

MAY CARRY ONLY 1,250.

REJECT 1,000 PRESERVERS.

Inspectors Find Rotten and "Sinkers" Belts on the Grand Republic.

As a result of the reinspection early yesterday morning of the Grand Republic, her carrying capacity was reduced two-thirds. The new certificate granted her allowed her to carry only 1,250 passengers, instead of 3,700, her former allowance.

Although the first certificate granted the Grand Republic in the spring allowed her to carry only 3,700 passengers, she has often sailed with many passengers in excess of that number. On one excursion she is said to have carried to West Point six thousand people.

Her hull and boilers were found to be sound, but most of her life belts were worthless. When thrown overboard they sank at once, and when drawn aboard again they had absorbed from two to four pounds of water. Of her old cork life preservers, three hundred were condemned, and seven hundred of the new belts, filled with capoc, were sent back to the manufacturers as being under the prescribed weight. The old life preservers were so rotten that in most cases they could be torn apart, the rotten canvas yielding to the pressure of the thumb.

The Grand Republic was reinspected by Supervising Inspector Rodie and Inspectors Todd and Nolan, of Buffalo; Taylor and O'Brien, of Mobile, and Abramson, of Louisville. In pursuance of the demands of the federal authorities of the Grand Republic, after trying up at her West Fifth-st. pier, had her fires banked and the steam blown from her boilers. The inspectors did not reach the vessel until nearly 4 a. m. Even then the boilers were not cool enough to be inspected, and Inspector Rodie ordered them flushed with cold water. The boilers were minutely inspected. Tests of their power to resist the water pressure, hammer and other tests were given. Then the inspection of the hull was finished, and both hull and machinery were pronounced to be in good condition. Stories had been circulated by a labor body that her decks sagged amidships. After completing his inspection Inspector Rodie said:

"The hull of the Grand Republic is in good condition. The 'drop' or 'sag,' which the representatives of the Central Federated Union said existed, at the hearing last Tuesday before the Federal Commission, need cause no alarm. The 'sag' there is only the natural 'drop' which appears in all steamboats of the size of the Grand Republic."

The measurement of the hull amidships showed a slight depression, which the inspectors expected to find. The big beams at this point showed no signs of a strain. The inspectors did not look with approval on one portion of the interior arrangement of the craft. The main stairway, the only one running from the main to the upper deck, is immediately over the lamp room. Should a slight fire start in the lamp room, which in its contents is not unlike the caddy in which the fire on the Slocum originated, the flames would almost immediately eat through the stairway, cutting off the passengers on the upper deck. The inspectors made no formal protest against the stairway, as its measurements were as ample as required by law.

Three varieties of life belts were found on the craft. There were the old style life belts, filled with solid slabs of cork; the round preservers, filled with granulated cork, and the new life preservers, stuffed with the shredded vegetable fibre known as kapoc. The kapoc filled life preservers were found to be utterly worthless, seven hundred of them being returned to the manufacturer because of being deficient in weight. To pass successfully the government test, each life preserver must be able to sustain, when in the water, a dead weight of at least twenty-four pounds. This kapoc belt could not do. The life preservers made a sorry showing all around. The old ones, filled with granulated cork, ripped easily, and their contents filtered out like sawdust. It was this kind of a life preserver that was found to be a dead weight and not a support at the time of the Slocum horror. One of the new kapoc filled belts was thrown overboard with twenty-four pounds of scrap iron attached. Care had been taken to secure exactly twenty-four pounds of iron, and in two minutes the belt was entirely submerged. When drawn aboard again it was found to be water logged, having gained in weight over four pounds in the short interval it was immersed. The other belts filled with kapoc were examined separately, and each was found lacking. They were all condemned. The new fibre is imported from Java and Japan, and it has been asserted that it is much more buoyant than cork. The tests of the Grand Republic's kapoc belts yesterday, all of them practically brand new, showed that the stuff is not much more buoyant than a sponge.

As the Grand Republic was found to be in good condition, with the exception of her life preservers and one life raft, Inspector Rodie allowed her to sail for Coney Island, after reducing the number of passengers to be carried.

No one connected with the squabble which arose over the reinspection of the Grand Republic knew yesterday whether or not the vessel would be allowed to make a return trip, according to the orders of the Republic's authorities. A letter from the "its-up-to-the-other-fellows" kind pervaded the offices of the steamboat inspectors, the Custom House and the United States District Attorney's office. A letter which said that it was "up" to the Collector of the Port. The Collector to the Collector said that it was now up to the United States District Attorney's office, which placed the responsibility on the action on the law division at the Custom House. At the office of United States Assistant District Attorney Young, in charge of the case, it was said that under a provision of the law in regard to what made a violation and what constituted a trip, the Grand Republic might be held liable to a penalty of \$27,000.

From the office of the Collector to the Collector came the statement that it was the opinion of the law department of the Custom House that no court would construe as a separate trip the navigating of a vessel along the river front from one landing to another. A trip, according to admiralty law, was from destination to destination, but whether this applied to the Grand Republic had not yet been settled.

When the Grand Republic was inspected yesterday being libelled by the government for penalties incurred, she did not escape being libelled by a United States Marshal of the Eastern District, representing the "Bentley & Lang Drydock Company, of Brooklyn, who is doing legal business in the city.

The civil process on which the libel is based has served over a week ago. Some time before the steamer to the General Slocum, the company made certain repairs and alterations on that vessel for the Knickerbocker Steamboat Company. The amount involved is \$9,700, which has not yet been paid. As the hull of the General Slocum has been appraised at only \$5,000 by a commission of which Mr. Lang of the drydock company was a member, the Grand Republic was libelled in her stead. The suit is to be a friendly one, brought simply to establish the equity of the drydock company.

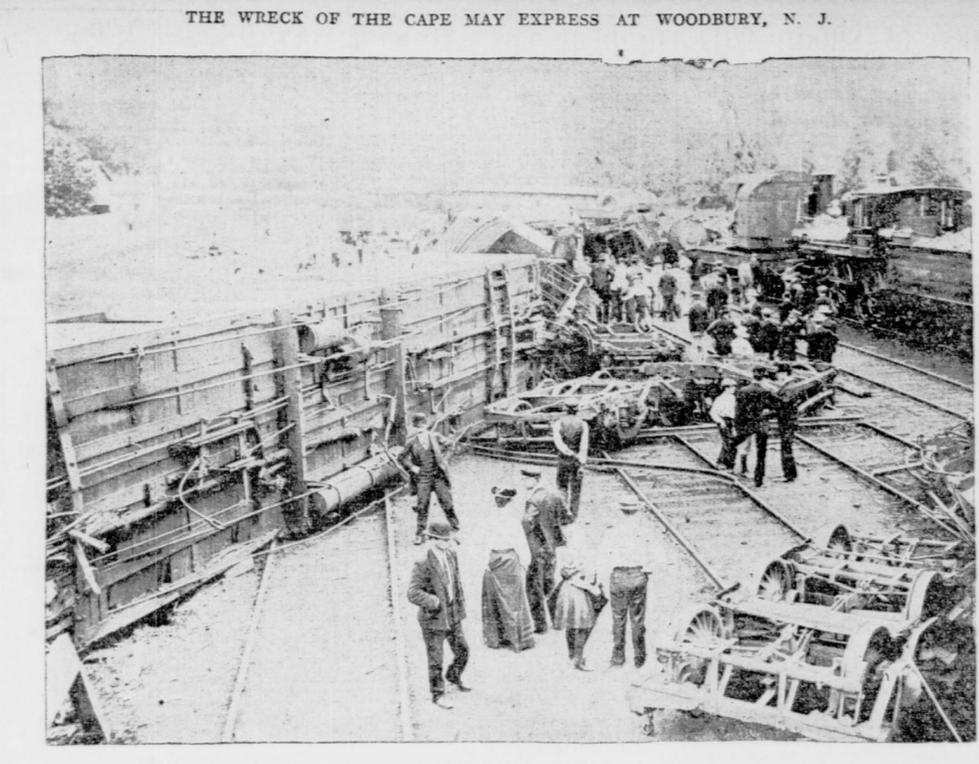
REINSPECTION A BIG TASK.

Cannot Now Be Extended to Excursion Steamers Throughout the Country.

[FROM THE TRIBUNE BUREAU.]

Washington, Aug. 5.—The fact that it will take at least six weeks to complete the reinspection of the passenger carrying boats in the New-York waters would render it impossible to extend the work to excursion steamers in other parts of the country immediately. The purpose of the government is to make the examinations now under way as thorough and complete as competent and conscientious inspectors can make them, and then to consider plans looking to the better protection of the public, pending the necessary modification or extension of existing laws by Congress next session.

The suggestion that the steamboat inspection service extend its reinspection to excursion steamers throughout the country has not yet been fully



THE WRECK OF THE CAPE MAY EXPRESS AT WOODBURY, N. J.

MORE DELAY BY TURKEY. VAN COTT IN A CONTEST.

This Government Annoyed—Warships to Stay in Mediterranean.

Washington, Aug. 5.—Secretary Hay's return to the city from his summer home was signalized by consideration at to-day's Cabinet meeting of important matters concerning America's foreign relations, but returned to Washington on account of the developments in this country's relations with Turkey. The whole question was considered by the President and the Cabinet in the light of information received by cable to-day from Minister Lelshman, at Constantinople.

The situation was regarded as sufficiently grave to warrant a change in the programme for the movement of the American naval vessels in the Mediterranean. While it was not decided to stop the homecoming of the fleet of battleships due at Gibraltar in a day or two, the determination was reached to have Admiral Jewell, commanding the European squadron, which has separated from the battleship squadron and is now at Villefranche, remain in that region until further orders, or at least not to come further westward while the negotiations are pending.

This government has been pressing the Porte for an answer to its representations. The Sultan promised an answer last Friday, but Minister Lelshman did not receive it, and was put off until yesterday. He was promised then an answer from the Sultan himself as to the rights of Americans to establish schools and other educational institutions in the Turkish Empire.

Such rights have been accorded other nations, but have been withheld from America.

Secretary Hay laid before the President and Cabinet a cable dispatch he had just received from Minister Lelshman, to the effect that he had not been able to obtain a satisfactory answer to his representations. That this government is annoyed at the procrastination of the Porte and at what seems to be a studied effort to delay the American representations there is no attempt to conceal.

ASKED \$100 ON PAIN OF DEATH.

Italian Salonkeeper Declares That Arrested Laborer Sent a Letter So Demanding.

Paquale Cortese, a laborer, of 129 Mulberry-st., was a prisoner in the Tombs court yesterday charged with extortion. The complainant was Florene Caporelli, a salonkeeper, of a Elizabeth-st. Cortese was held in \$150 bail for examination.

Caporelli said he got a letter from Cortese on Thursday demanding \$100 on pain of instant death. He did not reply at once, but told the police of the Elizabeth-st. station, who advised him to make an appointment with Cortese. Then Caporelli sent Cortese to call at his store Thursday night. Cortese was waiting. Caporelli walked up the street with Cortese explaining that he could not give him the money. Then, Caporelli says, he handed Cortese two marked bills, but Cortese would not take them. The marked bills were found in the prisoner's hat. Sewed in the leg of his trousers was a short handled axe.

At the station Cortese denied all knowledge of the letter and said the \$100 was lent him by Caporelli.

PROTEST TO CASTRO.

Told of This Government's Objections to Asphalt Seizure.

Washington, Aug. 5.—Minister Bowen has informed the State Department that he has lodged a strong protest with President Castro against the action of the Venezuelan government in seizing the asphalt mines belonging to the New-York and Bermudez Company. The receiver is said to be supported by two Venezuelan warships in his occupation of the company's property.

Through official sources it is learned that President Castro's action in regard to the asphalt company has been long considered. It is intimated that in the midst of his last desperate struggle with the rebels Castro made promises to certain persons and corporations in return for their financial support in his contest. These promises were said to involve the transfer to these people of concessions at that time in the possession of foreign corporations. Castro, it is said, has never violated a promise, and the present proceedings relative to the asphalt mines are, it is hinted, an outgrowth of one of these promises.

It is doubted whether this government's protest will be effective, but the State Department is not disposed to move in a hurry, and is awaiting the arrival by mail of detailed reports before proceeding further. It must be made clear that there has been a miscarriage of justice in the Venezuelan Supreme Court before a demand is made on Castro for indemnity for the losses suffered by the New-York and Bermudez company. There are several legal points involved in this case, and until the distribution of the veterans' pay, the resumption by the government of the work of sanitation of cities and other matters of importance.

MORE TROUBLE IN SAN DOMINGO.

Minister Dawson Suggests That a Warship Be Sent to Monte Cristi.

Washington, Aug. 5.—Mr. Dawson, the American Minister to San Domingo, in a cable dispatch to the State Department suggests that it would be well to have a warship at Monte Cristi for a short time. It is inferred from this that another revolutionary movement is impending.

HAYTIANS AGAIN ATTACK SYRIANS.

Shops Looted at Archaries—Capital Quiet—Exiles Condemned.

Port-au-Prince, Hayti, Aug. 5.—At Archaries, the populace, after looting three Syrian shops, drove away one hundred Syrians who arrived here yesterday. Trouble is feared in other cities of the republic.

The stores were reopened to-day under the protection of the police.

The military tribunal has condemned to death by firing the heads of persons accused of complicity in the attempted revolution, headed by General Montplaisir, in January last.

TWO KILLED IN HAVANA EXPLOSION.

Fireworks Factory on Fire—Three Probably Fatally Hurt.

Havana, Aug. 5.—A large rocket in process of manufacture exploded at the Carracidos fireworks factory, on San Lazaro-ave., to-day, and set fire to other explosives, with the result that the whole stock was blown up, the building was burned, two persons were killed and five others were injured. Three of those injured are believed to be fatally hurt.

SUNDAY SERVICES AT VARIOUS CHURCHES.

The Tribune publishes each Saturday announcements of the various churches, with name of preacher, and topic of sermon. Send name of church to the Tribune, under heading of "Religious Notices."

TRAIN ROLLS FROM TRACK ARMY AND NAVY NEWS.

WIRELESS CONTROL.—The wireless telegraph board, in its report to the President, making recommendations of departmental changes and needed legislation, submits the important suggestion that ocean forecasts be transferred from the naval hydrographic office to the Weather Bureau. This is in connection with the system which gives the Navy Department control of all the coastwise wireless stations, which will do the work of receiving messages and transmitting them to all the departments interested in any way. The work of drafting the proposed law is an important one, involving, as it does, some international questions, such as the conflict between American stations abroad and those of foreign governments. Representatives of the army signal corps and the naval bureau of equipment will agree on rules, so as to prevent friction between the army and navy systems of wireless communication. The Navy Department controls the service of the coastwise stations only, and probably the draft of legislation to be submitted to Congress will place unusual restrictions on the commercial system. Already there are evidences of objection in that direction. It is expected that the President will see that no damage may be done to the investments represented in the wireless telegraph equipment, and that the evidence of the report of the board that the private wireless companies will be limited in their operations, so far as possible, at least to the coast.

Six Injured as Express Is Overturned.

Camden, N. J., Aug. 5.—Six persons were severely injured, one probably fatally, by the wrecking of an express train at Woodbury, ten miles from here, this morning. The Cape May Express, which left here at 9 o'clock, ran into an open switch in front of the Woodbury station twenty-five minutes later, and the engine, tender, combination smoking and baggage car, and a Pullman car were upset. All the injured were brought to the Cooper Hospital in this city, by the Atlantic City accommodation train, which reached Woodbury soon after the accident. The injured are:

BERRYMAN, Charles, 26, of No. 902 South Ninth-st., Camden, bruised and cut on the body.

CRASSELL, Oliver, 36, business address, No. 718 Macomber-st., Philadelphia, bruised and left ankle sprained.

DOUGHERTY, Richard, engineer, 25, married, of Gloucester, badly scalded, bruised and cut about the face and left hand, paralyzed by a blow, probably deadly.

EOWN, Hugh A., 50, real estate agent, of No. 217 Broadway, Camden, head cut and bruised and chest severely injured.

LEAMING, Edward, 41, of No. 902 South Ninth-st., Camden, bruised and cut about the body.

TURNER, Frank, fireman, 22, of Woodstown, scalded by steam.

Behind the Pullman car there were seven passenger coaches in the train. As it entered the switch the engine of the Cape May train toppled over, and was followed by the smoking and baggage car and the Pullman. All the other cars left the track, but were not upset. The engine fell on its right side, and Dougherty, the engineer, was caught under it and pinned down. When finally taken out of the wreck it was found that he was scalded, bruised and cut all over his body, and that one of his ribs, which had been crushed in, had penetrated the left lung. At the hospital it was there was little hope of his recovery.

Frank Turner, the fireman, jumped just as the engine went over. He fell between the tracks on which the train was running, and saved his life by lying perfectly still. The baggage car and Pullman passed over him before they toppled over on their sides. Turner was scalded by steam and was bruised and cut about the body, but was not injured.

The four other men hurt were passengers. All on the train were more or less shaken up, and some received slight cuts or bruises by being thrown against the backs of seats, but their injuries were trifling.

The injured were promptly cared for, and as soon as the Atlantic accommodation arrived they were taken from the train and brought to this city. The wrecking train was sent from this city to Woodbury, and the southbound track was cleared after a block of several hours and traffic resumed.

PRISONER INSISTENT.—Frank Pratt, who was formerly a second lieutenant in the army, but who is now imprisoned in the Ohio Penitentiary, is annoying the War Department officers with "demands" for his release. He alleges illegality in his sentence by court martial, and says he has new evidence to prove his innocence. The War Department people have become exasperated at the persistence of this offender, and have advised the Ohio Penitentiary officials that it might be well to stop his letter writing, especially as it will do him no good. The department has enough evidence against Pratt in jail for several years, instead of the one year to which he was sentenced, and they have no idea of paying any attention to appeals from him.

RECRUITING PARTIES RECALLED.—Orders were issued by the Navy Department to-day, recalling the three recruiting parties which are travelling in different parts of the country. This action is due to a recent decision by the Controller of the Treasury that officers engaged on recruiting duty are not entitled to travelling expenses, but may receive the usual mileage. This mileage does not include the actual expenses of the officers by a large amount, because their itinerary compels them to make frequent short stops. One of the recruiting parties is now in Central New-York, another in Pennsylvania, and the third in Kansas. The Navy Department that the suspension is only temporary, and that recruiting will be resumed in a short time.

TRIBUTE TO ADMIRAL TAYLOR.—The general board of the navy, of which Admiral Dewey is president, and the officers on duty at the Naval War College at Newport, have adopted resolutions testifying to the worth of Rear Admiral Henry C. Taylor, chief of the Bureau of Navigation, and the great loss sustained by the navy in his death. Rear Admiral Taylor was the originator and a member of the general board, and served as president of the War College.

ORDERS ISSUED.—The following army, navy and marine corps orders have been issued:

- ARMY.
- Captain WILLIAM K. NAYLOR, 9th Infantry, detailed to act as umpire at maneuvers of Ohio National Guard in Adams County.
- Colonel ARTHUR L. WAGNER, general staff; Lieutenant Colonel ALFRED D. SHARP, assistant adjutant general; Major EDWIN SWIFT, 2d Cavalry; Captain CHARLES D. RHODES, general staff; and FRANK H. WHELAN, 1st Infantry, to the Quartermaster's Department, Va., after maneuvers of Ohio National Guard.
- First Lieutenant WESLEY B. BERTT, 5th Infantry, detailed as professor of military science at the Agricultural and Mechanical College of Kentucky.
- Lieutenants S. V. GRAHAM and A. H. SALES, to Naval Academy.
- Paymaster T. S. WESWELL, detached navy yard, New-York to the Bureau of Naval Stores.
- Paymaster J. W. MORSE, detached naval station, New-York; await orders.
- Cable from Rear Admiral Y. Stirling, Asiatic Fleet, August 4.
- Lieutenant H. I. CONE, hospital, Yokohama; to the Hospital.
- Lieutenant G. W. LAWS, to the San Francisco.
- Midshipman E. O. PITCHER, to the Oregon.
- Midshipman J. A. RITCHER, to the Helena.
- Midshipman J. E. OTTERSON and P. P. BASSETT, to the Albatross.
- Ensigns J. G. CHURCH and E. E. SCRANTON, the Albatross; to the Rainbow.

CLAIM OLD LAND GRANT.

Say Continental Congress Gave Them Much Under the Sound.

A case that will involve millions of dollars and the title to almost all the land under water on the western coast of Long Island Sound, will be brought to the New-York courts by David H. Hunt, a lawyer of White Plains, and his two brothers. In the early Colonial days an ancestor of the Hunt family was chairman of the Committee of Safety in that district.

Before the ratification of the Constitution of the United States, the existence of the State government of the Continental Congress was anticipated. Hunt all the land under water in Long Island Sound within a certain fixed distance. Later a grandson of Hunt decided to the citizens of Westchester County the land under water adjoining that county, to be used for "fishing and fowling." When it ceased to be so used, it was to revert to the heirs.

All the documents are on file, and the only question at issue, Mr. Hunt declares, will be as to whether it has ceased to be used as specified. As the government of the State is anticipated, the existence of the government of New-York State, the Hunt family declares that the State has no power to grant the grants it has. David H. Hunt, George Hunt and Thomas Hunt are the only three living descendants of the Hunt who received the grants. David Hunt, who is now 80 years old, and his brother recently recognized the solidity of the property held by them from the Hunt family, but it was refused.

KELLY DID NOT DIE FROM INJURY.

That Is the Law, Says Corporation Counsel—He Caught Pneumonia at Baltimore.

Corporation Counsel Delany has sent an opinion to Fire Commissioner Hayes in which he says that the widow of Martin Kelly, formerly engineer of Engine No. 18, is not entitled to more than \$200 pension, the sum usually given by the department. Kelly was one of the firemen who went to Baltimore to fight the conflagration there. He caught cold, got pneumonia and died. Mrs. Kelly applied for the pension provided for the widow of a fireman fatally injured in active duty. Commissioner Hayes was inclined to grant the pension of \$800. The court, however, writes that the pension is settled rule of law that death caused by disease, such as pneumonia, is not due directly to an injury. It is expected that the case will be decided in the courts. The people of Baltimore raised about \$300 for Mrs. Kelly after her husband's death.

WANTS \$5,000,000 FOR TUNNEL RIGHT.

Lackawanna States Figure in Fight Over Trolley Subway—\$7,300 Offered.

The claim of the lawyers for the Lackawanna Railroad Company is that the company will suffer damage to the amount of over \$5,000,000 by the construction of the branch tunnel under the city. The lawyers for the tunnel company state the damage will be \$7,300, and regard that as an exceedingly liberal estimate. These figures were given in their arguments yesterday before the commission appointed by Supreme Court Justice Dixon to assess the damages. The commission sat at the office of Governor Werts in Jersey City, who, with Colonel John J. Toffey and John C. Payne, composes the commission.

The commissioners decided to make a tour of inspection next Monday of the proposed line of the tunnel, accompanied by two experts, one representative of each company. The tunnel is intended for trolley cars from the Hoboken ferries to connect with the main tunnel from Fifteenth-st., Jersey City, to Morton-st. in Manhattan. The Lackawanna company has decided to contest the legality of the appointment of the commission in the courts, and if defeated will contest the award of damages, unless it should be liberal, and may prevent the construction of the tunnel for several years. The Pennsylvania Railroad Company, by its legal right, delayed the tunnelling under its road in Jersey City and the construction of the tracks of the Junction Railroad for almost eight years.

PLANS FOR G. A. R. ENCAMPMENT.

Boston to Receive Massachusetts Army Nurses' Association.

Boston, Aug. 5.—One of the features announced to-day for the week of the Grand Army of the Republic encampment in Boston will be the reception of the Massachusetts Army Nurses' Association on August 17, from 4 to 6 p. m. The reception will be held in Memorial Hall, at the State House. All members of the New England Women's Press Association, club women and members of women's organizations in Boston and New England are invited, and no tickets will be required.

It is expected that Governor Bates and Mrs. Bates, with many State officials, will be present, together with many members of the Grand Army of the Republic, the Women's Relief Corps and the Sons of Veterans. Many rare old battle flags have been lent for the occasion, and a guard of honor will be provided by the State.

GREAT RUSH FOR NORTHWEST FARMS.

St. Paul, Aug. 5.—It is expected that seventy-five thousand people will register for the Fort Totten reservation lands offered by the government. Estimates compiled at Grand Forks, N. D., are that fully fifteen thousand of those who were unsuccessful in the first rush for these lands will be going up eight additional lots at St. George not included in the original agreement. These lots will enable the city to have a more commodious terminal at St. George. I expect to sign the contract on behalf of the city within a few days.

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