TRACKS ON DEFENCE

Jockey Club Stewards to Take Action to Protect Betting.

Stirred by the campaign which has been started against all forms of gambling in this state and which is trying to put an end to racetrack betting, the stewards of the Jockey Club, it was reported yesterday, will hold a conference at Saratoga to make out a plan of defence. The racetrack, say the enemies of gambling, is the source of the evii, and until betting there is stopped it will be difficult to check the tendency in other directions. The agreement made between the Jockey Club and the Rev. Thomas R. Slicer, under the terms of which the Jockey Club was to do its best to prevent racing in formation from reaching the poolrooms, has failed to put the poolrooms out of business.

When the metropolitan racing season opened at the Aqueduct track, and later at Jamaica, the plan caused the poolroom men much inconvenience. Since then, however, they have had little trouble, and are as flourishing as ever before. Probably the greatest amount of gambling being done in New York at present is on the horse races. But the poolroom men, not content with making books on the races, have introduced into their establishments still other forms of gambling, which are all liberally patronized. They now conduct roulette games, faro, keno, craps and almost every game of chance in the curriculum of gambling. All of this, it is alleged, is more or less traceable to the racetracks.

The Rev. A. S. Gregg, field secretary of the international reform bureau, has announced his intention of placing before the Governor the evidence of gambling which he has acquired at the racetracks, and declares also that he will institute an active campaign in the fall.

The defeat of the Cassidy-Lansing bill in the last session of the Legislature, which was aimed against betting at racetracks, was a sore disappointment to the Rev. Dr. Gregg and others, who recommended and fought for it. Dr. Gregg, however, has not given up the battle, and hopes to resurrect the measure in the next session of the Legislature. Governor Higgins, at the time that the Cassidy-Lansing bill was awaiting final action, expressed himself in favor of it. The agreement entered into between the Jockey Club and the Rev. Mr. Slicer was responsible in a degree to bringing about the defeat of the bill.

If gambling should be injected into the campaign as an Jssue it would look rather badly for the racetrack interests. The Jockey Club has always maintained that no gambling is done under its auspices, and that the betting at the racetracks is not under its supervision. appointment to the Rev. Dr. Gregg and others,

GET NEWS FROM A POLE.

Poolrooms Win, Temporarily at Least, Over Saratoga Track.

[By Telegraph to The Tribune.]
Saratoga Springs, N. Y., Aug. 11.—The war of the
New York poolrooms against the racetrack gam-blers is evidently on. This afternoon a seventyfive foot pole was erected by the Hudson River Telephone Company, on the Bradley property, just outside the racetrack grounds on the Nelson avenue side. A platform, wires and instruments were placed upon it, and for to-day at least the poolrooms had as exact and prompt service as could be desired.

The other devices of these resourceful people have been interfered with thus far. On Thursday of this week wires were discovered in the Morrissey House, just outside the track. This cottage had seen rented by a woman, who it appears, was a olind for the poolroom men. Mr. Morrissey ob-ceted to this use of his house, and, assisted by mith Beusie, a local Western Union lineman, cut he wires. Telegraph instruments and telephones verif found inside. The Pinkertons then stretched anyas inside the fence to obstruct the view from the windows.

Wires were also strung to a tree on Spencer

European Advertisements.

LONDON SHOPS.

NEW & EXCLUSIVE DESIGNS IH SILKS FOR LACES, RIBBONS, HOSIERY, FLOWERS, AND DRESS MATERIALS.

VERE STREET & OXFORDSTREET. LONDON, W.

Foreign Resorts.

LONDON HOTELS.

AVOY HOTEL, LONDON HOTEL DE LUXE OF THE WORLD The rooms are bright, fresh and airy, and delightfully quiet. Bathroom to every Suita

SAVOY RESTAURANT, most famous Restaurant in Europe. The Orchestra plays during Dinner and the Opers Supper.

LARIDGE'S HOTEL, The Centre of Fashionable London

"The Last Word" of Modern Hotel Luxury. Charming suites with private entrance, hathroom, etc.! Over 300 rooms. Nearly 100 bathrooms. A magnificent Royal Sutte.

HE CARLTON Hotel, Restaurant,

and Grill Room, LONDON.

FRANCE, BELGIUM AND HOLLAND.

ARIS (Favorite American House)

HOTEL CHATHAM. PARIS HOTEL DE L'ATHÈNEE

15, Rue Scribe,

Opposite the Grand Opera

The Modern Hotel of Paris."

E. ARMBRUSTER Manager.

TARIS HOTEL DE LILLE ET d'ALBION, P. Rue St. Honore, close to Place Vendome. First class. All solders improvements. Every home comfort. Large hall, bestaurant, luncheons and dinners at fixed price or 2 is carte. Slegrams: Lellarbion, Paris.—Henri Abadis, Propriete.

ARIS-HOTEL BALTIMORE. 5, RUE LEO DELIBES-AVE, KLEBER.
ALL MODERN COMFORTS, STEAM HEAT,

Aix-Les-Bains. GRAND HOTEL D'AIX Trask's grounds, which adjoin the racetrack on the southeast. The dense foliage hid the operators and instruments from view. When the officials arrived at the leafy station the workers had fied, it is likely that the matter will come up before Police Justice Delaney to-night. The clubhouses are quiet to-night, and Police Inspector James H. King says there is no gam-bling in Canfield's, to his knowledge.

TO STUDY SOUTHERN FARMING.

Young Filipinos Will Learn How to Grow Sugar, Tobacco, Rice, etc.

Washington, Aug. 11.-Philippine students sent to this country by the insular government to study agriculture will hereafter devote their attention chiefly to the Southern states, where sugar, tobacco, rice and other crops well suited

sugar, tobacco, rice and other crops well suited to the islands are grown extensively. At present there are thirty young Filipinos in the United States studying farming in various agricultural schools in the Northern states.

Because of race prejudice in the South, the young Filipinos have not taken kindly to the idea of attending Southern institutions, but as corn is practically the only Northern crop which is grown in their home country, many of the young students realize that they should go into states where the tropical crops flourish, and this fall a number of the boys will take up work in Louisiana and other states in the Far South.

WASHINGTON MADE P. O. REDUCTIONS.

Smaller Appropriation Necessitated Cut in Salaries at Sub-Stations.

Postmaster William R. Willcox denied yesterday Postoffice was responsible for the reduction in the pay of the drugstore superintendents of sub-stations. Mr. Willcox explained that the reductions were due to the fact that Congress appropriated only \$600,000 this year for the maintenance of such sub-stations and that a reduction in pay necessarily followed. He said that all orders pertaining to the reductions came from the Postoffice Department and that he merely carried out the orders given him. To prove this fact he showed the circular letter which he had sent to all superintendents of stations, explaining the department orders. The letter read as follows.

This office is advised by the First Assistant Postmaster General, under date of July 30, 1906, that the act of Congress making appropriations for the postal service for the current fiscal year provides an appropriation of \$475,000 for clerks in charge of contract stations at a rate of compensation not to exceed \$300 each, and an appropriation of \$225,000 for clerks in charge of contract stations, at a rate of compensation not oexceed \$1,000 each, and that this law necessitates a material reduction in the amount now allowed for contract stations in the grades above \$300, since the aggregate of salaries in these grades is more than \$300,000, while the appropriation is only \$225,000 for the current year.

The department states that in meeting this reduction it has been necessary to fix the salaries of the clerks in charge of contract stations attached to this office at rates in conformity therewith, and that under this rearrangement your compensation will be \$\text{\

At a meeting of superintendents on Friday it was openly charged that some superintendents dowas openly charged that some superintendents do-ing a business of \$50,000 yearly received less com-pensation than some doing only \$35,000 yearly. Mr. Willoox said that the auditor of the Postoffice De-partment at Washington was responsible for this error and that the New York office was in no way

SAY HE IS CONCERNED IN GEM THEFT. Seattle, Aug. 11.-R. O. Blair, said to be wanted for taking part in a diamond theft in New York City, was arrested last night by detectives at a racetrack. One of the men connected with the theft was arrested at Denver a few days ago and their was arrested at Denver a few days ago and confessed. This man said that he gave some of the diamonds to Blair. Blair admits that he knows the man arrested in Denver, but refuses to talk of the theft. He says he is a grocer.

NEW RAILWAY TO DEVELOP ALASKA. The Valdez-Yukon Railroad Company, incorporated in Virginia with \$10,000,000 capital stock, has begun construction of a road from Valdez, on the Bay of Valdez, Alaska, to Eagle City/on the Yukon River, a distance of 412 miles, reaching the copper and gold deposits of the Copper, Chitina and Tanana rivers.

Foreign Resorts.

FRANCE, BELGIUM AND HOLLAND.

Nstend-Hotels On Soa Front.

THE "CONTINENTAL," 400 BEDS.
"SPLENDID," 400 BEDS.
"KURSAAL & BEAU SITE, 150 BEDS. ARRANGEMENTS PENSION, ROOM & MEALS, ST AND ST PER DAY.

ACCORDING TO LOCATION OF ROOMS.

AUG. DECLERCH. Proprietus.

HOTELS IN GERMANY.

& IX-LA-CHAPELLE **Nuellens Hotel**

RANKFORT ON THE LEADING HOTEL AND RESTAURANT. FRANKFURTER HOF

Munich Newest & Most Elegant

HOTEL DE RUSSIE.

MURENBERG WURTTEMBERGER-HOF

AUSTRIA, HUNGARY & SWITZERLAND

The Finest Hotel in Austria

and the favorite resort of Americans. Pertect French Culsine and choice wines.

UDAPEST

Danube. Every modern comfort. Exclusive American & English patronage. CHARLES J. BU Manager, formerly of Imperial Hotel, Vienna. CHARLES J. BURGER,

NTERLAKEN. Airy Position. RECINA-HOTEL JUNGFRAUBLICK LAKES. J. DESCH-MULLER. Proprietor & Manager.

AUSANNE MOTOR GARAGE. GRAND HOTEL

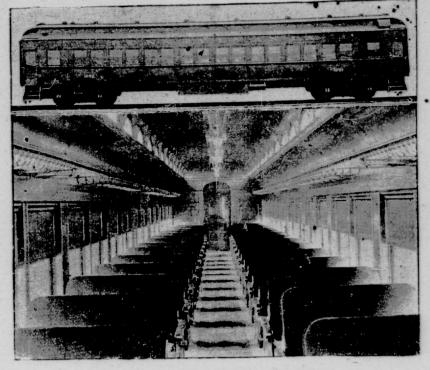
Ltd., Co., Hotels Beau Site, & Riche-Mont. The Modern Hotels of Lausanne, Superb Views of Lake and Mountains. Best American and English Patronage.

7URICH (OPEN THE YEAR ROUND) The Baur au Lac.

ITALY AND SOUTH OF FRANCE.

MENUA. PRIVATE PARK PALACE." EDEN

EXTERIOR FIRST ALL-STEEL PASSENGER COACH. Type of car which will be used in the Pennsylvania Railroad's New York-tunnel. It is collision-proof



INTERIOR OF FIRST UNBURNABLE CAR.

Every scrap of combustible material is to be eliminated from Pennsylvania passenger cars. MORE CITY TRACTION. | ALL STEEL TUNNEL CARS.

April, May and June 332,384,850. Statistics of passenger travel on the traction lines

in New York City, compiled by the State Railroad Commission, give the number of cash fares received by the lines in all five boroughs for the months of April, May and June as 332,884,850, an increase of 29,925,163 as compared with the corresponding quarter of 1905, and representing an average of 3,652,580 cash passengers a day, or 328,848 more a day than the average for the June 30 quarter of last year. The subway carried 37,161,607 cash passengers in the three months, against 26.942.295 in the corresponding period last year; and the elevated lines 69,164.266, against 64,551.703 in April, May and June, 1905; while the Metropolitan system carried 101,971.383, comparing with 99,059,455 a year ago. The total number of cash passengers carried by the elevated, subway and surface lines of the Borough of Manhattan was 208,297,256, an increase of 17,743,803, or 9.3 per cent. The Brooklyn Rapid Transit Company carried in the quarter 96,275,361 passengers, against 88,574,789 a

The showing by boroughs follows: CASH FARES. 1905 190,553,453 6,019,861 97,985,663 5,756,034 2,144,676 302,459,687

DECIDES FOR RYAN.

Vice-Chancellor Stevens Dismisses Suit Brought by H. C. Haskins.

Trenton, N. J., Aug. 11.-Vice-Chancellor Stevens has filed an opinion dismissing the sult instituted by Harry C. Haskins to compel Thomas F. Ryan to account for alleged enormous profits from the organization of the United Lead Company and com-bining the lead interests not already included in the National Lead Company. Haskins himself claimed o have originated the combination of the lead interests in the country after many years of study, and his plans were carried out by Ryan. The Vice-Chancellor holds that if Mr. Haskins has any claim it would be by an action at law for damages,

BUSY CHANNEL BLOCKED.

Bridge Draw Wrecked at Duluth-Thirty-five Steamers Held Up.

Interstate. Bridge this morning by a steamer has completely blocked navigation to the upper harbor, and to-night thirty-five big steamers are tied up, and streetcar and team traffic between Superior and Duluth is impossible, except by ferries. It is hoped, however, that navigation will be opened within a few hours, as a contract was signed late this afternoon under which the channel was to be clear for navigation by midnight. A large force of men are now at work, and the contractor is sanguine that the passage will be ready at the time

freighter Troy, which hit the draw span of the bridge, knocking it from the pier on which : revolves and blocking the channel on both s.d.s of

Edward Williams, the night engineer in charge of the bridge, declares that the Troy approached the bridge and blew for it to open in the usual way "She seemed to be about 500 to 600 feet distant." said Williams. "I at once started to open the draw, and when I had it one-third open the steamer struck it about twenty feet from the cen tre pier in the channel on the Superior side. The

span gave way."

The bridge is owned by the Great Northern Rai road. The draw span was 500 feet in length, or the longest in the world. Thirty-five steamers now in the upper harbor as

Thirty-five steamers now in the upper harbor are cut off from returning to the lake or to the Dulith side of the harbor. Most of the coal pockets are on the upper harbor, also many of the grain elevators, merchandise plers and the shipyards on the Superior side. Water communication with all this is cut off. The great part of the tonnage of the Duluth Superior harbor originates in St. Louis Bay, where are the piers of the Duluth Missabe & Northern road.

The steamer was badly damaged, her bow being stove in. The bridge cannot be put in commission again this season. Estimates of the financial loss to the bridge alone vary from \$100,000 to \$200,000 The bridge, when built, was bonded for \$300,000 and cost, approximately, \$1,000,000. The pier which held the balanced draw span is not badly injured and it is believed that, with salvage subtracted the actual loss will not exceed \$100,000.

Number of Passengers Carried in Pennsylvania Railroad Evolves New Fireproof Coaches.

"All future passenger equipment of the Pennsylvania Railroad will be made of steel. The necessity of providing non-collapsible, absolutely fire-proof passenger cars for the New York tunnel has simply hastened the day when this transformation must take place. The car of the future must be as safe as engineering science can make it."

This statement was authorized yesterday by a high official in the motive power department of the Pennsylvania Railroad, and it follows the experimental use of the new all-steel Pennsylvania coach, No. 1651. This car was placed temporarily on one of the company's regular local runs.

The future passenger equipment is to be of steel, not only steel frame and box, but steel and noncombustible material in every particular. This will involve a large expenditure, but the managemen feel that no expense should be spared to remove the danger from fire and collision in future railroading. One thousand of the new cars will be ready when the New York tunnel is completed. There will also be some five hundred Pullman cars which will also be of completely non-combustible construction. the request of the Pennsylvania Railroad, the Pullman Company is now building the first all-steel sleeper ever constructed. So-called steel coaches have been built for the New York subway, but they have been only partly of steel. The first all-steel

car to be built is said to be No. 1651.

The new car weighs 103,550 pounds, against 84,900 for the standard wooden coach, but it is found that the added weight greatly reduces the vibration and

for the standard weeden coach, but it is found that the added weight greatly reduces the vibration and adds to the comfort of the passengers. No inconsiderable part of the additional weight is due to the burden involved in carrying storage batterles and battery boxes. All the new cars are to be lighted by electricity, and the Pennsylvania will carry no gas illuminated cars of any kind into the New York tunnel. The electric wires in the new cars are insulated in heavy metal conduits, thus adding to the safety.

The new car is non-collapsible. Its hidden frame is like a cantilever bridge, suspended on the trucks as piers. This safety against telescoping is secured by the use of enormous steel girders, the principal feature in the body of the car being a central box girder 2 inches wide by 19 inches deep, extending throughout the length of the coach.

To show something of the effort made to make this car absolutely fireproof, it is only necessary to state that the flooring throughout the car and platform consists of an imitation of stone spread while in a plastic state over the steel plates of the car. The framing above the windows is composed of steel plates. The doors are composed of steel plates. The doors are composed of steel plates pressed into a shape imitating the wooden doors used in other cars, and filled with cork to deaden the sound. The roof is constructed of composite boards covered with copper sheathing. The inside lining consists of composite boards covered with fireproof paint.

NEW HAVEN STRIKE ENDS.

channellor holds that it all. Hossans has belief the would be by an action at law for damages, saying:

The charge of the bill is that Ryan should account for complainant's share of any profits reaped by him from or in connection with the promotion or exploitation of the United States Lead Company. Now, what profits could the defendant reap therefrom! The suggestion is that he might reap the profits of a promoter. A promoter may sometimes get shares not issued for money or property purchased. Such shares that the might reap the profits of a promoter. A promoter may sometimes get shares not issued for money or property purchased. Such shares that the might reap the profits of a promoter. A promoter may sometimes get shares not issued for money or property purchased. Such shares that the complainant desires an account. Now, on what basis could there be an equitable division of such shares?

The complainant charges that it was a part of his plan, personally, to contribute up to \$200,000, if necessary. He has, in fact, contributed nothing part, upon the extent to which he had himself contributed, and, in part, upon other considerations having no relation to the complainant. This being so, it would seem to be utterly impossible on any recognized basis of apportionment to take from Ryan a part of his shares and give them to the complainant.

The complainant company would depend, in part, upon the extent to which he had himself to see how much his collaborators in the undertaking and for services to be performed by him, and partiy for the prior work done in formulating the scheme. How much his collaborators in the undertaking had they taken him in, would have allowed him for what he had done, or would do, is altogether conjectural. It would naturally have been a matter of express contract. I am quite unable to see how way of account of profits, based upon a condition of affairs wholly unanticipated, and wholly unpossible of the manges. This, of course, would be to secure with the profits of the brotherhood in its deal

MINIATURE# ALMANAC

rise 5:06|Sunset 7:04|Moon rises 11:45|Moon's age 22 HIGH WATER A.M.—Sandy Hook 12:48 Gov. Island 1:15 Hell Gate 3:08 P.M.—Sandy Hook 1:28 Gov. Island 1:54 Hell Gate 3:47 WIRELESS REPORTS.

Duluth, Minn., Aug. 11.—The wrecking of the sexpected to dock about 8 a. m. to-morrow.

INCOMING STEAMERS. TO-DAY.

	Vessel. From. Line.
į	*Flummense Ceara, July 24 Booth
١	*La Bretagne Havie, August 4 French
ì	Toronto
i	MONDAY, AUGUST 13.
ł	*FurnessiaGlasgow, August 4Anchor
Ì	*CaracasSan Juan, August 8Red D
1	Minneapolis London, August 4 Atlantic Trans
ł	City of Macon Savannah, August 10 Savannah
ļ	El Rio
١	
1	TUESDAY, AUGUST 14.
ł	*Kaiser Wilhelm II. Bremen, August S N G Lloyd
ĺ	*Kroen'and Antwerp, August 4 Red Star *Statendam Rotterdam, August 4 Holland-Am
1	Barbarossa Bremen, August 4 N G Lloyd
1	Germania Gibraitar, August 3 Fabre
i	San Jacinto Galveston, August 8 Mallory
1	El Dia
ļ	WEDNESDAY, AUGUST 15.
ı	*TeutonicLiverpool, August SWhite Star
1	*ManoaQuebec
1	König Albert Gibraltar, August 6 N G Lloyd
ł	Chicago City Swansea, August 1 Bristol
1	*Brings mail,
ı	Dringe man,
а	

OUTGOING STEAMERS.

Vessel, For. Line. Mail close	Vess
Jefferson, Norfolk, Old Dominion TUESDAY, AUGUST 14.	3:00 p
Mercedes de Larrinaga, Argen, Barber 5:00 ar	
Venetia, Colon, Hamb-Am11:30 a r	
Caronia, Liverpool, Cunard	12:00 r
Grosser Kurfürst, Bremen. N G Lloyd	10:00 a
Princess Anne, Norfolk, Old Dominion	3:00 p
Arapahoe, Jacksonville Clyde	3:00 p
	3:00 p
WEDNESDAY, AUGUST 15.	
Oceanic, Liverpool, White Star 10:30 a r	n 2:00 p
Tronto, Argentina, Norton 2:00 a 1	n 4:30 a
Bermudian, Bermuda, Quebec 9:00 a r	n 11:00 a
Grenada, Grenada, Trinidad10:00 a	
Alene, Hayti, Hamb-Am11:00 a	
Benedict, Para, Booth	3:00 p
Nord America, Naples, La Veloce Nieuw Amsterdam, Rot'rdam, Hol-Am	**
Comus, New Orleans, Morgan	10:00 a
San Marcos, Galveston, Mallory	12:00 r
Monroe, Norfolk, Old Dominion	3:00 p
Navahoe, Jacksonville, Clyde	3:00 p
winterior, nucleasisses of activities -	8:00 p

Stern Brothers

To-morrow, Final Reductions in Women's

Tailor-made Walking Suits

of Cheviots, Fancy Mixtures, White, Serges, Panamas and Taffeta Silks, at \$9.50 and 16.50 Reduced from \$28.00 to 52.50

of Fancy Checks, Mohairs, at \$21.50 and 32.00 Rajah and Taffeta Silks. Reduced from \$45.00 to 72.50

Closing Out Women's and Misses' LINEN AND CRASH RIDING HABITS

at \$9.50 and 12.50 reduced from \$14.50 to 23.50

Exceptional Values in

Women's and Misses' Waists

of Lawn, Linen, Batiste, Mull, China and Taffeta Silk, Scotch and French Flannels,

at \$1.25, 1.50, 1.98 of Lawn, · " Linen, " 1.98, 2.98, 3.75 " China Silk, \$2.95 Taffeta Silk, 3.95

Mid-Summer Sale of

Women's Underwear

of Nainsook, Cambric and Lawn.

Night Robes, 98c, \$1.25, 1.85 Drawers, 65c, 185c, 98c Corset Covers, " \$1.75, 2.98, 3.75

On Monday and Tuesday August 13th and 14th a Special Sale of

" 3.95, 6,50, 9,75

Lace Curtains and Bed Sets

is announced as follows:

Values \$5.50 and 7.50 Pr., \$3.75, 5.50 Irish Point, Renaissance, " 7.50 and 9.50 " 5.75, 6.75 Lacet Arabe, Values \$21.50 and 23.50 " 13.50, 16.50 Real Point Arabe Bed Sets, Set \$16.50 to 85.00 Values \$21.50 to 107.50

Autumn Sale of

Blankets and Comfortables

in their New Department on the Third Floor,

At Specially Reduced Prices.

Blankets

Petticoats,

Princess Combinations,

10/4 Size, for Single Beds, at \$3.15, 3.85, 5.10 " 3.60, 4.50, 6.38 11/4 Size, for Double Beds, 12/4 Size, for Extra Large Beds " 5.85, 7.65, 9.00 Sateen Down Comfortables

For Double Beds, of Fancy Sateen with extra wide Plain Sateen Shaded Borders, Regular Price \$6.05, \$4.75

Boys' and Children's Clothing

At Extremely Low Prices. Boys' Washable Russian and Sailor Suits a limited number in colored Chambrays, etc., Value \$1.05 to 2.25 950 Norfolk and Double Breasted Belted Suits in Fancy Mixtures, Value \$6.75, \$4.75 Boys' All Wool Knee Pants, in Fancy Mixtures, sizes 3 to 10 yis., Value 95c.

Boys' Madras Blouses, Value 95c. Hats, Caps, Etc., Greatly Below Former Prices

West Twenty-third Street

Washable Reefers,

in various styles of Duck and Pique,

pine Islands—Hong Kong Maru Vid San Francisco). Aug 20, 12:30 a ne Hawait—Alameda (via San Francisco). Aug 28, 12:30 a m

SHIPPING NEWS.

Port of New York, Saturday, Aug. 11, 1906.

Steamer Campania (Br), Warr Liverpool August 4 and Queenstown 5, to the Cunard Line, with 474 cabin and 654 atcerage passengers, mails and midse. Arrived at the Bar at 10:56 p m. Steamer Kalserin Auguste Victoria (Ger), Ruser, Hamburg August 2, Southampton and Cherbourg 3, to the Hamburg-American Line, with 787 cabin and Lioss sieerage passengers, mails and midse. Arrived at the Bar at 7:30 a m. Hamburg-American L.ne, with 187 Sabin and 1,088 steerage passengers, mails and moise. Arrived at the Bar at 7,39 a m.

Steamer Bulgaria (Ger), Froehilch, Hamburg July 28, to the Hamburg-American Line, with 452 steerage passengers and moise. Arrived at the Bar at 5 a m.

Steam yacht Varuna, Traier, Southampton July 31, to Eugene Higgins. Arrived at the Bar at 3 a m.

Steamer St Paul, Passow, Southampton and Cherbourg August 4 to the American Line, with 359 cab'n and 479 steerage passengers, mails and moise. Arrived at the Bar at 2,33 p m.

Steamer Panama, Corning, Colon August 5, to the Panama Railroad Steamship Company, with 145 cabin passengers, mails and moise. Arrived at the Bar at 9,40 a m. eamer Rotterdam (Dutch), Boyesen, Rotterdam July to Philip Ruprecht, in ballast. Arrived at the Bar at 30. to Philip Ruprecit, in baliast. Arrived at the Bar at 1:48 p m.

Steamer Sofia Hohenberg (Aust), Stuparich, Trieste July 24. Patras 26 and Palermo 28, to Phelps Bros & Co, with 45 cabin and 923 steerage passengers and mdse. Arrived at the Bar at 4 p m.

Steamer Maverick, Reed, with barge S O Co No 91, from Sabine Pars August 2, to the Standard 6il Co, with oil. Left Quarantine at 1:17 p m.

Steamer El Valle, Grant. Galveston August 5, to the Southern Pacific Co, with passengers and mdse. Left Quarantine at 6:30 a m.

Steamer San Marcos, McIntosh, Galveston August 4, to C H Mallory & Co, with passengers and mdse. Left Quarantine at 6:10 a m.

Steamer Kansas City, Lewis, Savannah August 9, to the Ocean Ss Co, with passengers and mdse. Left Quarantine at 4:15 a m.

Steamer Jamestown, Hiller, Nerfolk, to the 0:14 Dominion Ss Co, in ballast. Left Quarantine at 4:25 a m.

Steamer Jamestown, Hiller, Nerfolk, to the 0:14 Dominion Ss Co, in ballast. Left Quarantine at 4:35 a m.

Steamer Jamestown, Hiller, Nerfolk, to the 0:14 Dominion Ss Co, in ballast. Left Quarantine at 4:35 a m.

Steamer Jamestown, Hiller, Nerfolk, to the 0:14 Dominion Ss Co, with passengers and mdse. Left Quarantine at 2:10 p m.

Steamer Jafferson, Dole, Newport News and Norfolk, to the Oid Dominion Ss Co, with passengers and mdse. Left Quarantine at 2:10 p m.

Steamer Jafferson, Dole, Newport News and Norfolk, to the Oid Dominion Ss Co, with passengers and mdse. Left Quarantine at 2:10 p m.

Steamer Jafferson, Dole, Newport News and Norfolk, to the Oid Dominion Ss Co, with passengers and mdse. Left Quarantine at 2:10 p m.

Steamer Jafferson, Dole, Newport News and Norfolk, to the Oid Dominion Sc Co, with passengers and mdse. Left Quarantine at 2:10 p m.

Formerly \$3.95. 2.25

FORT WOOD, N. Y. H., AUG. 12, 1906-

THE MOVEMENTS OF STEAMERS.