparrel	Las Palmas 17th	Ybarra Line
City of Atlanta	Savannah 29th	Ocean SS Co
City of Canton	Gibraltar 13th	Ellerman's Wilson
Edgar F Luckenbach	Colon 19th	Luckenbach SS Co
El Alba	Galveston 26th	Southern Pacific
El Estero	New Orleans 26th	Southern Pac
Frogner	Viborg 9th	Furness-Withy
Geo Washington	Cherbourg 24th	U S Lines
Galiano	St Thomas 27th	Furness-Withy
H R Mallory	Galveston 26th	Mallory Line
Havo	Sundevall 5th	S O Stray
Ipswich	Hamburg 16th	United American
King City	Barry 19th	U S Nav
Korsnaes	Gibraltar 17th	Norton Lilly
Orduna	Southampton 22d	Royal Mail
Sinaia	Hamburg 15th	Hacker & Co
Sommelsdyk	Algiers 19th	Funch-Edye
Svein Jarl	Tampican 18th	S O Stray
Tuscan Prince	Marseilles 16th	Furness-With
Wardha	Genoa 8th	Peirce Line
West Inskip	Antwerp 17th	Black Diamond
West Islets	Colon 23d	M H Tracy

DUE DECEMBER 3.

Albania	Liverpool 24th	Cunard Line
Anselio V	Catania 24	McConnell & Truda
Caddo	Panama 20th	Standard Oil
Exeter City	Fowey 12th	Jas Arkell & Co
Faraby	Leith 14th	J H Winchester
Magnaroyan	Oran 14th	Phelps Bros
Michigan	London 19th	Atlantic Transport
Orla	Hamburg 18th	American Metal
Siboney	Havana 29th	Ward Line
Somerset	Hamburg 18th	R L Hague
United States	Christiania 23d	Funch-Edye
Valacia	London 19th	Cunard Line

DUE DECEMBER 4.

Apache	Jacksonville 1st	Clyde Line
Britannia	Marseilles 19th	Fabre Line
Cananova	San Juan 29th	Atlantic Fruit
C of Montgomery	Savannah 1st	Ocean SS Co
Columbia	Glasgow 24th	Anchor Line
Curacao	Cristobal 25th	N Y & Pacific SS Co
Giuseppe Verdi	Naples 22d	McDonell & Truda
Minnekahda	Hamburg 23d	Atlantic
Napoleon	Algiers 17th	Boulder, W & T
Pastores	Havana 1st	United Fruit
Sorland	Barry 19th	S O Stray
West Calumb	Gibraltar 18th	United Am

Almanac for New York December 2.

Sun rises	7 01	Moon rises	9 21 AM
Sun sets	4 29	Moon sets	7 37 PM

TIME OF HIGH WATER DECEMBER 2.

Sandy Hook	9 19 AM	6 50 PM
Governors Island	9 51 AM	10 27 PM
Hell Gate (Astoria)	11 41 AM	— — PM

The time given in the above table is Eastern standard time and is furnished by the United States Coast and Geodetic Survey.

DROPPING OF TIME BALL.

NEW YORK, Dec 1—The time ball above the Navigation and Marine Engineering School of the Seamen's Church Institute, 25 South street, dropped to-day at exact noon, 75th meridian, or 5 hours slow of Greenwich mean time. Any one desiring correct Greenwich mean time telephone Bowling Green 3029.

ARRIVED.

Str Polonia (Dan), Libau Nov 12, Danzig 16th and Copenhagen 17th, to the East Asiatic Co, with 37 cabin and 211 third class passengers, mails and mdse. Went to pier 5, Bush Docks, Brooklyn.

Str Princess Matoika, Hamburg Nov 19, to the United States Lines, with 224 cabin and 44 third class passengers, mails and mdse. Anchored in Quarantine. Will dock at pier 4, Hoboken, Friday morning.

Str Megali Hellas (Greek), Piraeus Nov 16, to N A Galanos, with 64 first, 101 second and 107 third class passengers and mdse. Anchored in Quarantine.

Str Mount Clay, Hamburg Nov 19, to the United American Lines, with 11 cabin and 296 third class passengers, mails and mdse. Went to pier 86, North River.

Str Venezia (Br), London Nov 12 and Newcastle, El, 15th, to the Cosmo Steamship Co, Ltd, with mdse. Went to pier 4, section 8, Weehawken.

Str Eglantier (Belg), Antwerp Nov 8, to the Lloyd Royal Belge, with mdse.

Str City of Oran (Br), Calcutta Oct 4, Colombo 14th, Port Said 29th, Boston Nov 27 and Philadelphia 30th, to Norton, Lilly & Co, with mdse. Went to pier 2, Bush Docks, Brooklyn.

Str Camanu (Bras), Santos Nov 5 and Rio Janeiro 9th, to the Lloyd Brazileiro, with mails and mdse. Went to pier 3, Bush Docks, Brooklyn.

Str Aeolus, Buenos Aires Nov 10, Montevideo 11th, Santos 13th and Rio Janeiro 17th, to the Munson Steamship Line, with 93 passengers, mails and mdse. Went to pier 3, Hoboken.

Str Vasari (Br), Buenos Aires Nov 8, Rio Janeiro 13th and Trinidad 23d, to Lampert & Holt, with passengers, mails and mdse. Anchored in Quarantine.

Str Chicago, Seattle Nov 8, San Francisco 9th, San Pedro 12th and Cristobal 23d, to the Isthmian Steamship Lines, with mdse. Went to pier 6, Bush Docks, Brooklyn.

Str Quillon (Br), Guayaquil Nov 14, Manta 17th, Carrasco 18th, Buenaventura 20th and Cristobal 23d, to the Pacific Steam Navigation Co, with 6 passengers, mails and mdse. Went to pier 42, North River.

Str Elger (Nor), Porto Colombia Nov 16, Cartagena 17th, Kingston 21st and St Ann Bay 23d, to the Caribbean Steamship Co, with mdse. Went to pier 3, Empire Stores, Brooklyn.

Str Hylves, Cartagena Nov 19, Porto Colombia 22d, Santa Marta 24th and Kingston 26th, to the United Fruit Co, with 32 passengers, mails and mdse. Went to pier 13, East River.

Str P D Arche, Bahama Islands, to Robert L Hague. Arrived in tow of Merritt & Chapman tugs. Went to Robins's dry dock, Brooklyn.

Str Mary, San Domingo City Nov 21, Macoris 22d, Porto Plata 25th and Monte Christi 26th, to the Bull-Insular Line, with mdse. Went to New York Dock Co's pier 27, Brooklyn.

Str Edward L Doheny III, Lobos Nov 21 and Norfolk 30th, to the Pan-American Petroleum and Transport Co, with oil. Went to Robins's dry dock, Brooklyn.

Str Swiftscout, Tampico, to C D Mallory. Anchored off Weehawken.

Str Monroe (Br), Matanzas Nov 28, to the Munson Steamship Line, with sugar. Anchored off Tompkinsville.

Str Berwindvale (Br), Manati Nov 26, to J H Winchester & Co, with sugar. Anchored off Stapleton.

Str Fort Victoria (Br), Bermuda Nov 29, to the Furness-Bermuda Line, with 122 passengers, mails and mdse. Went to pier 95, North River.

Str Lightburne, Port Arthur, to the Texas Co, with crude oil. Went to Bergen Point.

Str C A Snider, Port Arthur, to the Union Sulphur Co. Went to Constable Hook, NJ.

Str Portsmouth, Port Arthur Nov 25, to the Gulf Refining Co, with crude oil.

Str Cartona, Mobile, to the Paulsen Trading Co, with mdse. Will discharge at Port Amboy.

Str Comanche, Jacksonville, to the Clyde Steamship Co, with passengers and mdse. Went to pier 36, North River.

Str Eastern Guide, Newport News, to the U S Dredging Board. Went to foot of 18th street, East River.

Str Glyndon, Philadelphia, to the Atlantic Fruit Co. Anchored off Stapleton.

Tug Storm King, towing 2 barges (and tow passed out Quarantine, light, at 1:20 PM).

WIRELESS REPORTS.

Str United States (Dan), Copenhagen, &c, for New York, was 790 miles E of Ambrose lightship at noon lat. Reports WNW storm. Expects to dock at foot of 17th street, Hoboken, Sunday morning.

Str Arabic (Br), Naples, &c, for New York, is expected to dock at pier 59, North River, about 10 AM Friday.

Str George Washington, Bremen, &c, for New York, is expected to dock at pier 1, Hoboken, late Thursday afternoon.

Str Orduna (Br), Hamburg, &c, for New York, is expected to dock at pier 42, North River, about 10 AM Thursday.

Str Columbia (Br), Glasgow for New York, is expected to dock at pier 56, North River, Sunday forenoon.

Str Colombo (Ital), Naples, &c, for New York, is expected to dock at pier 97, North River, Sunday forenoon.

Str Minnekahda, Hamburg for New York, is expected to dock at pier 86, North River, late Saturday or early Sunday.

Str Paris (Fr), New York for Havre, is expected to arrive at Havre about noon Friday.

Str Manchuria, New York for Hamburg, is delayed about 24 hours. She is expected to reach Cherbourg Friday night.

By United States Naval Radio.

[Distances given in miles; position at noon, unless otherwise specified.]

America 669 E Ambrose Dec 1.
Ampetco 1,400 ENE Hatteras 30th.
Dillwyn 88 W Cape Rojo 30th.
Dochet due Boston Dec 4.
Durango 750 E Nantucket 30th.
Eastern Temple 185 E by N Cape Henry Dec 1.
Evelyn 6 S Barnegat 30th.
Faraby 352 E Ambrose Dec 1. Due New York Saturday morning.
Fort Hamilton lat 36 N, lon 72 37 50th.
Gretlan off Fire Island noon Dec 1.
Gulfoil 130 SE Ambrose L V noon Dec 1.
Gulfcoast 195 S Brenton Reef noon Dec 1.
Gulfland 145 SW Nantucket noon Dec 1.
Hampton Roads lat 37 44, lon 46 24 Dec 1.
Illinois 260 SE Cape Race 30th.
Lake Fire 613 S Ambrose 30th.
Lorain 1,045 E Ambrose 8 PM 30th.
Maddequet 152 E Ambrose Dec 1.
Samuel 120 S Nantucket L V Dec 1.
Satura 1,850 S Ambrose L V 30th.
McKeesport 210 E Ambrose 30th.
Melrose 10 S by W Nantucket 30th.
Minnekahda 1,104 E Ambrose Dec 1.
Neconset passed Block Island Dec 1.
Norfolk 54 W by S Montauk noon Dec 1.
Ontario 17 SW Fire Island Dec 1.
Orient 163 E Ambrose Dec 1.
Panhandle State, lat 43 40, lon 48 10 30th.
Paulsboro 740 ENE Hatteras 30th.
Pipestone County 357 E Ambrose 30th.
Ponce 1,192 S New York 1 AM Dec 1.
Saguache lat 42 02, lon 50 07 30th.
San Lorenzo 37 N San Juan 8 PM 30th.
Sinaia in lat 46 58, lon 58 45 30th.

PASSED CITY ISLAND.

Bound South.

Str Norwalk, Boston for New York.
Schr Gertrude Parsons (Br), Walton, NS, for New York, with lath and lumber, to Homan & Puddington; vessel to J F Whiting & Co.
Schr John D, Nantucket for New York, with fish.
Schr Isaac Sherwood, Oyster Bay for New York.
Tugs Nassau, with 4 barges (at 6:45 AM); Spartan, with 4 (at 10:30 AM).
Steam canalboat Furnron (at 10:30 AM).
Motor barge Radium (at 1:15 PM).

Bound East.

Str Vendol, towing barge Tydol, Bayonne for New London (at 1 PM).
Schr J Lloyd Hawkridge, New York for Providence.
Schr Alida Hearn, New York for New Haven.
Schr Alice S Wentworth, Perth Amboy for Edgartown, Mass.
Schr Lavolta, Port Reading for a Maine port.
Tugs Mary W Potter, with barges Malvern, Chenuing and Haverford (at 8:30 AM); Augustus, light (at 11:30 AM); Frederick T Kellers, with 9 barges (at 10:05 AM); Bailey, with 1, New York for Fort Slocum; Neptune, with barges West Point, Milford and Pittston (at 2 PM); George G McCaffrey, with 10 barges (at 8:45 PM 30th).
Sailed from Whitestone 30th, 11:20 AM, tug Cheektowaga, with barges 801, for Cowesett, 803, for Pawtucket, 704, for Providence, and 790, for New Bedford.

Continued on Following Page.

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ROYAL MAIL to BERMUDA.
Special Christmas Holidays Tour, 21 days—$183 up
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Weekly Service Throughout the Winter.
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Weekly Sailings Commencing Jan. 14
From New York Every Saturday
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Sailings Piers 58-62, North River, New York
At noon unless specified
To CHERBOURG—SOUTHAMPTON
Olympic 1 P. M. Dec. 10 Dec. 31 Feb. 18
Celtic, Baltic, Cedric — To Liverpool — Dec. 3 Dec. 31 Feb. 1; Dec. 10 Jan. 14 Feb. 15; Dec. 15 Jan. 11 Feb. 15; Dec. 23 Jan. 25 Feb. 25
Baltic — To Liverpool — Dec. 17 Jan. 28 Feb. 25
New York—Azores Gibraltar, Naples and Genoa
Cretic 1 P. M. Dec. 5
Arabic 10 Dec. 6 *Jan. 21 *Mar. 4
Adriatic *Jan. 7 *Feb. 18
*(Special voyages.) Also call at Madeira, Algiers, Monaco, Athens and Alexandria.
‡Also calls at Madeira and Monaco. (Not Azores.)

RED STAR LINE
Call at Halifax commencing Jan. 7.
*Will not call at Halifax.
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announce a New Weekly service to Nassau and Eastern Cuba. Steamers Munargo (new) and Munamar leave New York Saturdays beginning December 31st, arriving Nassau Tuesday morning.
Send for Rates and Booklet.
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AQUITANIA Dec. 13 Feb. 7 Feb. 28
LIVERPOOL
ALBANIA (new) Dec. 10 Jan. 14
SCYTHIA (new) Dec. 24 Jan. 28 Feb. 25
HALIFAX, PLYMOUTH, CHERBOURG AND HAMBURG
SAXONIA Jan. 21 Mar. 7
LONDONDERRY AND GLASGOW
COLUMBIA Dec. 10
ALGERIA (new) Dec. 21 Jan. 21 Feb. 25
ASSYRIA (new) Jan. 7 Feb. 11 Mar. 11
LIVERPOOL AND GLASGOW
CAMERONIA (new) Dec. 31
VIGO, GIBRALTAR, NAPLES, PATRAS, DUBROVNIK, TRIESTE, FIUME
ITALIA Jan. 5
BOSTON TO LONDONDERRY, LIVERPOOL & GLASGOW
ASSYRIA (new) Dec. 5
SPECIAL MEDITERRANEAN SAILING
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