

OREGON PROBABLY LOST.

Continued from first page.

Ensign DUNCAN M. WOOD, Ensign WILLIAM C. ASSERSON, Ensign CHARLES P. NELSON, Ensign CHARLES P. NELSON, Ensign GUY W. WALLER, Ensign HERMAN J. NELSON, Surgeon PHILIP LEACH, Paymaster SAMUEL L. HEAP, First Lieutenant RANDOLPH C. BOCKLEY, U. S. M. C.

CAPT. WILDE AND HIS CHIEF OFFICER.

Captain Wilde has a very good record. He commanded the Dolphin in 1886, the Katahdin, for which he volunteered, in 1898, and the Boston last year. He was secretary of the Light-house Board from 1894 to 1898, and a light-house inspector from 1883 to 1885. He is popular in the service, and nothing reflecting upon his ability is attached to his official record.

But a captain cannot run the whole ship, much as is expected of him and great as his responsibilities are. He must have good assistants, and the first requisite is an executive officer of absolute trustworthiness. The present executive of the Oregon, the second in command and the only man to whom Captain Wilde could leave charge of the ship if compelled to snatch an hour's sleep out of the twenty-four, was court-martialed for drunkenness on duty at Mare Island in February, 1898, the verdict resulting in a scathing reprimand by Secretary Long to Admiral Kempff and the rest of the court. For repetition of the offence Adams was sentenced by another court martial two months later to dismissal, but the President, upon Adams's pledges, modified the sentence to degradation to the bottom of his rank, involving a loss of forty-nine numbers and constituting one of the severest naval punishments of recent years. Since that time Adams has been in the East and little has been heard of him in Washington.

An executive with dangerous habits was not the only weakness on which Captain Wilde was dependent for assistance. It had been intended to put the Oregon out of commission, and she had been practically stripped of experienced officers, except in her engine room force.

"HANDLED BY CHILDREN."

A naval officer said to-day: "She was being handled by children." Her navigator was graduated from Annapolis just seven years ago. Until a few weeks ago he had been navigating nothing larger than the little gunboat Princeton of ten feet draught. The senior watch officer on deck, Ensign Wood, was graduated in 1898, and the remaining six ensigns who alternated with him are all of the class of 1900, who have barely received their first commissions, if, in fact, these documents have yet reached Manila. Comparing the Oregon's present list of officers with her complement when she rushed past the fleet at Santiago and forced the Colon ashore there is a startling discrepancy of ability.

Naval officers are not disposed to hold the Navy Department itself blameless for the disaster, in view of the sudden orders that went to the battleship "to proceed with all dispatch to Taku." Captain Wilde, at Hong Kong, with little or no accurate knowledge of the conditions at his destination, probably thought a desperate crisis existed there, and that the presence of an armored ship was quickly needed to protect the Newark perhaps from Chinese or other heavier naval vessels. He was probably aware of the notorious untrustworthiness of all charts of Chinese waters, and felt that he had to take some chances to reach Taku in time. Typhoons of such violence as to delay the 9th Infantry's departure from Manila for ten days are known to have been prevalent in the East for several weeks, and perhaps the Oregon's commander found Miao-Tao Strait more convenient than the wide, open course to the north, especially if he had been driven out of his set course by head winds, cross currents and foggy weather.

ADMIRAL HICHBORN'S VIEW.

Admiral Highborn's understanding of the Oregon's injuries, as reported by Captain Wilde, satisfies him that the ship can only be saved by a lucky combination of circumstances such as would be regarded little short of miraculous. While above the water line she is one of the heaviest ships afloat, her immersed section is exceedingly tender, great sacrifices in hull material having been made to allow for increases in the armor and battery weights. For this reason the case is wholly unlike that of the mail steamer Paris on the Manacles in the English Channel. The Oregon can be lightened only a few tons, constituting an insignificant proportion of her great weight. Her massive top

ominous and are taken to mean that the vessel is fastened to a serrated ledge. The "pinnacle" mentioned in the dispatch refers to the form of the jagged rocks which are common in the East and are generally known under that name on charts. There are at least fifty of them, labelled "position doubtful," on charts of Chinese waters, and they are the most difficult of all dangers to chart, as soundings within a few feet of them usually show great depths of water. Several groups of them are given just light and one-quarter miles south of How-Ki Light. It was just such an uncharted pinnacle that destroyed the cruiser Charleston off the north end of Luzon, and experienced officers cannot recall a single instance of a modern warship striking such a rock in the open sea and surviving, although the Columbia and the Brooklyn were saved after striking rocks in the Delaware, and the Cincinnati after cutting a hole in herself while passing Hell Gate, navy yards near by in each instance resulting in succor to those vessels.

At the request of the Secretary of the Navy, the State Department to-day sent a message to the Russian Government at St. Petersburg asking permission to bring the Oregon to Port Arthur to be docked there if the ship can be floated. At that point is the nearest dock of sufficient size to hold the ship, and it is part of the navy yard possessions of the Russian Government.

Secretary Long will spare no reasonable expense in attempting to save the Oregon. Her total cost was \$1,575,032. Of this the hull and machinery represented \$3,222,810.

Mr. Wu, the Chinese Minister, said to-day that the spot where the Oregon struck was a graveyard of shipping.

ASSISTANCE GOES TO THE OREGON.

Washington, June 30.—The following cable dispatches were received at the Navy Department to-day:

Che-Foo, June 29. Secretary Navy, Washington. Iris gone to the assistance of the Oregon. RAYMOND ROBERTS, Commanding Nashville.

Hong Kong, June 29. Secretary Navy, Washington. Princeton arrived. Brooklyn leaves for Nagasaki. The Zafra, at Che-Foo, has been sent to sea to the conditions in China. Mr. Montgomery said he had received no advice of any kind from China concerning the stranded battleship. "Nor am I likely to hear anything," he explained, "unless our Chinese agents communicate with the United States Navy Department through me. I have no doubt that our people will dispatch as many vessels as possible to aid the Oregon, but just how many vessels we have out there at the present moment I am unable to say."

At to the conditions in China Mr. Montgomery said he had received nothing of a direct nature since receiving the cable dispatch which came to him several days ago, the substance of which has already been made public. "But," he continued, "I can say that our people believe that unless the native rising is quelled speedily it will interfere seriously with Chinese exports and imports."

NO WORD RECEIVED HERE.

LOCAL AGENT OF FIRM WHICH SENT AID TO THE OREGON HAS NO ADVICES.

G. L. Montgomery, the New-York agent of the firm of Jardine, Matheson & Co., of China, one of whose ships was sent to the assistance of the Oregon, informed a Tribune reporter yesterday afternoon that he had received no advice of any kind from China concerning the stranded battleship. "Nor am I likely to hear anything," he explained, "unless our Chinese agents communicate with the United States Navy Department through me. I have no doubt that our people will dispatch as many vessels as possible to aid the Oregon, but just how many vessels we have out there at the present moment I am unable to say."

TRANSPORTS AVAILABLE AT MANILA.

Washington, June 30.—General MacArthur informed the War Department this morning that the transport Sherman, from San Francisco, arrived at Manila on Thursday. This news is gratifying to the officials of the War Department, as it tends to solve the problem of the transportation of troops from Manila to China. In case it becomes necessary to send further reinforcements to that country, it is said at the Quartermaster-General's office that there are now at Manila facilities for the transportation of 4,500 troops, with no greater delay than is necessary in their embarkation. The transports available are the Warren and the Sherman, both of which are troopships of the largest size; the transports Pennsylvania and Indiana, the freight ships Westminster and Wyfield, and the animal ship Port Stevens. The Wyfield is a powerful craft, and is capable of transporting a full battery of artillery.

MISSIONARY ARRIVES HERE.

NATIVE PHYSICIAN SAYS HE KNEW OF ANTI-FOREIGN FEELING A YEAR AGO.

No dispatches were received from China at the office of the missionary societies in this city yesterday morning. Whether any arrived in the after-

lines between Malmalchin (a village of Mongolia, on the Russian frontier) and Kaigun (a town of China, 125 miles northwest of Peking) are interrupted.

THE FIGHTING AROUND TIEN-TSIN.

SOME HOT WORK CUT OUT FOR WALLER AND HIS BATTALION.

Taku, June 27.—Admiral Kempff opposed the policy of attacking the Chinese Army unless they began hostilities. It is now admitted that the Powers attacking the forts turned the Chinese into allies with the Boxers. Americans think this might have been avoided. Admiral Kempff has held aloof from hostilities beyond movements necessary to rescue Americans.

The forces ashore now number 16,000, of which 3,200 are British, 1,300 German, 4,000 Russian, 3,600 Japanese and the remainder American, French, Italian and Austrian.

Yesterday the English torpedo boat Fame visited the fort at New-City, twelve miles up the river. It was found deserted and was blown up.

Lieutenant Jayne, of the Newark, trying to reach Tien-Tsin by boat at the time of the storming of Tien-Tsin, had a fierce fight with the Chinese.

Major Waller's battalion of 130 marines, with Commander Craddock's British naval brigade, numbering 500, were camped on June 22 eight miles from Tien-Tsin, where the railroad had been destroyed. At daylight on the morning of the 23d Major Waller and two companies of British marched on Tien-Tsin. The remainder of the British and three hundred Welsh Fusiliers supporting went up the river bank. Another column, consisting chiefly of Russians and Germans, took up the route chosen by Waller. They were repulsed, however.

On June 21 the Russians became engaged in a conflict with the Chinese. First Major Waller reinforced them and then rejoined the British, the Military College being attacked. The Chinese exploded a mine under the marines, merely bruising a few of the men. While crossing to join the English they were exposed to a heavy flanking fire, and Private John Hunter was killed and Sergeant Taylor and Corporal Pedrick were wounded. Of the English two were killed and three wounded.

The English and American forces carried the village outside of the walled city by storm. They found in Tien-Tsin Lieutenant Irwin and Cadet Pettingill, with forty men, in good condition.

Among the killed also was Private Nicholas, and still another American was wounded.

When the Chinese attacked Tien-Tsin on June 21 Major Waller's command, with 440 Russians, was ambushed three miles from that place. They were compelled to retreat, abandoning a 3-inch rifle and a Colt's gun and losing four killed and seven wounded.

The greatest anxiety exists concerning the position of the foreigners at Peking. Admiral Kempff believes that large reinforcements are necessary in order to reach Peking. He is anxious to avoid all action likely to involve Americans in future diplomatic discussion.

When the forts were attacked the British gunboat Algerine surprised and boarded four Chinese torpedo boats under the shadow of the forts. They offered one to Admiral Kempff, who declined to receive it. However, the Russians, Germans and Japanese each took one of the boats.

MEN AND GUNS FOR CHINA.

ENGLAND, RUSSIA, FRANCE AND GERMANY SENDING SHIPS AND MEN.

London, June 30.—A naval brigade of about nine hundred bluejackets and marines left Portsmouth this morning for China. As it is intended to use them as a landing force, the men have been specially exercised in field work. They took a wireless telegraphing apparatus with them, also six 12-pounders, two Maxim guns and two million rounds of ammunition.

Russia continues to dispatch troops to China, and the German cruiser Fürst Bismarck left Kiel this morning for the Far East.

Marseilles, June 30.—The French transport Caehar sails to-morrow for Tonquin, touching at Toulon, where she will take on board twenty-six officers, seven hundred soldiers, a battery of eight guns, and two thousand tons of provisions and ammunition.

The transport Ernest Simons also sails to-morrow with some officers and six hundred tons of war material for China.

SHAN-TUNG PROVINCE IN ARMS.

BOXERS PIX TO-DAY FOR A GENERAL MASSACRE OF FOREIGNERS.

London, June 30.—A despatch from Shanghai says that the railway between Tien-Tsin and Taku is now in working order.

A telegram from Che-Foo dated yesterday

ADMIRAL PHILIP DEAD.

STRICKEN WITH HEART DISEASE AT BROOKLYN NAVY YARD.

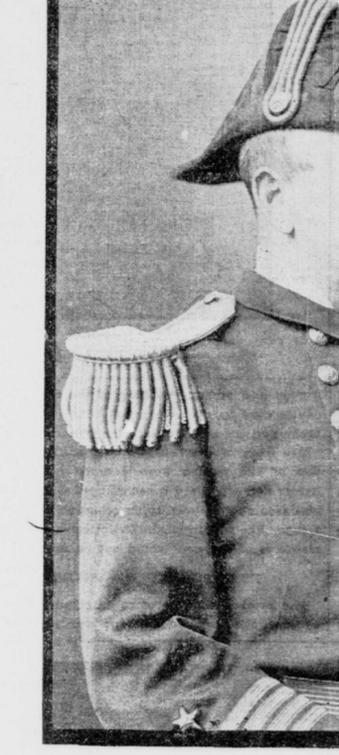
VETERAN OF TWO WARS HOLDS OUT BRAVELY TO THE END—HIS BRILLIANT CAREER.

Rear-Admiral John Woodward Philip died at 3:15 o'clock yesterday afternoon at his home in the Brooklyn Navy Yard from heart disease. He was taken sick on Thursday evening at 11 o'clock, after returning from a visit to Staten Island. His condition became critical yesterday morning. He suffered a great deal of pain in the chest in the last few days.

At his death were his wife, his sister, Mrs. Wheelock, and his nephew, C. W. Wheelock, of No. 164 West Seventy-third-st. Mrs.

Charleston, S. C., being wounded in the leg while on the Pawnee in an engagement in the Stone River. He was executive officer of the Wachusett, on Atlantic duty, from 1865 to September, 1867, receiving his commission as lieutenant-commander in July, 1866. He went to the flagship Hartford, on the same station, in September, 1867; to the Richmond, on the European station, in December, 1868, and returned to the Hartford in September, 1872. In June, 1873, he was ordered to command the Monocacy and left her in February, 1874, to take command of one of the Pacific Mail steamers running between San Francisco and Hong Kong. While in that service, on leave of absence from the Navy Department, he commanded the China and later the City of New-York, making in the latter ship a record breaking trip, taking her from New-York to San Francisco without a stop for coal or repairs.

While he was on the China he was promoted to the rank of commander in the Navy, and in July, 1876, he was ordered to the command of the Adams. He was detached in April, 1877,



REAR-ADMIRAL JOHN W. PHILIP.

Wheelock was summoned from the Catskills and arrived yesterday about noon. The Admiral recognized her, being perfectly conscious until the end.

At the Brooklyn Navy Yard yesterday afternoon Commander C. H. West, who was aide to Admiral Philip, told a Tribune reporter that the Admiral had not been well lately, and had had several attacks of vertigo in the last month. His duties at the yard had been absorbing, but he was never absent from his desk, although at times he complained of not feeling well.

The Admiral was attended in his illness by Medical Director G. W. Woods, of the Naval Hospital; Medical Director J. A. Hawke, surgeon of the yard, and Surgeon E. C. Riggs, of the yard. Other physicians in attendance were Dr. Frank E. West, Dr. McCorkle and Dr. Hall, the family physician. Dr. Hawke and Dr. Woods sat up all through Thursday night with the Admiral. The Rear-Admiral's flag on the Vermont was hauled down at 8:20 p. m. Flags were also displayed at half mast at the Naval Hospital, Marine Barracks and Fort Lafayette, in the Harbor, where the naval magazine attached to the Navy Yard is. The regulations of the Navy require that the flag shall be displayed at half mast between 8 a. m. and sunset till the day of the Admiral's funeral.

Captain Frank Wildes is the next ranking officer to Admiral Philip, and will have charge of the Navy Yard till a new commandant has been ordered there. The following dispatch was received yesterday afternoon by Captain Wildes from Secretary of the Navy John D. Long:

Washington, June 30.—I am inexpressibly shocked to hear of the death of Admiral Philip, a faithful servant of God and of his country. He was one of the true heroes of the American Navy. See that every honor is done him. Convey my profound sympathy to Mrs. Philip, to whom I have written. When is the funeral?

JOHN D. LONG.

Captain Wildes replied to Secretary Long that the funeral would be held at the Brooklyn Navy Yard on Monday afternoon at 4 o'clock, that the burial would be at the Annapolis Naval Cemetery probably on Tuesday afternoon, and that the Superintendent of the Naval Academy had been requested to make full arrangements.

The Admiral leaves a widow and two sons—Barrett Philip, twenty-three years old, who is in business in Boston, and Woodward Philip, fifteen years old, who is attending school in Brooklyn.

Commander West and Naval Constructor F. T. Bowles both said that Admiral Philip was not only a distinguished officer and universally respected, but also that there was hardly an officer in the Navy so dear personally to the men in the service.

Mrs. Philip last night received telegrams of condolence from Chaplain Tribien, of Boston; Admiral Casey, of League Island, and from many friends not public officials. Her son Barrett telegraphed from Boston that he would start at midnight and reach Brooklyn this morning.

It was decided that the funeral should be held to-morrow afternoon at the Navy Yard. The Rev. Dr. Robert MacDonald, of the Washington Avenue Baptist Church, Brooklyn, and the Rev. Wilton M. Smith, of Manhattan, old friends of the family, will conduct the service. On Tuesday morning the body will be placed on the naval tug Nina, and taken to Jersey City for the 9 o'clock train on the Pennsylvania Railroad, by which it will go to Annapolis. Naval Constructor Bowles has charge of the funeral arrangements.

Yesterday afternoon several hundred members of the Young Men's Christian Association of Yonkers came on a steamer to the Navy Yard, which they had arranged to visit by appointment with Admiral Philip. They arrived about half an hour after the Admiral's death, and were so informed by Captain Wildes. The freedom of the Yard was offered to them, but, after expressing their regret, they returned to Yonkers.

John W. Philip's naval record is one of stirring deeds and noble aims. He was born in this city on August 26, 1840, and on September 20, 1856, was appointed to the Naval School. His first active sea duty was as a "middy," as ensigns were then called, on the frigate Constitution and the Santee, receiving his commission on January 1, 1861. On June 1 in the same year he was made acting master, attached to the sloop of war Marion, of the Gulf blockading squadron, as executive officer, later being assigned to the gunboat Sonoma, of the James River fleet.

From September, 1862, to January, 1865, he served on the Chipewa, the Pawnee (Admiral D. D. Porter's flagship), and the monitor Montauk, taking an active part in the siege of

and received leave to command the Woodruff scientific expedition around the world. In December of the same year he was ordered to command the Tuscarora, engaged in surveying the west coast of Mexico and Central America. He was transferred to the Ranger in August, 1880, which he commanded till October, 1883.

Commander Philip was lighthouse inspector of the XIIth District from April, 1884, to April, 1887, and was in command of the receiving ship Independence at the Mare Island Navy Yard from that time to May, 1890. He was commissioned captain on March 31, 1889.

In the early part of 1890 Captain Philip was a member of the Board of Inspection at San Francisco, and in May of that year was ordered to command the Atlanta, of the squadron of evolution. In December, 1891, he was detailed to superintend the fitting out of the armored cruiser New-York, and when that vessel was finished he was placed in command. He filled that post until August, 1894, when he became captain of the Boston Navy Yard. He took command of the battleship Texas on October 18, 1897.

For his services in the Spanish War he was advanced five numbers and appointed a commodore, receiving his promotion to Rear-Admiral on March 3, 1899, through the operation of the Personnel bill. At the expiration of the leave of absence following the close of the Spanish War, he was assigned, on January 14, 1899, to be commandant of the Navy Yard in Brooklyn, and filled that office to the time of his death.

His service in the Navy up to January 1 of the present year comprised more sea duty in active work afloat than fell to the lot of any other officer of his grade, and only two rear-admirals had put in less shore service.

Admiral Philip's life was full of incidents showing his well known characteristics—courage, self-reliance, devotion to duty, consideration for others, and a belief in practical Christianity. He was a devoted church member, and an habitual reader of the Bible. He never offered honor to his guests, and never swore, his only expletive being "By crackey!"

The following characteristic story is told of his visit to Galveston in the winter of 1897-'98: On the day after the blowing up of the battleship Maine one of the Galveston papers published an interview with Captain Philip. In the same column was a story relating to certain conditions in the United States Navy. The information was such as no commander in the Navy had any right to give. It did not come from Captain Philip, but was simply a piece of reprint worked over from a New-York paper.

Admiral Philip, unaware of this fact, feared that the disclosure might be attributed to him, and was considerably troubled; but he used no violent language. He simply sent a note to the reporter saying:

"When you visit the Texas again, over a cigar, I will have a 'bone to pick' with thee; and, as the boy said, why did you do it? Ever sincerely yours, J. W. PHILIP."

In January, 1898, while attached to the flagship Hartford in the Asiatic Squadron, soon after the opening of the ports of Higo and Osaka, and when that vessel was lying off the mouth of the Osaka River, he showed conspicuous gallantry by going in command of one of the cutters to attempt the rescue of Rear-Admiral Bell and other officers and sailors. The Admiral and his staff had left the ship to go to Osaka, six miles up the river, on an official visit to Satsuma, the Mikado's leading commander in the revolution, and in attempting to go through the breakers at the bar their boat broached to and nearly all on board were drowned.

The story of Captain Philip's utterances after the battle of Santiago give him a high place in the hearts of religious people. His "Don't cheer, boys; the poor devils are dying," when the Almirante Oquendo, of the Spanish fleet, went on the beach and surrendered to the Texas, was the first. After the battle the bugle sounded "All hands on deck," and when officers and men had assembled Captain Philip said:

"I wish to make confession that I have implicit faith in God and in the officers and crew only in my faith in God. We have seen what He has done for us, in allowing us to achieve so great a victory, and I want to ask you all, or at least every man who has no scruples, to uncover his head with me and silently offer a word of thanks to God for His goodness toward us all."

In speaking of this incident, Harry W. Jones, chaplain of the Texas, said:

"I went into the cabin after the captain had gone there. Holding out my hand to him, I said: 'Captain, I congratulate you, not only for your tremendous victory, but for the stand you took after the action.' His countenance brightened up as he replied, 'Why, chaplain, I was sure of it when I went on the bridge, for surely God has been with us, and it has been all on account of prayer.'"

Financial.

The Financial World.

A very nervous feeling was observable in Wall Street last Monday morning, since from the market had closed on the previous Saturday it was feared that serious trouble was impending. The day, however, passed quietly and the market at the close showed some improvement in figures and much improvement in tone. Doubtless the preparations which had been made to guard against a severe selling movement, should one develop, had the effect of warding it off. The bear traders took advantage of the state of feeling to buy in shorts, support to some of the leading stocks was given by a few prominent houses, and commission house liquidation ceased after the first hour. So the day passed. Since then the market, while all the time very dull, has been steady to strong; and in certain stocks where the short interest was excessive, there have been sharp advances. Yesterday's close was quiet. The bank statement, which showed no important changes from the previous week, had apparently no effect on the trading. Indeed the day's business altogether was almost nominal.

Cool consideration of the state of the money market, and of the range of prices in the stock market, leads to the conclusion that the one is too easy and the other too low, to permit operations on the bear side to have more than a very limited success. Here and there a stock may be struck hard and then rebound—as Brooklyn Traction, for example; but the large ground that there is not much room left for them to fall—unless in conditions which are not in evidence now. To put it another way, the market has discounted the known unfavorable conditions. We ought to have a further advance. The technical position, logically requires more than we have had since last Monday, for there is still a considerable short interest outstanding.

There are three topics of discussion as bearing on the future of the market. First, the foreign situation; second, the crops; third, the political campaign. In respect to the first, since South Africa has dropped out of public attention, China is the point of interest. If there were nothing depressing bull speculation more than the Eastern troubles, we should soon see that speculation resumed with vigor, for it will require only a very short time now to utterly sweep away Chinese military opposition; and the union of all the Powers in the work, assures harmony of action among them in the subsequent settlements. There will be a sort of world's conference on the subject, and the end will be that China will be opened to the trade of the world to a far greater extent than it has ever been before. Therefore, one may say that the China business cuts a comparatively small figure in speculation, however large it may loom in the news dispatches.

As to the crops, the crop experts and the men in the trade seem to be uniting in a general estimate that the total wheat crop this year will be about 100 millions below last year. It was then 550 millions and will be 450 this year. It is needless to add that these figures are only approximations; but all crop estimates are no more than guesses. The loss in the spring wheat belt, and the big wheat yield this year in the territory of the Southwestern roads. If the present market price of wheat holds, the wheat raisers of the country as a body will be little worse off than they were last year, as they will sell on the basis of 80 cent wheat as against 60. But there will be a very unequal distribution of the returns.

The other crop problem is the corn. This is even more important than wheat. If there should be a disaster to the corn crop, from any cause, the quicker the present holder of stocks got out of them, the better he would be off. A corn crop failure would make the going level of prices look very high indeed. There is, however, no indication at this time of any trouble in the corn belt. On the contrary, the reports from nearly all points of it say the corn looks well. Definite results cannot be known for sixty days yet. Sixty days is quite a long period in Wall Street. All sorts of things may happen in that time, hence any present speculation on corn prospects should be kept on the bull side, since all we know of the crop now is favorable.

The political factor in speculation is something that will be used on the bear side to the utmost possible limit. The bear trader to-day will tell you that, while he thinks the market may go a little higher for a week or two, panic and disaster lie beyond in the certain election of Bryan, because the banks and the trust companies will call loans wholesale when they see the sentiment of the country tending irresistibly to Bryan's election. Now it may occur to any one who had faith in the country, that if public sentiment did indeed move so irresistibly in favor of the Kansas City nominee, it must be because there was a deep public discontent with the present Administration; and that the vast majority of people believed the country would be benefited by changing it. They would want the change not with the idea of injury, but of improvement. Hence, if the sentiment in favor of Bryan were to become so overwhelmingly conspicuous, presidents of banks and trust companies might reflect that perhaps public sentiment was right after all—and hence not call loans.

However, there are some people who do not for one moment expect to see public sentiment tending irresistibly towards Bryan. They expect to see the sound and conservative element in the Democratic party step aside, and let Mr. Bryan have his own way at Kansas City to the fullest possible extent; they expect to see him allowed without a word of dissent, to write his own platform, with 16 to 1 or any other number in it he pleases; put finance, or trusts, or imperialism, first, last or in the middle just as he wants; to name his own running mate, either from East, West, or any other point of the compass; and then, when he has fixed up everything to suit himself exactly—they will step a little further aside and see if he can elect himself.

That is the situation. If the country wants Mr. Bryan it will have the chance to take him in toto and to the extreme; if it doesn't, this election removes him from the political arena. Coming back to particulars, it may be noted that B. & O. common rallied easily when the market toned up. It seems to be about settled that a dividend will be declared in August. The unsettled point is at what rate it shall be. The more conservative element in the Board of Directors is reported to be in favor of making it 4 per cent. CUTHBERT MILLS.

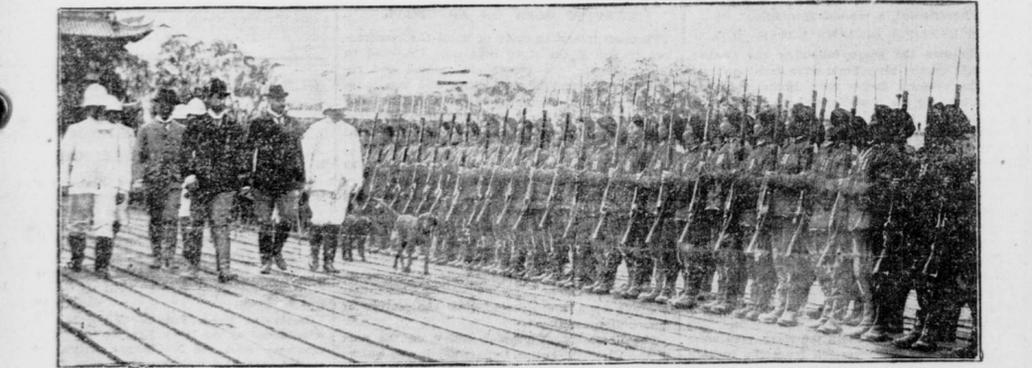
ALFRED P. HYEN DIES SUDDENLY.

WELL KNOWN NEW-YORKER FOUND DEAD IN BED AT HIS GREENWICH HOME.

Greenwich, Conn., June 30.—Alfred P. Hyen, of New-York, a prominent man in railroad circles and well known in Wall Street, was found dead in bed at his summer home here this morning. Mr. Hyen came from New-York last evening on E. C. Benedict's yacht Onida, and before retiring complained of feeling ill, but insisted that it was not necessary to call a physician. This morning when he failed to appear at breakfast a servant was sent to his room, and found that he had been dead some hours. A physician called and it was caused by heart trouble. Mr. Hyen was about fifty years old.

THE MAYFLOWER AT SAN JUAN.

San Juan, Porto Rico, June 30.—The Government yacht Mayflower (which was recently remodelled at a cost of about \$5,000, and which sailed from the Brooklyn Navy Yard June 23), has arrived here. She will leave here Monday, with Governor Allen (who is to go to Washington to attend to some private business matters) and Lieutenant George W. Logan, the Governor's aid.



CHINESE INFANTRY, DRILLED BY GERMAN OFFICERS, PRESENTING ARMS TO PRINCE HENRY OF PRUSSIA AT WOOSUNG IN 1899.

weights operate to strain her hull open, while an ocean liner's greatest weights are submerged and quickly removable. The stormy season is now at its height in Asiatic waters, and a battleship on the rocks could probably not last many days, certainly not weeks, as in the case of the Paris.

Captain Wilde's dispatch convinces the construction experts that the vessel struck at high tide, or, at least, not at low tide. If Captain Wilde had entertained any hope that a rising tide would have floated the Oregon, it is thought he would have thrown his coal overboard and reported his hopes to the Department, instead of placing his dependence on chartering a steamer to lighten the vessel. Another and most important reason for assuming that the tide was high when she struck is that the damage done to the "rock through side of ship above double bottom about frame nineteen" could not have been caused except by the tide going down and the Oregon careening on her side in a position to receive such an abnormal injury. Frame nineteen is about seventy feet from the Oregon's extreme ram bow, her frames being three feet six inches apart. It is just forward of the big bow turret, directly over Frame No. 18, and is a watertight bulkhead running across the ship. The next watertight bulkhead in the rear is on Frame No. 22, under the edge of the turret. In the compartment formed by these two bulkheads is the rock through the side. This compartment is filled at the bottom with a big square chain locker. Above and on either side are the magazines for the 8-inch ammunition. The filling of this single compartment, if the vessel was not sufficiently strained to admit the water into those near it, would not seriously diminish the floatability of the ship.

But Captain Wilde's last words, "some holes also through bottom of ship," are distinctly

noon could not be learned, as the societies close their offices at noon on Saturdays. It was said at the rooms of the Presbyterian Board that probably none would come, as the messages usually arrive in the forenoon. Dr. A. B. Leonard, of the Methodist Missionary Society, received the following dispatch from Arthur J. Edwards, Editor of "The Northwestern Christian Advocate," an organ of the Methodist Church in Chicago:

Cable message from Brown, Che-Foo, says no missionaries reported wounded. Hopkins, Mrs. King had narrow escape.

This message was evidently sent by the Rev. Frank Brown, of the Tien-Tsin mission, who, with Dr. N. S. Hopkins, stationed at Tang-Shan, and the wife of H. E. King, of the Peking station, arrived some days ago at Che-Foo.

J. Woodberry, one of the missionaries of the Christian and Missionary Alliance, stationed at Tien-Tsin, arrived in this city last night. He came from Hamilton, Ont., where he has been attending a convention of the Alliance. With him was Dr. Wang, a native Christian physician. The doctor said that he left Tien-Tsin before active disturbances began, but was aware of a latent anti-foreign sentiment. He had known of it for over a year, he said. His wife left Tien-Tsin when the disturbances began, and is now in Wei-Hai-Wei.

CAPTURE OF TIEN-TSIN ARSENAL.

London, June 30, 2:59 p. m.—The War Office has received the following dispatch from Colonel Dorward:

Che-Foo, June 30.—The arsenal northeast of Tien-Tsin was captured during the morning of June 27 by the combined forces. The British troops engaged were the Naval Brigade and the Chinese regiment. The Naval Brigade had four men killed and fifteen wounded, including two officers. The Chinese regiment had no casualties. The latter checked an attack by the Boxers on our left flank, with heavy loss to the enemy.

TELEGRAPH SERVICE INTERRUPTED.

The Commercial Cable Company yesterday issued the following notice:

We are advised that the Chinese telegraph

(Friday) reports that a Japanese steamer has arrived with a number of women and children from New-Chwang, which is now defended by Russians and Japanese.

The Shan-Tung Province is now up in arms, according to special dispatches from Shanghai, and the rebels are destroying the missions. The foreigners are escaping by means of an escort from the Governor.

Boxer placards have been posted at Kaiding City, a day's march from Shanghai, fixing Sunday as a day for the massacre of the foreigners and the burning of the missions. The Consul has detained a steamer, which will take away the foreigners.

Young Mr. Denby, the son of the late United States Minister to China, Colonel Charles Den