

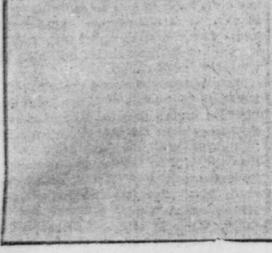
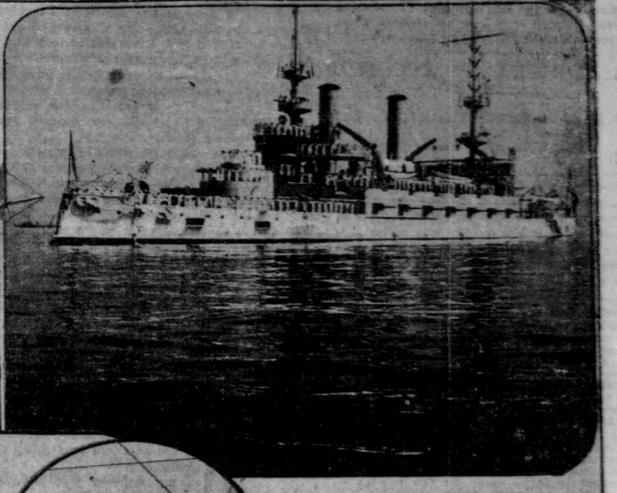
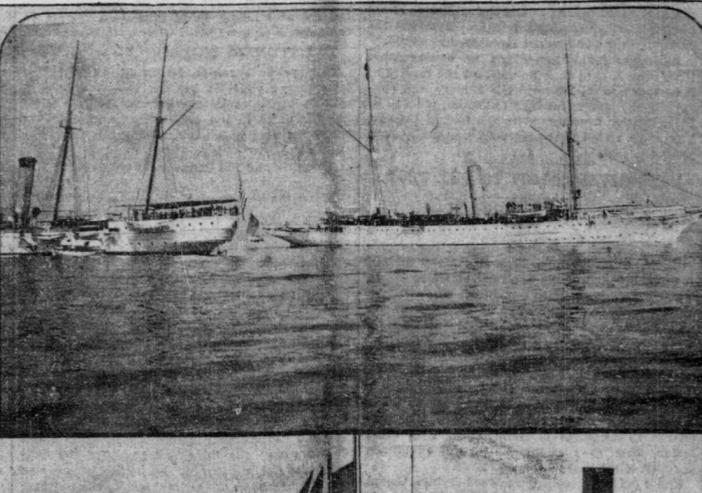


FLAGSHIP KEARSARGE AND FLEET.

THE PRESIDENT REVIEWS THE FLEET OFF OYSTER BAY.

THE MAYFLOW, PASSING THE DOLPHIN.

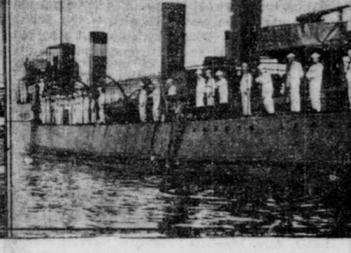
THE KEARSARGE DRESSING SHIP.



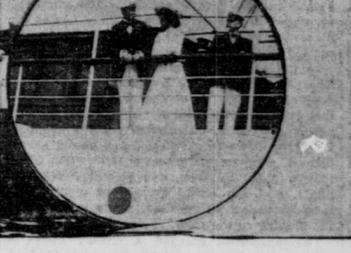
PRESIDENT MRS. ROOSEVELT AND MISS ROOSEVELT, BOARDING THE MAYFLOW.



THE PRESIDENT, ADMIRAL DEWEY AND OTHER OFFICERS GOING FROM THE MAYFLOW TO THE TEXAS.



THE DECATUR.



MISS ROOSEVELT AND SIR THOMAS LIPTON.

A BRIBE FOR A LICENSE. PEDLER'S OFFER FAILED.

Many Frauds Which Have Been Detected Lately.

Apologies of the recent comments of Magistrate Hogan on "graft" in the Bureau of Licenses, this department was treated to a real attempt at bribery yesterday when Andrea Lupo, a pushcart pedler, approached Grand Williams, one of the policemen attached to the bureau, with a \$10 offer. For a long time Lupo has been trying by various methods to get a license. Yesterday he caught Williams in the corridor and whispered: "I gava se tenna dollar for a license, you getta de license."

JUGGLING WITH LICENSES.

Lupo's case furnishes a fair index of the many cases out of which has grown much of the recent discussion of "graft" in the Bureau of Licenses. He was first licensed on first papers, which showed that he arrived in the country in 1882. When he applied for a license recently, he was told that he must get full citizen papers, since he had taken out his first papers more than five years previously. But Lupo did not mean to take this trouble, so he contented himself with going to the Federal Building and getting a new set of first papers. This time he swore that he had arrived in the country in 1901 and that he had never before had first papers. This was the reason a license was not granted to him.

Another fruitful cause of outcry against the bureau for refusal to grant licenses arises from cases where Italians or Greeks have purchased their original license from some holder, who desires to go out of business and sell his license. The buyer, in many cases fresh from Europe, at once takes the license and goes to the Federal Building and gets out citizen papers under the name of the original holder of the license, although he may have been in the country only a few months or weeks. For example, there is now in the bureau the record of the case of Carmelo Catalano, of No. 245 Mulberry-st. Under the name of Antonio Crotoni he owns a fruit stand and seven pushcarts and lives at No. 306 Mott-st. When he was questioned about the apparent discrepancy in his papers, he promptly admitted that he had bought them. Of course, the license in this case was revoked, and this man joined the ranks of those whose cases are cited as instances of the injustice of the Bureau of Licenses. Hermann Osterman, of No. 156 Livingston-st., recently was found in possession of the full citizen papers of Samuel Haber, of No. 104 Suffolk-st., and similar cases are innumerable.

EVILS OF THE PADRONE SYSTEM.

Another fruitful source of trouble, provocative of comments like those of Magistrate Hogan, is the padrone system, under which boys are provided with the papers of adults and sent to work in droves. Recently a boy of twenty was discovered armed with the papers of a man of sixty-one, purchased, no doubt, on August 3 a padrone brought Abram Berman, a boy of nineteen, to the United States court and instructed him to say he was twenty-two, and had been in the country since May 8, 1901, when as a matter of fact, as investigation afterward revealed, he arrived in the country in 1902. On Saturday one was discovered with an absolutely fictitious naturalization paper, and an officer started to take him to the Federal Building. When they came in sight of the building the Italian suddenly dived into the crowd and shouted to the officer: "Me be backa terrorree."

Remember, all R. R. tickets bet. N. Y. and Albany are good via Day Line steamers. Music.—Adv.

SEVEN CLIMBERS KILLED.

Attempt to Scale the Aiguilles Grises Results Fatally.

Chamonix, Aug. 17.—Seven persons, it was announced to-day, were killed recently while attempting to climb the Aiguilles Grises, behind Mont Blanc, on the Courmayeur side of the mountain.

GIRL DIES ON TRAIL.

Tried to Climb Mountain—Body Tied to Horse's Back.

Santa Barbara, Cal., Aug. 17.—An inquest held to-day over the body of Miss Catherine Grathwol, who died on the mountain trail to the summit of the Santa Ynez range yesterday, showed that the young woman's death was caused by exhaustion. The coroner's deputies who had searched for Miss Grathwol returned early to-day after a most difficult and hazardous trip. In order to bring the body here they had to tie it on the back of a horse and bring it over the narrow trail in the darkness. Miss Grathwol had asked her companions with whom she was making the ascent on horseback to go on without her, after half the distance had been covered, saying that she would remain until their return. The party went only two miles and then returned. Not finding Miss Grathwol where she had been left, they went a short distance and found her prostrate body lying in the sun. Efforts to revive her were futile, and she died half an hour later. Miss Grathwol came to Santa Barbara five months ago from St. Paul, Minn., accompanied by her mother, hoping to regain her health. The other members of the party returned uninjured.

MYSTERY IN HIS DEATH.

Body of Missing Ship Surgeon Found in North River.

The body of Dr. J. Muir Corbett, a ship's surgeon connected with the Anchor Line, was found in the North River off West Fifty-seventh-st. yesterday afternoon by Edward Borden, a boatman. Later the police sent the body to the Morgue. Dr. Corbett was about forty-five years of age, had a smooth face, dark complexion, bald head, and was of light build. His body was dressed in a black cutaway coat and was wearing black shoes and hose. On the third finger of the left hand was a diamond ring, and one was found in the vest pocket. Papers and letters found in the pockets showed that the body was that of Dr. Corbett. In one of the pockets was a ticket for a gold watch that was pawned in Glasgow, July 21, 1893, for 19 sterling. There were no marks of violence of any kind on the body. In addition to the rings the man wore a gold watch and chain, the latter having a sovereign charm attached. A member of the crew of the Columbia, now lying at the Anchor Line pier, said that Dr. Corbett was ship surgeon on the steamship Astoria of that line. When the Astoria sailed on Sunday for Glasgow, Dr. Corbett was not aboard. The fact has been freely commented on the sailor said, and Dr. McIntyre, the surgeon on the Columbia, had remarked that "Corbett must have run away." Dr. McIntyre last night expressed great surprise, but said the body was not his. He said he had been in the city only a few days, and that he knew many people in this country, except perhaps ship acquaintances. I am surprised to hear that he is dead, and I am sure it must have been an accident. He was always in such a cheerful mood, you know. We have been worried about him since Wednesday of last week, when he disappeared. The Astoria arrived from Glasgow on August 9, and Dr. Corbett was with her. From the day she landed up to last Wednesday he was seen going in and out every night by the watch. Wednesday night he went out carrying his instrument case with him, and he has not been seen since. He spoke cheerfully to the man on watch and to the night watchman on the pier, and he was a very kind man for a fine man and a well read man, although I did not know him very well personally. Having only met him a few times, the news of his death will be a great shock to his fellow officers on the Astoria and to the crew, for they all liked him. I know nothing of his private affairs."

GRASSHOPPERS STOP TRAINS.

They Have Eaten Parts of Montana Bare and Still They Come.

Red Lodge, Mont., Aug. 17.—Grasshoppers are so thick in this section that they are interfering with the operation of trains. Locomotive wheels are made so slippery that when the engines stop it is difficult to start them again. The grasshoppers have eaten the range bare.

WILL SURRENDER FOR DUEL.

Butte, Mont., Aug. 17.—"Pat" Rogers, one of the six men who broke from the Butte jail on the night of August 8, has written a letter in which he says he will give himself up if City Detective Murphy will fight him a duel. Murphy to-day accepted the challenge.

CANAL TREATY REJECTED.

BY COLOMBIAN SENATE.

The Vote Unanimous—Great Sensation Caused on the Isthmus.

Bogota, Colombia, Aug. 12, via Buenaventura, Aug. 17.—The Panama Canal Treaty has been rejected unanimously by the Colombian Senate.

Colon, Aug. 17.—The rejection of the canal treaty by the Colombian Senate has produced a tremendous sensation on the isthmus. It was generally believed that the treaty would pass with some modifications.

There is good reason to suppose that the majority of the members of the Senate regard the Spooner amendment to build a canal by the Nicaragua route, if the Panama route should be rejected by Colombia, as a mere threat on the part of the United States. They are convinced that the Nicaragua project is impossible, and that the United States will again deal with Colombia.

The rejection is a heavy blow to property owners here, who have been investing heavily on the prospects of the treaty being ratified.

Panama, Aug. 17.—The unanimous rejection of the Panama Canal Treaty by the Senate has caused a profound impression here in all circles. The question on all lips is, What will become of Panama? The only consolation the Isthmians have is that the rest of the republic, with exchange at an extremely high figure and an upward tendency, will suffer a great deal more.

It seems that the government never expected the treaty to be ratified, and it was not supported in the Senate. General Lucio Velazco, a veteran and a distinguished military officer, has been appointed military commander of the Department of Panama. It is thought that the rumors of a secession movement on the isthmus may have influenced the appointment.

REJECTION NOT FINAL.

Action of the Colombian Senate May Be Reversed.

[FROM THE TRIBUNE BUREAU.]

Washington, Aug. 17.—Official news of the rejection of the Panama Canal treaty by the Colombian Senate on Wednesday reached the State Department last night, and Minister Beaupre's brief dispatch was immediately transmitted to the President at Oyster Bay and to Secretary Hay at Sunapee Lake, New-Hampshire. The information was not made public until Dr. Herran, the Colombian Chargé d'Affaires here, communicated to the State Department a confirmatory dispatch from Bogota, which reached him this morning. Undue importance was at first popularly attached to the news through the mistaken impression that the Colombian Senate's action was final, that the treaty had been effectually repudiated by Colombia, and that the President would now have no alternative except to reopen negotiations with Costa Rica and Nicaragua for an international waterway over the route now favored nor likely to be approved by the United States Congress.

As a matter of fact, the action at Bogota on Wednesday, regarding which even now no clear understanding is possessed by the State Department, is known to be inconclusive and likely to be completely reversed by later proceedings. The Colombian House of Representatives possesses concurrent jurisdiction with the Senate over treaties, and this body, which is generally understood to be overwhelmingly in favor of ratifying the convention, will now have its turn at that instrument, and by prompt and decisive action may compel the Senate to realize the treaty's popularity. If the Colombian House of Representatives does approve the treaty without amendment, the condition of affairs will be similar to that in Congress here when one house has passed a bill recommended by the Executive and the other withholds its approval until forced to abandon its opposition after more mature deliberation.

Under Title VI, Article 76, Section 20, of the Colombian Constitution, the House as well as the Senate exercises the privilege of approving or rejecting treaties entered into by the government.

STRANGERS CAN SEE THE CITY.

From swift, comfortable electric automobiles that visit all points of interest. Courteous chauffeurs, who act as competent guides. Telephone 2380 Columbia, N. Y. Transportation Co.—Adv.

CAR SMASHES VICTORIA.

Women Penned in Wreck—Motorman and Driver Injured.

Mrs. H. Weber and Miss Nelly Burnett, of No. 32 West Twenty-sixth-st., were badly hurt in a collision between their victoria and a Sixth-ave. surface car at Thirty-fifth-st. yesterday. The victoria was wrecked; Arthur Bullmore, of No. 15 East Thirtieth-st., the coachman, was thrown off; Jeremiah Leonard, of No. 1,586 First-ave., the motorman of the car, was cut about the head, and a crowd of car passengers was frightened, one woman fainting. In avoiding running into the wreck Thomas Henry, of No. 21 Boulevard Loop, Weehawken, who was driving his own horse and buggy, ran down a little girl.

Mrs. Weber and Miss Burnett were in the victoria of their brother-in-law, Willard Braman, a wealthy woolen merchant, with whom they live in Twenty-sixth-st. Bullmore had driven them through the park. He was turning into Thirty-fifth-st. from Sixth-ave. when the northbound car hit the victoria in the side. Bullmore tried to pull up his horses as he saw a collision was imminent, and Leonard, the motorman, tried to stop his car, but the crash came.

The victoria was knocked against an elevated railroad pillar and demolished. The women were buried in the debris and penned in. Bullmore was thrown to the pavement, but not badly hurt. Leonard was jammed against the front of his car, a piece of the victoria flying through the air and carrying away a piece of his scalp. The car was crowded and passengers were greatly excited. One woman fainted, while others shrieked and ran out of the car, it being deserted.

Several policemen pulled the broken victoria apart and extricated Mrs. Weber and Miss Burnett. They were unconscious and many thought them dead. Dr. Murphy, of No. 138 West Thirty-sixth-st., and Dr. Russell, of No. 315 West Ninety-fourth-st., who were near by, had the women carried into a drugstore, where they revived, and Dr. Murphy had them taken to his office. Mrs. Weber's left shoulder was badly sprained, her right hip was injured, her head gashed and her body bruised. Miss Burnett had a gash four inches long in her scalp, her hips were bruised and her right knee swollen. After a time Mrs. Braman had the women taken home in a carriage.

A piece of the victoria flew through the air and hit Leonard on the head, cutting a gash he himself helped to bandage, the conductor and some passengers doing the rest. He was not let an ambulance surgeon do it. The coachman was only slightly bruised, though he was flung off his seat to the pavement. The three front windows of the open car were broken, and the passengers were thrown into a panic. All fled except a woman, who fainted, and she was quickly revived on the sidewalk. The horse was not hurt. Mr. Braman had the wrecked victoria taken to his stable in Thirtieth-st.

Henry was driving in his buggy behind the victoria when he had to swerve suddenly to avoid a horseman on the street. The horse was about to cross the street with her mother near her. She was knocked down by Henry's horse, and her body was bruised and two teeth were knocked out. Her mother ran out into the street, picked her up in her arms and ran home with her. The child was not dangerously hurt. She was attended by a private physician.

At Mr. Braman's house late last night it was said that the condition of Mrs. Weber was dangerous. Drs. Murphy and Russell, who are attending her, had paid several visits to the home, and found that she was suffering from a dislocated left shoulder, a severe scalp wound, and perhaps internal injuries. Mrs. Weber complained particularly of pains about the hips and neck. Mr. Braman said that if the condition of Mrs. Weber had not improved greatly by the morning he would ask for the arrest of the motorman, Leonard.

My information is that the motorman was entirely at fault," Mr. Braman said. "My coachman was crossing the car tracks when the car ran into the carriage and smashed it up so that now I would not give 15 cents for it. The car must have been going at a high rate of speed to damage the carriage in the manner it is damaged."

CUBAN'S SERVANTS CAUGHT.

[BY TELEGRAPH TO THE TRIBUNE.] Saratoga, N. Y., Aug. 17.—Ralph A. Panerton, a valet, of Hiddelford, Me., and Isaac Moore, a chauffeur, of Revere Beach, Mass., were held to-night for the October grand jury, on a charge of grand larceny, first degree. They were arrested yesterday at Elizabethtown, Essex County, by detectives, and brought here this afternoon. They were employed by Louis G. Rabel, of Havana, Cuba, a guest of the Grand Union Hotel, where, it is charged, they robbed him of \$500, a gold watch and a diamond, on August 11. The watch and stud and \$70 were found on them, and they acknowledged that all belonged to Rabel.

Panerton and Moore were headed for Canada when caught by the detectives. They had employed Dave Ahearn, a liverman, to take them to Luzerne, where they discharged him. From there they travelled to Caldwell, Rodgers Rock, Port Kent, Westport and Elizabethtown. The letter of recommendation by which Panerton secured the place of valet is pronounced a forgery.

PRESIDENT REVIEWS THE FLEET

TWENTY-TWO WARSHIPS PASS BEFORE HIM WHILE CANNON ROAR SALUTES.

Battleships, Cruisers and Destroyers in the Stately Martial Line—The Barry Rams the Decatur.

[BY TELEGRAPH TO THE TRIBUNE.]

Oyster Bay, N. Y., Aug. 17.—The success of the review and inspection of the North Atlantic fleet by President Roosevelt off Oyster Bay to-day was slightly marred by an accident in which the torpedo boat destroyer Decatur, Lieutenant Lloyd C. Chandler commanding, was rammed by the destroyer Barry. While not of a serious character, the accident resulted in a dented hull for the Decatur and a somewhat crumpled bow for the Barry, and made it necessary for both vessels to steam forthwith to the New-York Navy Yard for repairs.

The accident occurred at 4:45 p. m. just before the close of the manoeuvres. The south column of the destroyers, composed of five vessels under command of Lieutenant Chandler, was returning from a "flying wedge" run at half steam before the President and his party, including Secretary Moody, Admiral Dewey and Lieutenant Chandler's father, ex-Secretary Chandler, aboard the Mayflower. As the flotilla was about one thousand yards from the Mayflower, the watchers on the President's flagship saw that the Barry's bow had rammed the Decatur. As the hulls crashed together exclamations of horror arose from those on board the Mayflower. The next moment the Decatur was seen to stagger and then dip. "She's sinking!" was the cry. An officer aboard the Mayflower shouted "Man the boats!" and in an instant white garbed sailors were swarming into the boats.

"She reports no damage done here," cried a sailor who was watching the vessels through glasses. "No more than a scratch!" exclaimed the President cheerfully. "If men on torpedo boat destroyers are afraid of marring paint, the boats will never be of any account. If men are to handle war vessels as if they were yachts and without taking any risks, the vessels will never be anything but yachts. What we want are men and boats who expect to receive hard knocks."

In a few moments both destroyers came alongside. "No damage done, sir," Lieutenant Chandler reported through his megaphone. "There is only a trifling dent in our side. Shall we take the boats to the New-York Navy Yard?" He was answered in the affirmative. The collision was not considered sufficient to impair the mobility or fighting power of either of the boats.

"It is only by experiences of this kind," said

the President afterward, "that men really learn how to cope with real emergencies when they arise."

Both the Decatur and the Barry proceeded for the navy yard under their own steam, and will probably be prevented from taking part in the manoeuvres at least for a few days. With the exception of this episode the review and inspection passed off with due splendor and success. It was calculated that not since the Spanish-American war had so many shots been fired in one day by first class battleships and cruisers, 2,604 shots, or 124 Presidential salutes of twenty-one guns each, being fired throughout the day.

WILL OPEN TWO PORTS.

CHINA YIELDS AT LAST. PRINCE CHING PROMISES TO SIGN A TREATY ON OCTOBER 8.

Washington, Aug. 17.—Minister Conger, at Peking, has secured a written promise from Prince Ching to sign, on October 8, a treaty with the United States, which will include a guarantee that Mukden and Tatung Tao shall be open ports.

RUSSIAN WARSHIPS SAIL.

PORTO CALLS RESERVES.

Four Battleships to Emphasize Demands on Turkey.

Sebastopol, Aug. 17.—The squadron of the Russian Black Sea fleet which has been ordered to the Turkish coast sailed to-day. It is under the command of Rear Admiral Krueger. It consists of the battleships Catherine II, Tris Sviatella, Rostislav and Dvenaziat Apostoloff, four torpedo boat destroyers and six mine and torpedo transports. The squadron arrived at Sebastopol yesterday preparatory to sailing last night for the Turkish coast.

Yacht race tickets for the Fall River Line steamer Plymouth or New Haven Line steamer Richard Peck should be purchased in advance. Sale positively limited. See adv.—Adv.