WRIGHT FLIES 37 MILES

TWO ASCENSIONS MADE AT FORT MYER.

Circles Drill Grounds Fifty-five Times—Not Ready for Official Test.

[From The Tribune Bureau.]

Washington, July 19.—After flying far enough to have crossed the English Channel, had he been going in a straight line, Orville Wright this evening finished the second of two trial flights at Fort Myer just as the sky was getting too dark to see the machine.

In the first flight the aviator circled the parade grounds, a distance of about five-sixths of a mile, twenty-five and one-half times. In the second twenty-nine and one-half circuits were made. In the fifty-five minutes the flyer was in the air it covered approximately thirty-seven miles.

The flights were still of the warming up variety, and tended only to work down the bearings of the engine and transmission gear, so they would be sure not to overheat on the government endurance test. Mr. Wright flew alone, but on the endurance test he will be required to carry a man with him. Nothing has yet been settled about the speed trial, and the contract for the aeroplane leaves it an open question whether the aviator will be compelled to carry a passenger or fly alone.

The first of the two flights began at 6:34, and was expected to last about twenty-five minutes. The Wrights have only this one machine available for the government test and do not intend to take any chances on overheating their engine, although, as it is water cooled, this danger is reduced to a minimum.

The flight lasted precisely twenty-five minutes, although about twenty seconds was consumed in landing. Mr. Wright said that the trial was perfect, that the bearings had not heated in the slightest, and the conditions were altogether too good to miss having another trial. Accordingly the machine was taken back to the starting rail and just an hour after the first flight was made the second began. The engine did not behave so well on the first flight. It was heard to miss a number of times as the rounds of the field were made, although this may have been due to the fact that the air was growing cooler in streaks and the aviator was putting his machine to a more severe test.

The aeroplane seemed to be making excellent time. It had averaged about forty or forty-one miles an hour. It was impossible, however, to time the speed with any accuracy, as Mr. Wright flew in larger and smaller circles, apparently as the mood took him, sometimes going far to the south of the aeroplane shed and sometimes much to the north of it. In fact, some of the turns that he made were as short as have ever been seen at Fort Myer.

When the final landing was made it was seen that he had been in the air on the second trial more than thirty minutes, and this, allowing his speed to have been something over forty miles an hour, would have carried him across the English Channel, where Hubert Latham met with disaster in his flight to-day.

The average height of the flight was not over seventy-five feet, but Mr. Wright was not trying for height. There was not a great crowd present—fourteen hundred at the outside. Among these were General Aleshire, General Crozier, ex-Quartermaster General Humphrey, John Barrett, director of the Bureau of American Republics; the Mexican Ambassador, the Secretary of the Navy, Mrs. Nicholas Longworth and Theodore Roosevelt, jr.

The Wrights are to give the War Department twenty-four hours' notice before an official test is made, and as they have not yet done so the chances are that this test will not come until late in the week, if, indeed, it is not put off until Monday. It is expected that there will be a forty-five minute flight to-morrow, and after that something over an hour, to make sure that the machine is well over the government requirement. No flight with a passenger has been made thus far, but it is thought that after the hour mark has been passed in the endurance test Lieutenant Frank E. Lahm will be taken aloft as a passenger.

THAW SEEKS COURT OF APPEALS.

Final Attempt to Get Release on Ground That Commitment Was Unconstitutional.

Harry K. Thaw is not content to rest all chance of getting his freedom on the insanity proceedings before Justice Mills, at White Plains. This was evident yesterday, when Charles Morschauser, his counsel, filed notice of appeal from the recent order of the Appellate Division which upheld the action of Justice Mills in dismissing the writ of habeas corpus on which Thaw was brought before him at a special term of the Supreme Court on June 29.

Counsel for Thaw at the time sought to have the prisoner discharged on grounds involving the constitutionality of Section 454, under which Thaw was originally committed to the asylum by Justice Dowling. Justice Mills ruled that the question whether or not the relator was sane was before him for trial, and announced that he would lay aside all other business and hear the evidence on that issue. Thaw's lawyers declined trial, whereupon Justice Mills dismissed the writ and remanded Thaw to Matteawan. Justice Gaynor, in dissenting from the order of the Appellate Division, said:

"Section 454 is void, as it is violative of the constitutional provisions against depriving any person of life, liberty and property without due process of law."

This section provides that the court, if it deems the discharge of a person acquitted on the grounds of insanity to be a menace to public safety, may commit him without notice of hearing. Justice Jenks, in denying the appeal, said:

"If defendant's plea was insanity, and it prevailed, it would follow that insanity was litigated at trial."

SUICIDE FOLLOWS OVERSTUDY.

Girl Wanted to Help Mother and Grandmother by Teaching School.

Her mind overtaxed by too much study, Eleanor Freitag shot herself in the right temple at her home, No. 127 Vernon avenue, Long Island City, about 8 o'clock yesterday morning, and died a few hours later in St. John's Hospital without regaining consciousness. The girl lived with her mother and grandmother, who kept a small restaurant in Vernon avenue.

It was the young girl's ambition to graduate from the Bryant High School and become a school teacher in order to help her mother and grandmother which led to her overstudying. She had tried to do two years' work in one. It is expected that the girl's classmates will attend the funeral in a body to act as pallbearers.

BOYS FISHING PULL UP MAN'S BODY.

Boys fishing made a grewsome catch in Jamaica Bay at the Old Mill yesterday afternoon, when one of the lines twisted about the arm of a drowned man. When the body appeared at the surface of the water the boys fled panic stricken. James Clark and Joseph Hesser, baymen, secured the body, which was later taken to the Liberty avenue police station. The body was nude, and it appeared that the man had been drowned while swimming.

TEAMSTERS' "OPEN SHOP" IN EFFECT.

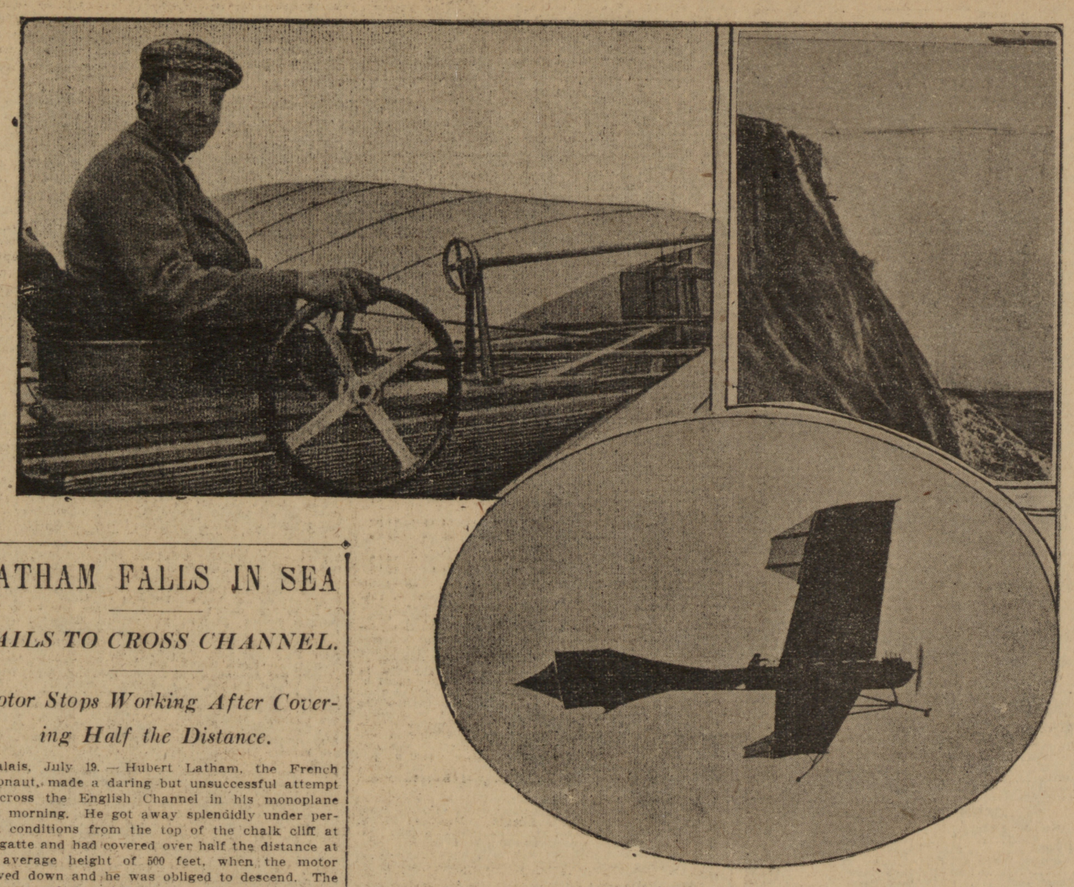
It was officially reported yesterday on behalf of the National Team Owners' Association, which several weeks ago declared for the "open shop" throughout the country, that the system has gone into effect without the stoppage of the business of any of its members, numbering one hundred thousand teamsters. The wages, it is understood, are to remain the same as when the teamsters were working under closed shop conditions.

DELICACIES FOR THE POOR SICK.

The New York City branch of the National Plant, Flower and Fruit Guild has had so many requests for grape juice and jelly for use among the poor sick that it is unable to meet the demand. The guild will be grateful for any gifts of this kind. The branch will either send for the donation or receive it at the office, No. 70 Fifth avenue, room 47.

HUBERT LATHAM, HIS MONOPLANE AND WHERE HE BEGAN HIS FLIGHT.

THE AVIATOR SEATED AT THE STEERING WHEEL. CLIFFS AT SANGATTE, FRANCE.



LATHAM'S MONOPLANE IN FULL FLIGHT.

LATHAM FALLS IN SEA

FAILS TO CROSS CHANNEL.

Motor Stops Working After Covering Half the Distance.

Calais, July 19.—Hubert Latham, the French aeronaut, made a daring but unsuccessful attempt to cross the English Channel in his monoplane this morning. He got away splendidly under perfect conditions from the top of the chalk cliff at Sangatte and had covered over half the distance at an average height of 500 feet, when the motor slowed down and he was obliged to descend. The air space of the wind, however, kept the machine afloat, and the monoplane, like a wounded bird, was stretched out on the water, when the French destroyer Harpon, which had kept abreast of the airship throughout the journey, came alongside and picked up M. Latham. He was not wet, and sat on the saddle above the wings behind the motor, calmly smoking a cigarette. He said that he was not discouraged by the failure, and would try again as soon as the machine was repaired. The injuries to the monoplane were slight, the principal damage being caused when it was hauled on board the destroyer. The motor is intact.

The watchers on both shores had an anxious hour after the machine was lost to view behind a veil of fog on the French side. The authorities at Dover reported that the machine had not been sighted and the apprehension was not allayed until the semaphore at Calais reported that the Harpon was returning with M. Latham, uninjured, aboard.

The failure of the motor is attributed to a bad carbureteer on the monoplane, which, when four hundred feet above the sea, began to descend. When the machine was two hundred feet above the water M. Latham shut off the power, and the machine glided down gently, alighting on the waves with hardly a splash. Mr. Latham said after his return:

I cannot exactly say what stopped the motor. I tried to get the engine working again, but could not, and was obliged to fly gradually down to the sea. The heavy motor immediately went under water, but the machine itself floated like a cork, and I lifted my feet to a spar to keep them dry. I found my matches still dry, and lighted a cigarette. I believe the machine would have floated for two hours in a calm sea, but the wings were soon broken to shreds. My experience has shown me that the English Channel can be crossed. In football parlance, we scored a try but no goal.

I believe that previous to the mishap I maintained an even flight four hundred feet above the water. It was unfortunate that the motor stopped, as everything else was favorable, and I was going well at the time. Never mind, I shall have another Antoinette aeroplane from Chavlons, with which another attempt will be made to cross the Channel, within a week or ten days.

M. Latham left Calais for Paris this afternoon.

Latham's start was made under most propitious circumstances. A stiff breeze which was blowing yesterday subsided at dusk and the clear night indicated that perfect conditions would prevail at daybreak. M. Latham slept in a shed of the old tunnel works at the foot of the cliff where the monoplane was housed, while M. Lebavasseur, a correspondent, and the constructor of the machine, who was to give the signal when the start was to be made, slept on board the destroyer Harpon off Cape Gris-Nez.

At the first streak of dawn M. Latham came out of the shed clapping his hands with joy at the sight of the smooth sea. The sky was overcast, but the wind was hardly perceptible. A few minutes later a gun fired on the Harpon confirmed the aeronaut's opinion that conditions were right and an automobile was sent to Calais to tell the authorities that a start would be made between 6 and 7 o'clock.

While the monoplane was hastily taken out and pushed to the top of the cliff a crowd of several thousand persons assembled to witness the start, and the entire population of the neighboring villages lined the shore below. M. Latham carefully inspected every part of the machine, and after making several trials with the eight-cylinder motor found the machine in good order.

There was a wait of an hour until the torpedo boats and tugs, strung out in a line toward the horizon, took their positions. Finally the monoplane was pushed back two hundred yards from the crest of the cliff, which has a drop of two hundred feet to the sea. Latham was clad in a knickerbocker suit and had donned a life preserver. He showed no signs of nervousness as he shook hands with his friends on mounting the saddle. "Start the motor!" he cried to his assistants, and then with a nod of his head and the words, "See you in Dover," threw back the starting lever, the machine running along the ground with rapidly increasing momentum.

Just before reaching the edge of the cliff the aeronaut touched the horizontal lever and the machine, with its white outstretched wings, rose gracefully and sailed out over the shining waters amid a roar of cheers from the cliff and shores. The monoplane, after leaving the cliff, ascended gradually until it probably was three hundred feet above the sea. Then, straight as an arrow, it continued its flight toward the English coast, apparently under perfect control, at a rate of about thirty-five miles an hour. The Harpon kept almost under her aerial companion, and at the end of fifteen minutes both disappeared in the haze on the horizon.

When last seen the monoplane was only a brilliant speck on the horizon, with a trail of blue smudge from the motor. The Harpon was below the horizon.

The piers and streets along the waterfront were black with people when the destroyer entered the harbor, at 9:30, with M. Latham aboard. The aeronaut received a great welcome, and on landing made his way with difficulty through the cheering throngs. Dozens of times he was compelled to kiss girls who threw their arms about his neck.

In response to inquiries M. Latham shouted repeatedly that he was all right. He said the motor failed about twelve miles out, and owing to the slowing down of the engines he was unable to remain longer in the air.

The appearance of the machine, with its tangled guy ropes and misplaced skids, indicated that it was badly damaged.

Hubert Latham is a French aeronaut whose performances have only recently begun to attract attention, mainly through the novel construction of his flying machine, built with a single horizontal plane, as against the double planes used by the Wright brothers and most other inventors of airships. Although he made short flights in May last, his first important flight was last month, when he remained in the air 1 hour 7 minutes and 47 seconds, for the first time attracting serious attention to his new single plane device.

The machine used by M. Latham has two rigid wings a foot thick in the centre and tapering into flexible fins designed to give stability. The space between the two layers of canvas is watertight, and was intended to insure safety should the machine fall into the water as it did yesterday.

COUNT DE LAMBERT PLANS TRIP.

May Attempt to Sail Over Channel Before M. Latham Can Make Repairs.

Wissans, July 19.—Count de Lambert is here with two Wright aeroplanes, which are now ready to make a series of flights. In view of Hubert Latham's accident to-day it is believed that Count de Lambert will attempt to cross the English Channel with an American machine before M. Latham is again ready to make the flight.

M. PAULHAM FORCED TO LAND.

High Wind Prevents Wright Aeroplane's Return from Douai to Arras.

Arras, France, July 19.—M. Paulham, the aeronaut, made a cross-country flight with a Wright aeroplane from this town to Douai. He covered the twenty kilometres in twenty-two minutes. After covering three kilometres on the return trip the rising wind forced M. Paulham to descend, and on alighting the rudder was broken.

FRENCHMEN SEE THE ZEPPELIN.

A Proposal for a Simultaneous Flight with the Ville de Nancy.

Metz, July 19.—Under the guidance of German officers several French aeronauts to-day inspected the Zeppelin airship in its floating hall. They also witnessed a short ascent by M. Kapferer, the pilot of the French airship Ville de Nancy. M. Kapferer proposed that his craft and the Zeppelin airship should make a simultaneous ascent to-morrow evening and meet on the frontier. The German officers left the decision in this matter to the higher military authorities.

TAILOR'S TROUSERS AFIRE IN COURT.

Blazing Like a Comet, He Finds Relief in Seward Park Fountain.

Samuel Rosenberg, a tailor, of No. 141 Delancey street, discovered while sitting in Essex Market court yesterday that his trousers were on fire. With a yell he dashed out of the courtroom and down Essex street, while the amazed bystanders saw small gushes of smoke and bright flames issuing from his right hip pocket.

"Mister, you're burning!" cried a little girl from the sidewalk.

"I know it better than you," answered Rosenberg, as he flew. "To the water for mine."

Reaching Seward Park, he made a thrilling "dive for life" into the big fountain, and stayed there with only his head showing above water.

"What do you want, any way?" asked a friend, who fished him out.

"Another pair of pants," replied the tailor. "Donner und blitzen! I never carry loose matches in my pockets again."

RAID OVER "MIKE" GALVIN'S HEAD.

Five Prisoners Taken in Alleged Poolroom on Tip Sent by Letter.

Acting upon information which he received by letter, Inspector Daly detiled three of his men yesterday afternoon to watch a building in Park street which was alleged to be a poolroom.

The three detectives, after seeing several men enter the building, went to the second floor and made five men prisoners in a room which, they say, contained a blackboard on which were written the names of horses, entries in the races at Fort Erie; telephone, racing sheets and racing slips. One man, who said he was Frank Bruzzone, a bartender, of No. 46 Mott street, was charged with keeping the place. All five prisoners were bailed out later at the Elizabeth street station.

While the bail arrangements were being made Captain Galvin, of the Elizabeth street station, in whose precinct the raid occurred, entered the station house. From Galvin it was learned that the raid was made without his knowledge.

FIRST CABIN PASSENGERS DEPORTED.

Widow and Mexican Artist Sent Back to Europe on Same Steamer.

Among the first cabin passengers who sailed from this city for Cherbourg on Saturday on the American liner New York was Mrs. Francis Levy, a widow, about thirty-five years old, who was accompanied by José Gomez, a landscape painter, about twenty-eight years old, of Mexico City, who, she said, was her cousin. Mrs. Levy and Gomez arrived here a week ago on the New York, which they boarded at Cherbourg, and although they came in the first cabin they were detained by the immigration officials and deported within a week on the same steamer on which they arrived.

Mrs. Levy, who was also known at Ellis Island as Mrs. Richert, said she received a large estate on the death of her husband several years ago. She said that she and her cousin went to Buenos Ayres from Mexico. Both declared that they wanted to return to Mexico City, but the immigration officials were not satisfied with Mrs. Levy's story and she and Gomez were excluded. The woman said she had considerable money, and while Gomez, the painter, had only $20, he said he possessed jewelry valued at $2,000.

It is thought that they will return to Mexico by way of South America.

J. S. M'HUGH GOING ABROAD.

James Slater McHugh, first of the third generation in the house of Joseph P. McHugh & Co., will go abroad to-morrow on the Adriatic to look after the foreign interests of the firm.

NEW SMUGGLING AVENUE.

Inspectors Watching Baggage from Central and South America.

Information of a secret nature which reached this city several days ago has caused unusual vigilance by the customs officials in the examination of all persons and baggage arriving at this port from South America. While it has long been conceded that persons from South and Central America are as a rule transient passengers, who seldom bring in goods of much value, the customs inspectors are now examining their baggage with as much care as if they had come direct from Paris or London.

The precarious political situation prevailing in Venezuela and Colombia it is said is directly responsible for the special attention now bestowed upon the passengers and baggage coming from ports of these countries.

It was said yesterday by a man familiar with the present conditions of these two countries that considerable jewelry purchased in Paris has found its way to this country through the medium of American travellers embarking with the gems at La Guayra, Puerto Cabello and Cartagena. Travellers also have crossed from Chili and Peru to Colon with jewel purchases picked up at bargains in pawnshops and landed with them at New York and New Orleans.

The traffic of South Americans between their own countries and Paris is exceedingly large. Many of the purchases in Paris are made by persons whose fortunes depend on political favor, and when there is a revolution or a change of power their resources disappear and their jewelry must be sold at a sacrifice. During conditions like these when Americans are travelling in South America they are met by agents of impoverished families with jewels to sell, and rings, watches, diamonds and jewelled necklaces are bought at comparatively low figures.

ALLEGED SMUGGLER GAINS POINT.

Judge Hand Refuses to Order Forfeited Trunk Containing Gowns.

Judge Hand, in the United States District Court, rendered an important opinion yesterday in the prosecution of the first of the alleged gown smuggling cases, refusing to order forfeited the valuable contents of a trunk which the customs officials seized last March on the Kronprinzessen Cecilie. The complaint was made against Mrs. Anne McNally, who bought some costly garments in Paris and, it is alleged, tried to enter them here free of duty by making a false declaration.

Judge Hand, in deciding in favor of Mrs. McNally's claim to the trunk, said:

The government claims that because she did not make a complete description of the trunks, as required by Section 2,799, the goods were forfeited under Section 2,802. There is no ground for such contention. Her declaration was as though she had said: "I have certain goods in a trunk which I am going to send for your examination to the stores." I can see nothing in the government's position except that to mention the trunk was not to mention any dutiable article.

The second consideration is, whether, as merchandise, the trunk is forfeited because Mrs. McNally "attempted to enter" it. As I understand it, one "attempts" a crime where, with intent to complete the crime, he does any part of the acts which together constitute a complete crime. I do not understand that anything which leads up to but does not constitute a part of a crime itself can alone constitute an attempt to do it. In this case it is no doubt a necessary condition to the entry of the goods that Mrs. McNally should take out the invoice in Paris and send one to the Custom House, because that was a condition of entry, but it was not on that account necessarily a part of the entry.

FAVOR HAFFEN'S REMOVAL.

Cleveland Democracy Denounces New Building Code and Hopes for Fusion.

The Cleveland Democracy held a meeting last night at its headquarters, No. 272 West 125th street, at which speeches were made favorable to fusion this fall between the anti-Tammany forces. Several former Tammany men denounced Charles F. Murphy and the members of the Board of Aldermen who voted in favor of the new building code. The meeting also expressed itself as being in favor of the removal of Borough President Haffen.

Among the speakers were ex-Assemblyman John J. Egan and Richard Smith. Mr. Egan said, speaking for organized labor, that the latter would resent at the polls the efforts of the Tammany aldermen to give a monopoly for fireproofing to a concern favored by Charles F. Murphy.

Mr. Smith said that he felt certain Governor Hughes would remove Borough President Haffen from office. With honest fusion Mr. Smith thought that Tammany would surely be beaten.

GOVERNOR TO HEAR HAFFEN CASE.

Albany, July 19.—Governor Hughes has arranged to leave his summer home at Saranac Inn, in the Adirondacks, Wednesday night, coming direct to Albany to hold a hearing Thursday noon on the report of Commissioner Wallace MacFarlane, who reported that Louis F. Haffen, President of the Borough of The Bronx, was guilty of charges of misconduct in office which should subject him to removal.

The Governor will leave Friday for the Alaska-Yukon Exposition at Seattle. He expects to return about the middle of August.

MUNICIPAL DEMOCRACY ORGANIZES.

Henry W. Bridges, a lawyer of the 16th Assembly District, was elected chairman of the county committee of the Municipal Democracy at a meeting in the Union Square Hotel last night. William Lustgarten, another lawyer, who organized the Civil Employes' Loan Association some time ago, was chosen secretary. Mr. Bridges said that fusion against Tammany could not succeed if the Republicans entered such a movement only on the promise that they be allowed to shape the ticket.

MAY REPLACE HAFFEN

A. H. MURPHY PREFERRED.

Alderman Choice of Many Should Borough President Be Removed.

Arthur H. Murphy, alderman, the proprietor of two saloons and a well-to-do speculator in real estate, may be the next President of the Borough of The Bronx, according to a story current in the northern end of the city. The report is that the aldermen from The Bronx are seriously considering the advisability of refusing to re-elect President Haffen, should he be removed by the Governor.

For some time it has been understood that many members of the organization in The Bronx think President Haffen has had enough of office holding, and a quiet movement has been going on to get another candidate for his office this fall; but it has been generally understood that the aldermen, all of whom, with the exception of Thomas J. Mulligan, are classed as strong Haffen men, would re-elect the Borough President in case he should be removed.

But since the removal of the Borough President became a possibility the Republicans in The Bronx have been making no secret of their hope to take control of the borough government away from the Democrats this fall. The re-election of President Haffen after his removal on charges would make a strong campaign issue. Some of the aldermen have been realizing this. It is said they figure that to lose the borough would in all probability cost some of them their offices. This is said to be the motive behind the talk of replacing President Haffen with Alderman Murphy.

Several anti-Tammany organizations in The Bronx have made overtures to the Republican leaders there looking toward a fusion on the office of Borough President, and there is good reason to believe that some sort of arrangement will be made. Thomas W. Whittle, leader of the 35th Assembly District and secretary of the New York County Republican Committee, is being talked of as a possible candidate for Borough President. Four years ago President Haffen got only 3,085 more votes than William O'Gorman, the Hearst candidate.

In the mean time President Haffen is preparing to seek a vindication. He is issuing a booklet entitled "Progress in The Bronx," showing the public improvements that have been made there in the sixteen years that he has been in charge of the work. Copies of this book are being sent to every enrolled voter. The publication is well illustrated, containing among other things a picture of the new courthouse, which formed the basis of one of the charges against Mr. Haffen.

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sunrise 4:45 | Sunset 7:27 | Moon sets 9:42 | Moon's age 4

HIGH WATER.

A.M.—Sandy Hook 9:54 | Gov. Island 10:22 | Hell Gate 12:12
P.M.—Sandy Hook 9:55 | Gov. Island 10:23 | Hell Gate 12:13

WIRELESS REPORT.

The Grosser Kurfürst, reported as 343 miles east of Sandy Hook at 9:15 a m yesterday, is expected to dock this forenoon.

INCOMING STEAMERS.

TO-DAY.

Vessel.	From.	Line.
*Cynthiana	Para, July 5	—
*Seminole	Turks Island, July 12	Clyde
*Marowijne	Barbados, July 12	D W I
*Kaiser Wilhelm II.	Bremen, July 13	N G Lloyd
*Saratoga	Havana, July 17	Ward
Harley	St Lucia, July 8	—
Germania	Naples, July 7	Fabre
Grosser Kurfürst	Bremen, July 10	N G Lloyd
Louisiana	Copenhagen, July 1	Scand-Am
Alamo	Galveston, July 14	Mallory
WEDNESDAY, JULY 21.		
*Cristobal	Cristobal, July 15	Panama
*Sibria	Port Limon, July 16	Hamb-Am
*Clyde	Kingston, July 17	R M S P
König Albert	Genoa, July 8	N G Lloyd
C F Pietgeh	Christiansand, July 10	Scand-Am
P di Piemonte	Gibraltar, July 11	Italian
THURSDAY, JULY 22.		
*Majestic	Southampton, July 14	White Star
*Horatio	Barbados, July 14	Para
Louisiane	Havre, July 10	French
Soestdyk	Rotterdam, July 10	Holland Am
Erika	Barcelona, July 8	Gans
Hugin	Progreso, July 15	Ward
Comus	New Orleans, July 17	So Pacific

*Brings mail.

OUTGOING STEAMERS.

TO-DAY.

Vessel.	For.	Line.	Mail closes.	Vessel sails.
Kaiser W. der G.	Bremen,	N G Lloyd.	6:30 a m	10:00 a m
Maranhense	Para,	Booth	12:00 m	3:00 p m
Potsdam	Rotterdam,	Hol-Am	—	10:00 a m
City of Macon	Savannah,	Savannah	—	3:00 p m
Arapahoe	Jacksonville,	Clyde	—	1:00 p m
WEDNESDAY, JULY 21.				
Adriatic	Southampton,	White Star	6:00 a m	9:30 a m
Campania	Liverpool,	Cunard	6:30 a m	10:00 a m
Alice	Trieste,	Austrian	—	—
Russia	Libau,	Russian	—	—
Iroquois	Jacksonville,	Clyde	—	1:00 p m
Colorado	Galveston,	Mallory	—	12:00 m
Rio Grande	Mobile,	Mallory	—	12:00 m
THURSDAY, JULY 22.				
F der Grosse	Bremen,	N G Lloyd	7:00 a m	10:00 a m
Le Bretagne	Havre,	French	7:00 a m	10:00 a m
Verdi	South Brazil,	Lamp & Holt	9:00 a m	12:30 p m
Morro Castle	Havana,	Ward	9:00 a m	12:00 m
Ancon	Colon,	Panama	11:30 a m	2:00 p m
United States	Copenhagen,	Scand-Am.	—	11:00 a m
Moltke	Naples,	Hamburg-Am	—	1:00 p m
City of Columbus	Savannah,	Savannah	—	3:00 p m
Rio Grande	Galveston,	Mallory	—	12:00 m

TRANSPACIFIC MAILS.

Destination and steamer.	Close in New York.
Japan, Corea and China (specially addressed only) (via Seattle)—Suveric	July 22, 6:30 p m
Hawaii, Japan, Corea, China and Philippine Islands (via San Francisco)—Tenyo Maru	July 22, 6:30 p m
New Zealand, Australia (except West), Samoan Islands and New Caledonia (via San Francisco)—Tymeric	July 25, 6:30 p m
Japan, Corea and China (via Seattle)—Shinano Maru	July 26, 6:30 p m
Japan, Corea, China, and Philippine Islands (via Vancouver and Victoria, B C)—Empress of China	July 30, 6:30 p m
Hawaii, Guam and Philippine Islands (via San Francisco)—U S Transport	July 31, 6:30 p m
Hawaii, Japan, Corea and China (via San Francisco)—Korea	July 31, 6:30 p m
Tahiti, Marquesas Islands, New Zealand and Australia (except West) (via San Francisco)—Mariposa	Aug 1, 6:30 p m
Hawaii (via San Francisco)—Alameda	Aug 2, 6:30 p m
Australia (except West), New Zealand, Fiji Islands and New Caledonia (via Vancouver and Victoria, B C)—Marama	Aug 8, 6:30 p m

SHIPPING NEWS.

Port of New York, Monday, July 19, 1909.

ARRIVED.

Steamer Advance, Mowbray, Cristobal July 12, to the Panama Railroad Ss Line, with 69 passengers, mails and mdse. Arrived at the Bar at 5:43 a m.

Steamer Arabic (Br), Finch, Liverpool and Holyhead July 10 and Queenstown 11, to the White Star Line, with 276 cabin and 208 steerage passengers and mdse. Arrived at the Bar at 11:45 p m, 18th.

Steamer Coamo, Foss, Ponce July 6, Mayaguez 7 and San Juan 14, to the New York and Porto Rico Ss Co, with 115 passengers, mails and mdse. Arrived at the Bar at 3:45 a m.

Steamer Amelia (Br), Jamieson, Port Antonio five days, to the Atlantic Fruit Co, with 1 passenger and fruit. Arrived at the Bar at 1:15 a m.

Steamer Amphitrite (Br), James, Fowey July 2, to Simpson, Spence & Young, with china clay. Arrived at the Bar at 6 a m.

Steamer Satilla, Mason, Brunswick, Ga, July 15, to the Brunswick Ss Co, with lumber. Left Quarantine at 6:50 a m.

Steamer Willkommen (Ger), Klemz, Hamburg July 3, to Philip Ruprecht, in ballast. Arrived at the Bar at 10:20 a m.

Steamer Frutera (Nor), Danielsen, Puerto Barrios July 3, Bocas del Toro 8 and Port Antonio 14, to the United Fruit Co, with 2 passengers and fruit. Arrived at the Bar at 1:30 p m.

Steamer Tennyson (Br), Allen, Santos July 1, Rio de Janeiro 3, Bahia 6 and Barbados 13, to Busk & Daniels, with 22 cabin and 100 steerage passengers, mails and mdse. Arrived at the Bar at 9:45 a m.

Steamer El Norte, Mason, Galveston July 13, to the Southern Pacific Co, with mdse. Left Quarantine at 6:20 a m.

Steamer Antilles, Burns, New Orleans July 14, to the Southern Pacific Co, with passengers and mdse. Left Quarantine at 6:05 a m.

Steamer Zulia, Bennett, Maracaibo July 10, Curacao 11 and La Guayra 12, to Boulton, Bliss & Dallett, with 8 passengers, mails and mdse. Arrived at the Bar at 5:26 p m.

Steamer Vaderland (Belg), Barman, Antwerp and Dover July 10, to the Red Star Line, with 291 cabin and 898 steerage passengers and mdse. Arrived at the Bar at 1:45 a m.

Steamer Minneapolis (Br), Claret, London July 10, to the Atlantic Transport Line, with 82 passengers and mdse. Arrived at the Bar at 11:46 a m.

Steamer Anita (Nor), Brogger, Nipe Bay, Cuba, five days, to the Cuba Planters' Co, with fruit. Arrived at the Bar at noon.

Steamer Chesapeake, Delano, Baltimore, to the New York and Baltimore Transportation Line, with mdse. Left Quarantine at 1:20 p m.

Sandy Hook, N J, July 19, 9:30 p m—Wind northwest, moderate breeze; clear; light sea.

SAILED.

Panama, Cristobal; Nacoochee, Savannah; Hamilton, Norfolk and Newport News; Suriname (Dutch), Barbados, etc.

STEAMERS AT FOREIGN PORTS.

ARRIVED.

Genoa, July 17—Lazio (Ital), New York via Norfolk.
Gibraltar, July 18—Carpathia (Br), New York for Genoa and Naples.
Queenstown, July 19—Mauretania (Br), New York for Liverpool.
Naples, July 18—Duca di Genova (Ital), New York.
Liverpool, July 18—Cedric (Br), New York via Holyhead.
Glasgow, July 18—Columbia (Br), New York via Moville.
Bremen, July 18—Bremen (Ger), New York via Plymouth and Cherbourg.
Pondicherry, July 17—Tannenfels (Ger), New York via Aden, Kurrachee, Bombay, etc.
Para, July 18—Crispin (Br), New York via Barbados.
Singapore, July 19—Aragonia (Ger), New York for Iloilo, etc.
Rotterdam, July 17—Suwanee (Br), New York.
Port Said, July 19—Suruga (Br), New York for Chemulpo, Nagasaki, etc.

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We could start you off with everything man needs for comfort on a trip around the world.

Steamer rugs.
Steamer trunks.
Suit cases, hand bags and dressing sets.
Rubber soled shoes for deck wear.
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In boys' woolen Norfolk and double-breasted suits.
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AERIAL GARDENS Over New Amsterdam Theatre, West 42d St. Smok'g and Refreshments. Concerts in Promenades.
A GENTLEMAN FROM MISSISSIPPI With THOS. A. WISE and DOUGLAS FAIRBANKS.

LYRIC Evgs. 8:15. Only Mat. Sat., 2:15. THE MOTOR GIRL
Broadway Evgs. 8:15. Only Mat. Sat., 2:15. The Midnight Sons with Blanche Ring.
Lew Fields' HERALD SQ. Evgs. 8:15, $1.50. Mat. Tom'w, 2:15. Jefferson De Angelis The Beauty Spot.

PALISADES AMUSEMENT PARK, Opp. W 130th St. (N. Y.) Ferry. CHILDREN'S CARNIVAL WEEK.

JOE WEBER'S Jos. M. Weber presents B'way and 39th St. Eve. 8:15. Mats. Wed. and Sat., 2:15. THE CLIMAX

HAMMERSTEIN'S ROOF. Daily Mats. in Victoria Theatre. Evenings at 8:15. GERTRUDE HOFFMANN, ANNETTE KELLERMANN, and Ten other big acts.

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Special trains leave Grand Central (Lex. Ave.) for Mt. Vernon, 12:10, 12:32, 12:45, 1:10, 1:29, 1:45 P. M. Also locals, 12:15, 1:36, 2:35. All trains stop 125th St. 10 min. later. All "L" roads connect with trolley direct to track. Subway to 149th and 181st Sts. or Kingsbridge, thence by trolley. All Bronx and Westchester cars connect with trolley to course. Delightful auto ride.

Bombay, July 19—Lackawanna (Br), New York.
Suez, July 17—Inverclyde (Br), Yokohama, etc, for Boston and New York; Woglinde (Ger), Yokohama, etc, for New York.
London, July 19—Minnewaska (Br), New York.
Bermuda, July 19—Bermudian (Br), New York.
Cherbourg, July 19—Kronprinzessin Cecilie (Ger), New York via Plymouth for Bremen.
Dover, July 19—Kroonland (Belg), New York for Antwerp.

SAILED.

Havre, July 17—La Lorraine (Fr), New York.
Naples, July 17—Taormina (Ital), New York.
Gibraltar, July 18—Lützow (Br), Trieste for New York.
Calcutta, July 17—Neidenfels (Ger), Boston and New York.
Rio de Janeiro, July 18—Vasari (Br) (from Santos), New York.
Hull, July 17—Paul Paix (Br), New York.
Naples, July 17—Cretic (Br) (from Genoa), New York.
Cherbourg, July 18—George Washington (Ger) (from Bremen and Southampton), New York.
Southampton, July 19—President Grant (Ger) (from Hamburg and Boulogne), New York.
Patras, July 13—Athinai (Greek), New York.
Algiers, July 15—Cerea (Ital) (from Genoa, etc), New York.
Naples, July 15—Europa (Ital), New York.

PASSED.

Cape Spartel, July 18—Argentina (Aust), New York for Naples, etc.
Isle of Wight, July 19—Aras (Br), New York for Hull; 18th, Appalachee (Br), New York for —
Perim, July 18—Karonga (Br), New York for Singapore, Hong Kong, etc.