

ROOT SEES THE PRESIDENT.

THE NEGOTIATIONS WITH THE VATICAN AND COURT MARTIAL OF GENERAL SMITH CONSIDERED.

(BY TELEGRAPH TO THE TRIBUNE.) Oyster Bay, Long Island, July 12.—Secretary Root arrived in Oyster Bay aboard the government yacht Kanawha at 7 o'clock to-night. He was taken immediately to the pier of J. W. Roosevelt. One of the President's carriages was sent to meet the Secretary, who dined at Sagamore Hill. The President and Secretary Root spent the evening in conference over War Department affairs.

The Rev. Father Donovan called to see the President shortly before the arrival of the Secretary of War. It is thought that his visit was in connection with the negotiations with the Vatican over the friars' lands in the Philippines. He returned to New-York without making any statement.

Secretary Root is tired and not in the best of health, having left his desk at the War Department after a period of excessively hard work. He will leave here for New-York on Monday afternoon, returning to Washington by train the next morning. The consultation to-night was on the negotiations with the Vatican and the papers in the court martial case of General Jacob H. Smith.

President Roosevelt was engrossed in official affairs for two hours to-day. In the afternoon he read on his porch. He was not bothered to-day by so many persons desiring to see him about unimportant affairs, and it is hoped that his intention to rest has been made sufficiently plain to prevent any more people from coming to Oyster Bay except by appointment made by Secretary Cortelyou.

Edwin Emerson, formerly a Rough Rider, accompanied by James Tracy and John A. Ryan, of the 24 Battery, New-York National Guard, called upon the President this afternoon. They were attired in Rough Rider uniforms. Subsequently they told a remarkable story of the President's interest in the case of the outlaw Tracy, who was represented as being the cousin of James Tracy, Secretary Cortelyou afterward said that no such conversation as reported had occurred and that the name of the outlaw Tracy had not been mentioned.

Dr. W. Wood, a Washington lawyer, called to endeavor to have Captain James D. Vernay reinstated in the army. Captain Vernay was discharged in 1870 after having served in the Civil War and being breveted a captain. He has been trying for thirty years for reinstatement. Dr. Alexander Lambert, one of the President's physicians in New-York, will make him a visit over Sunday. Care will be taken tomorrow to prevent photographs being taken of any member of the President's family while on their way to church. This practice is exceedingly distasteful to the President.

Mrs. Roosevelt was the first woman to make a contribution for the St. Dominick's Roman Catholic Church fair. She gave a fan. Dr. W. C. Root has been much embarrassed by reports of his refusal to relinquish his lease on one of the front rooms in the Oyster Bay Bank building. Secretary Cortelyou has never seen Dr. Root and may be taken to task by him. The room may be used by the President or the executive clerks whenever it is wanted.

ROOT WILL GO TO GETTYSBURG.

Harrisburg, Penn., July 12.—Governor Stone received today from Secretary Root accepting on behalf of himself and Adjutant General Corbin the Governor's invitation to visit the Pennsylvania National Guard's encampment at Gettysburg next Friday.

THE VATICAN HOPES.

EFFORTS TO ESTABLISH DIPLOMATIC RELATIONS WITH THE UNITED STATES.

Rome, July 12.—There is apparently a disposition on the part of the Vatican to take advantage of the Philippine question to forward its desire for the establishment of diplomatic relations with the United States. The Vatican authorities hope that the question of the purchase of the friars' lands and other matters involving the payment of money will render indispensable the continuance of relations initiated by Governor Taft for at least two years, while they are also hopeful of reversing the question of the withdrawal of the friars from the islands so as to prolong these relations even longer.

It has frequently been announced in The Tribune, and it was positively declared by Secretary Root in his instructions to Governor Taft, that the negotiations with the Vatican for the friars' lands are simply a business proposition, and have no diplomatic significance whatever.

REDUCING THE ASIATIC FLEET.

ADMIRAL WILDES ORDERED TO PUT SMALL GUNBOATS OUT OF COMMISSION.

Washington, July 12.—Secretary Moody to-day instructed Rear Admiral Wildes, the ranking naval officer in Philippine waters, to place the gunboats Arayat, Basco, Calamianes, Mariveles, Panay and Paragua out of commission. These vessels are small gunboats which have been engaged in patrol duty in the lower islands of the archipelago. This action is part of the movement recently decided upon to reduce the active naval force on the Asiatic Station. It will furnish a considerable number of officers and men to reinforce the present quota on the station, which is not at all commensurate with the duties to be performed. Orders also have been forwarded for the withdrawal of the supply ship Arago from the station. She will come to the New-York Navy Yard. It is probable that the gunboat Princeton also will be withdrawn from the Asiatic Station in a short time.

THE KING'S STEADY PROGRESS.

BULLETINS WILL ONLY BE ISSUED ON ALTERNATE DAYS HEREAFTER.

London, July 12.—At Buckingham Palace the following bulletin was posted to-day: "10 a. m.—King Edward is making excellent progress. On the basis of his majesty's satisfactory condition, bulletins will be issued on alternate days only."

ADMIRAL KILLICK DEPOSED.

HIS COMMISSION REVOKED FOR REFUSING TO OBEY HIS GOVERNMENT.

Port-au-Prince, Hayti, July 12.—The commission of Admiral Killick, commander of the Haytian fleet, has been revoked, because of the admiral's refusal to obey the orders of the provisional government of Hayti.

The French second class cruiser D'Assas has arrived here to protect the interests of the French residents, in the event of serious disorders arising. The election for Deputies has not yet been finished.

KING OF ITALY IN RUSSIA.

WELCOMED AT THE FRONTIER BY RUSSIAN PRINCES.

Wierbalian, Russian Poland, July 12.—King Victor Emmanuel of Italy, who left Rome Thursday for St. Petersburg to visit the Czar, arrived here to-day.

NEW TRAM SERVICE AND NEW TRAIN.

NEW TRAM SERVICE AND NEW TRAIN. Via Washington and through grand scenery to Rocky Mount. Starts at 12 o'clock, by new fast service, leave Washington 6:30 P. M., leave New York via Penna. R. R. 1:30 P. M. Office 262 Broadway.—Adv't.

GOLF, RIDING, DRIVING, TENNIS, MUSIC AND DANCING AT THE WAUMBEK, JEFFERSON, N. Y.—Adv't.

CRUSHED UNDER CANNON.

CAPTAIN GREBLE AND THREE CADETS INJURED AT WEST POINT—THE OFFICER'S WOUNDS SERIOUS.

West Point, N. Y., July 12.—A serious accident occurred in the artillery drill at the Military Academy to-day, in which Captain Edwin St. John Greble and three cadets were injured. Captain Greble and Captain Edmund M. Blake, instructor in artillery tactics, had the entire first class of cadets out for drill. Cadet Collins, of Illinois, rode the leading horse of the four drawing the gun carriage, and Cadets Phillips, of Ohio; Grier, of Pennsylvania; Boughton, of Michigan, and R. C. Moore, of Missouri, rode on the gun carriage. In passing along a road at the foot of Crow Nest Mountain, near the intersection of the one leading to Newburg, and below which there is an embankment of fifteen feet, the lead horse began to act badly, and Captain Greble ordered Cadet Collins to alight, and he himself mounted the animal.

He had no sooner done so than the horse jumped off the embankment, dragging the other three horses with it. The timber turned over, and the heavy gun, being wrenched from it, fell down the bank and on Captain Greble. Both legs were broken below the knee, and he is said to be injured internally. Cadet Moore, also, was thrown down the bank and badly injured. Cadet Phillips sustained slight bruises and scratches, but the other two cadets jumped and escaped injury. Captain Greble and Cadet Moore were taken to the hospital in an ambulance.

Captain Greble has been in the Philippines. His father, Captain John T. Greble, was the first regular officer killed in the Civil War.

ARCHBISHOP FEEHAN DEAD.

AFTER A YEAR'S ILLNESS THE HEAD OF THE CHICAGO ARCHDIOCESE PASSES AWAY.

Chicago, July 12.—Archbishop Patrick A. Feehan, for twenty-two years in charge of the Roman Catholic Archdiocese of Chicago, died at 3 p. m. to-day after a long illness. For more than a year the Archbishop had been in poor health. Much of his time had been passed in the quiet of his country home at Feehanville, and for months all executive business of the Church had been out of his hands. Some time ago, for the purpose of relieving him of the onerous duties of his office, Father P. J. Muldoon was appointed auxiliary bishop of Chicago. This position is not in the line of succession, and it does not follow that Bishop Muldoon will take the place of the Archbishop.

Patrick Augustine Feehan was born at Killenale, Tipperary, Ireland, on August 29, 1829. He studied for two years at Castleknock College and for five at Maynooth College, the celebrated Catholic seminary. In 1852 Archbishop Kenrick, of St. Louis, invited him to this country, and immediately after his ordination he became professor of dogmatic theology in the ecclesiastical seminary at Carondelet. In the following year he was appointed rector of St. John's Church in St. Louis, and served as its pastor during the cholera epidemic.

In 1854 Father Feehan became president of the Carondelet Seminary, retaining that place for three years. After this he successively served as pastor of St. Michael's and the Church of the Immaculate Conception, in St. Louis. In 1875, he was elevated to the rank of an archbishop, and he accepted the election as Bishop of Nashville, succeeding Bishop Whalen, who had resigned. The affairs of the diocese had become demoralized during the war, and their reconstruction proved an onerous task. In 1893 cholera ravaged his diocese, and three times yellow fever left a track of desolation and death. Thirty-three of his priests fell victims to these diseases, but through all these trials they were led by their Bishop. It was also while at Nashville that he organized the Order of Catholic Knights of America, a society of Catholic laymen. By 1879 the number of churches and priests in his diocese had nearly tripled.

By the decree of the Holy See of September 10, 1880, the diocese of Chicago, which had become vacant by the death of Bishop Foley, in 1879, was elevated to the rank of an archbishop, and Bishop Feehan was invited to become its first archbishop. He was installed on November 28, 1880. On July 26, 1882, the word came from Rome that Archbishop Feehan was to be appointed a cardinal at the following consistory. The rumor proved to be without foundation. In 1882 he was summoned to Rome, with other archbishops of the United States, to formulate the scheme of the third plenary council of Baltimore. The silver jubilee of his own consecration to the episcopacy was celebrated in October, 1890. He had remarkable executive ability, and a reputation as a pulpit orator.

SIR THOMAS TO TRY AGAIN.

THE IRISH BARONET WILL COME AFTER THE CUP ONCE MORE.

London, July 12.—Confirming the announcement already made by The Associated Press, the Exchange Telegraph Company this evening says that Sir Thomas Lipton, Bart., announced at Southampton to-day his determination again to compete for the America's Cup.

YACHTSMEN PLEASSED WITH NEWS.

(BY TELEGRAPH TO THE TRIBUNE.) Newport, R. I., July 12 (Special).—Edward A. Willard, of the New-York Yacht Club, who is regarded as one of the best amateur yachtsmen in the club, said to-night, when he heard that Sir Thomas Lipton was going to challenge again: "I am glad to hear it. He of all others is best fitted to undertake the task, for he has had the experience which is so necessary in a cup race. I'm sure we shall all be glad to see him again, and we will give him a good race."

Henry F. Lippitt, the owner of the 90-foot Westamoo and also a member of the New-York Yacht Club, said: "We shall all be glad to see Lipton come over again, but we must hustle to beat him this time. As far as the building of a new boat to meet him, we don't know what may be developed in the way of speed. There will be such radical departures in the shape of boats that some men may turn out that will astonish us all."

Louis Jackson, secretary of the Atlantic Yacht Club, said: "Yachtsmen of our club will be glad to see Sir Thomas Lipton try again to lift the Cup, but I believe we shall all be glad to see him go."

Charles Smithers, owner of the schooner Muriel, of the New-York Yacht Club, said: "I'm sure we shall all be glad to have another race, and Lipton is the best man to try for the Cup again."

Captain "Charlie" Barr, who sailed the Columbia against the Shamrock, said: "Good! Let them come after the Cup, if they want to. We will hold it all right."

L. J. Callanan, owner of the sloop Eclipse, of the New-York Yacht Club, said: "There isn't a man I'd rather see come over than Lipton. He's a good fellow, but I hope he won't get the Cup."

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MARSHAL LEE REMOVED.

MAYOR ACTS IN CASE OF CITY OFFICIAL CHARGED WITH AIDING IN INSTALMENT ABUSES.

City Marshal William H. Lee, against whom charges were preferred by the Legal Aid Society, was yesterday removed from office by Mayor Low. No official announcement of the removal was made, but it was learned on the East Side, where the majority of the instalment dealers have their places of business and congregate, that this action had been taken. Miss Rosalie Loew, attorney for the Legal Aid Society, who has prosecuted the charges, was seen by a Tribune reporter yesterday.

"I have no official information of the reported action, and could get none even so late as this morning," said she. "All I know is that I heard from my East Side office of the matter, and on inquiry at the office of an East Side lawyer who is an attorney for certain of the instalment dealers received confirmation. That is all I personally know about the matter."

The charges against Marshal Lee arose out of the instalment outrages which have been recounted in The Tribune. Among the various cases was the Winfield case, in which it was charged that Marshal Lee, in company with a prominent instalment dealer, went to a man's house, knocked him down, assaulted him and removed a certain portion of his personal effects. This was the most striking of the instalment cases. Mayor Low in person sat at the trials, and this is the first decision rendered.

Charges were also preferred against City Marshal Charles Comiskey, but so far as could be learned yesterday no decision had been reached in his case.

Low's action in this case may be regarded as a great victory by all who have been interested or taken a part in the fight against the corrupt and illegal practices of the instalment dealers and their alleged allies, the city marshals. There are other decisions to follow in several cases. Moreover, early in the fall, the Stromberg brothers, Isaac and Samuel, together with Thomas Kilmot, who were indicted by the Kings County grand jury, are expected to be tried. The case of Marshal Lee is only one of the various steps in the attempt to check and abolish the instalment abuses.

A number of persons representing various East Side societies, who are seeking to frame legislation that shall finally remove all possibility of a recurrence of instalment evils.

ARROW PROVES HER SPEED.

SHE BEATS THE FAST MONMOUTH THREE AND A HALF MILES ON AN EVEN START.

Charles R. Flint's forty-knot steam yacht Arrow took a brush with the fast Sandy Hook boat Monmouth yesterday afternoon from the Battery to Sandy Hook, and beat her by three and a half miles in distance and ten minutes in time. The distance was about twenty-one miles. The Arrow covered this distance in 58 minutes, and the Monmouth in 68 minutes. It was said that the Arrow was not let out at full speed, since she was launched in April. It was added, she had never been run with more than half power. Whether she can do forty knots, therefore, is not known. It is conclusive after yesterday's brush that she can walk around the speedy Monmouth without half trying. She was several lengths ahead at Bedloe's Island, and increased her lead with an ease that left no question as to what the result of the brush would be.

Of course, no one connected with the Monmouth would admit that the vessel ever raced on her way up or down the bay on her daily trips to and from Atlantic Highlands, but she covered the distance yesterday afternoon on her 3:45 trip from Rector-st. in five minutes less time than her schedule allows her. Although the Monmouth never races (?) her commander, Captain Samuel Martin, and her engineer, David Munroe, knew that the Arrow might be sighted on her starboard quarter on this particular trip, and she pulled out of her slip with a promptness that may have cost some one his trip to the Highlands. There were enough passengers on board, however, to give her a good trim. About 1,200 people, knowing that there might be a test of speed, went on this particular trip. If the steamer needed a good load on her forward decks to help her along she had it yesterday, for every one centred there. There was nothing to see from the stern.

The Arrow was on hand at the hour of sailing, and a fairer start was never seen. Just before the hour of sailing, a low craft might have been seen sneaking down the North River on the west side. She was opposite the Pennsylvania Railroad station when the Monmouth moved out.

As the Monmouth swung out into the middle of the stream, the fast looking Arrow moved out from the shadow of the western shore to meet the Arrow. Opposite the Battery they were within a few rods of each other, the Arrow a short distance behind on the starboard quarter. For a moment the Arrow did not seem to gain. Then, slowly but surely, she crept behind the hull of the Monmouth, and out of the sight of those standing on the Battery. By the time Ellis Island was abreast her nose could be seen beyond the bow of the steamer. It was only a matter of time and distance after that. Seven minutes after leaving her slip the Monmouth was abreast Bedloe's Island and three lengths behind. At Robbins' Reef the Arrow's lead was a long one, and the best way to see the boats then was to trail off foam in their wakes. At Quarantine the difference between the two was three-quarters of a mile. The Arrow was a mile ahead when she entered the Narrows. It had become a procession, and a question of by how much the Arrow would lead. This was soon learned, for the Monmouth is a slow boat, although she seemed slow yesterday. It was three and one-half miles, and the Arrow led by ten minutes. She anchored to wait for her competitor to come up with her.

The Arrow, which was designed by Charles D. Mosher, of this city, and built for Mr. Flint with the intention of steaming 40 knots, or 46.25 miles an hour, is one of the fastest vessels in the world. She is 120 feet long, and is equipped with boilers designed to produce 4,000 horsepower under a pressure of 100 pounds per square inch. Her normal displacement is sixty-six tons. Her commander is Captain D. C. Packard, and her engineer is F. L. Briggs.

ORANGE RIOT IN EDINBURGH.

MOUNTED POLICE RESTORE ORDER IN SCOTLAND'S CAPITAL.

Edinburgh, July 12.—A tumult occurred here this afternoon as the result of the celebration by Orangemen which was more serious than any reported from Ireland, where belligerency was generally held in check.

Ten thousand Orangemen, who were returning home after attending exercises at Holyrood Park, while passing through Calton, a thoroughfare occupied chiefly by Catholics, clashed with the inhabitants, and many personal encounters took place. The foot police were unable to quell the disturbance, and more than an hour had elapsed before all the disputants were separated by charges of mounted police. A number of persons were hurt and a few arrests were made.

THREE ROADS TO CONNECT. Toledo, July 12.—The Toledo Railway and Terminal Company, which is building a belt line about

Stony Point State Park dedication Wednesday. Direct Connection to Stony Point via Day Line Str. to West Point & West Shore R. R. New landing W. 129th St.—Adv't.

WHY NOT SEE NIAGARA FALLS? You can do so with no extra expense, if you travel by the New York Central Lines.—Adv't.

CASH HID CASH IN CHIMNEY.

CLERK RUNS OFF WITH OVER \$9,500—PLEADS ROBBERY.

EMPLOYERS INFORM POLICE—DETECTIVES FIND MONEY IN HOUSE OF PRISONER'S FATHER.

William Cash, twenty-four years old, of No. 554 East One-hundred-and-thirty-fourth-st., a clerk in the employ of the Fisheries Company, Benjamin P. Todd, secretary, of No. 135 Front-st., was sent at 11 a. m. yesterday to the Fulton Market National Bank by his employer with a check for \$9,537.08, the amount of the firm's payroll. The money was given to him in a package. That was the last seen of Cash, so far as his employers were concerned. They waited for some time, and then asked the police to find him.

Detectives Enright, Kinevin and Kennedy, of the Alexander-ave. station, made a careful inspection of the young man's home, and then rang the bell. When admitted they found Cash reclining in a chair smoking a cigar.

"How about this money you got at the bank this morning?" asked Detective Enright.

The young man rubbed a small lump on the back of his head and replied: "I got the money all right, but as I was walking up Fulton-st. some one came up behind me and knocked me down with a blow on the head. When I got myself together again, the money was gone."

The detectives looked at one another. "Why didn't you go back to the firm and tell somebody about it, or why didn't you report it to the police?" suggested Detective Enright.

Cash ignored the question, but continued: "Then I took a Third-ave. train to One-hundred-and-thirty-eighth-st. and came home. The detective insinuated that the young man lied."

"You are right—I got off at One-hundred-and-thirty-eighth-st.," amended the unabashed Cash. Again the detective told the clerk he was lying.

"I guess I got off at One-hundred-and-eighty-sixth-st.," he replied. Further questioning revealed the fact that his father, Edmund Cash, an insurance agent, lived at No. 698 East One-hundred-and-eighty-sixth-st.

"Did you go to see your father?" "On the young man's protest that he did not, the detective asked why he had not. Cash alleged that his head hurt him too much, and pointed to the slight lump on that part of his anatomy.

"That's too small a lump," observed the detective. "Look at my hat, then. If you think I am lying!" exclaimed the young man. The hat was damaged, but not on the side which covered the lump.

Detectives Kinevin and Kennedy took the young man to the Alexander-ave. station, while Enright, after examining the house, proceeded to the home of the father, Cash. "Seen your son to-day?" he asked of that gentleman.

"Yes. He was here a little while ago," replied the father. He said the young man had not left anything that he was aware of. The detective then told him his errand. Much astonished, the father protested that his boy could not have taken the money, but the detective persisted, and said he would have to search the house.

Going into the dining room, Enright observed an open grate fireplace that was sealed for the summer. Inspecting it closely, it seemed to him that the seal had been recently disturbed. Removing the partition which acted as a seal, he caught sight of a bright, shining quarter below where the grate had been. Encouraged, he put his hand up the chimney. He could feel nothing but a thick coat of soot. Then he felt the small amount discovered a well-like opening, caused by a hole in the masonry back of the mantel plate.

He tried to reach the bottom with his arm. It was too deep. Then, with an apology to Cash, the detective deliberately tore out the whole front of the mantel. Half buried in soot he found the \$9,537.08 loose in the well, with a surplus of 85 cents.

The young man's speechless with mortification and amazement, the young man's father received news of the find with a protest that he knew nothing about it. He said his son had been in the house and had been through the rooms.

When the detective, on returning to the station, told the young man that he had recovered the money, and asked him why he had not told the police, he replied: "I have nothing to say."

QUESTIONS ANGER PASSENGERS.

BARON AND BARONESS DE SELLIERE ASKED IF THEY HAD BEEN IN JAIL OR POORHOUSE.

The enforcement of the law requiring that steamship companies shall properly fill out their passenger manifests was responsible for the anger of 122 of the cabin passengers of the French steamer La Touraine, which arrived here yesterday forenoon from Havre. Commissioner Williams of the Bureau of Immigration has been filing the companies for infractions of the law in this respect, and they are now endeavoring to live up to it. The law requires, among other things, that the steamship officials shall obtain from every alien cabin as well as steerage passenger certain information to show their fitness to land.

This information is supposed to be the same as that obtained from aliens who come in the steerage. Some of the questions to which answers are required are these: "Can you read and write?" "Has your ticket been paid for by yourself, or by a corporation, society, municipality or government?" "Have you any money?" "Have you any more than \$30?" "Have you ever been in prison or in a poorhouse?" "Are you a polygamist?" "Are you a contract laborer?" "Are you deformed or crippled?"

The passengers did not enjoy being obliged to answer these questions, and two, Julius Eschwege and A. Kohlman, refused to give the purchaser of the information for which he asked. On their arrival here, when asked by the boarding officers for answers to these and other questions, they again refused, and threatened to file a protest in Washington. Commissioner Williams said yesterday that the manifest of the Touraine was an excellent one, only three passengers refusing to give the desired information. Among those from whom this information was sought were Baron and Baroness de Selliere.

At Victoria Gate the Mayor of Westminster presented an address to the national hero, expressing high admiration of his tenacious genius, indomitable energy and devotion to duty, and Kitchener, with the brevity habitual to him, uttered ten words of thanks and drove off.

SOCIETY APPLAUDS THE GENERAL.

The vast stands on Constitution Hill were crowded with people belonging to the highest classes of society, and General Kitchener's well known antipathy to "drawing room folk" immediately became apparent. Whereas he had been all smiles to the man in the street, his features here became immobile, and he contented himself with a cold, military salute until he again reached the open ground in front of Buckingham Palace, where the popular ovation was repeated.

Shortly before the arrival of the procession at Buckingham Palace, Queen Alexandra and the princesses appeared on a balcony and remained there until the victor of South Africa had passed on his triumphant journey to the St. James's Palace, which he entered amid a final hurricane of cheers.

Lord Kitchener and the generals who accompanied him were entertained at luncheon in the great banquet hall, where covers were laid for fifty persons. The Prince of Wales occupied the central seat, with Lord Roberts opposite. Among the guests were Lord Salisbury, Lord Lansdowne, Mr. Brodrick and Lord Raglan, the

Continued on second page.

STONY POINT BATTLEFIELD DEDICATION ON 16th. Up by Day Line Steamer to West Point. Direct connection by West Shore R. R. to Stony Point. See advertisement, excursion column.—Adv't.

LOW RATES COLORADO, UTAH, CALIFORNIA. New through Pullman service; dining cars; meals a la carte, via Missouri Pacific and Denver & Rio Grande R. Rds. Office 336 Broadway.—Adv't.

KITCHENER IN LONDON.

HERO OF THE HOUR RECEIVES GREAT POPULAR TRIBUTE.

MASSES AND CLASSES HONOR HIM—CALLS ON THE KING AND IS DECORATED WITH THE NEW ORDER.

London, July 12.—Lord Kitchener reached London at 12:48 p. m., and his progress through the metropolis, after three years' absence at the war, was one of the most memorable of the many remarkable demonstrations of the last three years. The small procession of carriages containing the general and his spectacular features, but evidently the crowd was there, in its tens of thousands, to see the man of the hour, and not a pagan, and from the moment he set foot in London to the time of his disappearance beneath the portal of St. James's Palace, General Kitchener received such an outburst of popular enthusiasm as quite overshadowed the demonstrations on previous and similar occasions. The platform at Paddington Railroad station when he arrived looked more like a reception room of the War Office or India Office than a railroad station. It was covered with red carpets

and decorated with a profusion of flowers and palms, while rows of decorated stands, crowded with spectators, had been erected at all parts from which a view of the returning general could be obtained. The platform itself was crowded with distinguished personages, including Indian princes in resplendent costume, generals and other officers in full uniform, and many women in beautiful summer dresses. The Prince of Wales, the Duke of Connaught, the Duke of Cambridge, who is now very infirm; Lord Roberts, the commander in chief; Lord Lansdowne, the Foreign Secretary; Mr. Brodrick, the War Secretary; the Duchess of Somerset, Lady Roberts, Lady French, Major General Sir Francis R. Wingate, who succeeded Kitchener as Sirdar of the Egyptian army and Governor General of the Sudan, and Major General Slaitin Pacha, British Inspector General of the Sudan, were among those who assembled to greet the general.

THE ARRIVAL AT PADDINGTON. When Kitchener's train arrived, punctual to the minute, a tremendous cheer greeted the latest hero as he emerged from his car and shook hands with the Prince of Wales. He stood head and shoulders above nearly every one on the platform, and his workmanlike khaki uniform, with the large brown sun helmet made familiar by his pictures, was in striking contrast to the glittering uniforms and rows of medals and orders worn by most of those in waiting. The reception lasted ten or fifteen minutes, when the Prince of Wales and other members of the royal family drove off. After an interval, Lord Kitchener and Generals French and Ian Hamilton took seats in one of the royal carriages, and followed by the brilliant headquarters staff, headed by Lord Roberts and an escort, left the station amid loud cheers from those inside, which grew into a perfect roar as Kitchener and his companions came in sight of the great gathering outside.

In spite of his hatred of "palaver," the popular general was obliged to submit to the presentation of welcoming addresses at Paddington and other points on his way to St. James's Palace, but his replies were cut as short as politeness permitted, and he showed evident signs of relief when the procession restarted. The route throughout was decorated with Venetian masts, banners, flags and streamers, with mottoes of welcome; the house fronts were draped, and troops lined most of the way, colonials and Indian soldiers being utilized as well as the local regiments. Every vantage point, even to the house-tops, was occupied by sightseers, and solid masses of people gathered in all the open spots, such as Hyde Park Corner, and the space in front of Buckingham Palace, while the sidewalks, stands, windows and roofs were packed with gaily dressed spectators who waved flags, hats and handkerchiefs, and shouted with a warmth that showed their hearts were in the welcome.

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NEWS OF TWO CAPITALS.

RECEPTION OF LORD KITCHENER—A GREAT POPULAR TRIUMPH.

TRIBUTE RATHER TO THE PEACEMAKER THAN THE GENERAL—PLANS FOR THE CORONATION.

(Copyright, 1902, By The Tribune Association.) (Special to The New-York Tribune by French Cable.) London, July 12.—Lord Kitchener's welcome to-day at Southampton and in London could not have been heartier nor more sincere. The route from Paddington to Hyde Park and from Constitution Hill to St. James's Palace was lined with troops, and behind them were holiday crowds cheering lustily as the carriage passed with Lord Kitchener's soldierly figure and impressive face. The Prince of Wales was at the station to welcome him in the King's name, and Marlborough House entertained him. The Duke