

DOUMA BACKS DOWN. SOUNDS NO CASUS BELLI.

Address to People on Agrarian Question Toned Down.

St. Petersburg, July 20, 3 a. m.—An address to the country, setting forth the attitude of parliament on the agrarian question and the reasons for the delay in the adoption of a solution of the problem, was adopted by the lower house at 2 o'clock this morning, but in an emasculated form, with changes designed to minimize the revolutionary features of the document as an appeal to the people against the government and to shift the emphasis to a note of pacification, in which the peasantry are exhorted to refrain from excesses and violence and to await parliament's decision in the matter.

The vote was taken at the close of a sitting that lasted continuously for twelve hours, in which it seemed probable that the address would be rejected entirely by the combined votes of the Right and Left wings of the house against the irresolute Centre party.

The address was saved from this fate only by the abstention from voting of 101 members of the Group of Toll and sympathizers with that faction, who favored a more radical measure. There were only 124 votes, all Constitutional Democrats, for the address, and 53 against it.

The minority comprised Count Hayden and Michael Stakovich, a marshal of the nobility, and other members of the Right, with a few extremists from the Socialist camp.

The session, which was a stormy one, was marked at one time by the withdrawal of the entire Group of Toll as a protest against "the reactionary attitude of the majority." Afterward in caucus the group determined to return to the chamber, but not to vote either for or against the address, on the ground that it would be playing into the government's hands which ever way the members voted, and instead to draft an independent address to the people.

The rejection of the address probably would have been a source of gratification to the Constitutional Democratic leaders, who at the last moment awoke to the fact that an appeal, which at first they had hailed as a death blow to the bureaucracy, would be likely to be equally fatal to the party.

Not only has the court camarilla long sought for a justification for the dissolution of parliament, but also to evoke an elemental rising of the people, in which the Constitutional Democratic party would be swallowed and its power obliterated in the ascendancy either of reaction or of a revolution.

The day was devoted to desperate efforts to retrieve a dangerous strategic blunder. Finding from a caucus of their own followers that it was too late to sidetrack the address entirely, the leaders turned their endeavors to modifying it enough so that the government would not be forced to regard it as a casus belli, perhaps with the secret hope that this would lead to the defeat of the address in the house.

The speeches of Ivan Petrunkevitch, who introduced the substitute draft; Deputy Kutliarevski and other Moderates emphasized the necessity for the pacification of the tumultuous country. M. Kutliarevski roundly declaring that the all important question at the present crisis of affairs was not useless polemics regarding the ministry, but the cessation of the elemental movement of class against class, which would solve Russia's problem, not in the way of peaceful legislation, but by methods of desperation and horror.

M. Petrunkevitch, an implacable enemy of the government, shifted his ground to combat revolution, declaring that parliament must neither yield to revolution nor join in inflaming unarméd peasantry to oppose themselves to bayonets and machine guns, but to fight to the last for legality and loyalty. His draft contained a sop to landowners, emphasizing the point regarding the payment for expropriated lands, but this was eliminated in the discussion.

The Conservatives endeavored also to have stricken out a reference in the draft to lack of confidence in the ministry, but they were defeated by the bare mention of the "Russians" report of the Austro-German plan for intervention.

M. Petrunkevitch was wildly applauded when he declared that it was impossible to show consideration to a ministry which was negotiating to introduce foreign troops on the sacred soil of Russia.

PEASANTS SCOURGE LAND. Are Marching in Large Bands and Devastating Country.

Moscow, July 19.—A landlord, fleeing from Bobrov, in the Province of Voronezh, where a peasant uprising has taken place, who has arrived here, gives a frightful picture of the devastation. He describes the losses in the province as colossal.

The troops are powerless to cope with the peasants, who are marching in large bands, destroying practically everything. Not more than one-tenth of the estates are spared.

Upon approaching a village an advance detachment of the peasants enters, announces that it is being pursued by six thousand troops, with machine guns, and asks for support. The villagers thereupon join the rioters and the procession moves on.

The movement was started by the refusal of the landlords in the northern part of the Bobrov district to agree to an advance of wages to the farm women. The ripening crops are not being harvested.

WHOLE TOWN IN FLAMES. Syzran, Near Simbirsk, Probably Fired by Revolutionists.

Samarra, Russia, July 19.—The whole town of Syzran, province of Simbirsk, is in flames. The inhabitants are fleeing to Samarra and Saratoff.

The latest news from Syzran is that the government buildings and treasury are on fire and the panic-stricken inhabitants have sought refuge in the surrounding fields and forests.

Syzran is situated on a river of that name, near its confluence with the Volga and seventy miles south of Simbirsk, capital of the province of that name. It is a busy commercial and industrial place, having a population in 1897 of more than thirty-two thousand.

St. Petersburg, July 19.—No doubt is entertained here that the burning of Syzran was the only of a little town.

REJECTS BRIDGE PLANS. Municipal Art Commission Dislikes Design for Hudson Memorial.

The Municipal Art Commission at a meeting yesterday afternoon, A. Augustus Healy, vice-president presiding, disapproved the designs for the Hudson Memorial Bridge. It was reported that the design was not considered sufficiently monumental.

James W. Stevenson, Commissioner of Bridges, was present and urged the acceptance of the plans. Boller & Hodge are the consulting engineers for the bridge, and Walker & Morris the architects. The bridge is to be erected across the mouth of the Harlem River, parallel with the Hudson, and, connecting Manhattan with The Bronx, will be a continuation of Riverside Drive. It is estimated that about \$3,000,000 will be required for the bridge and about \$5,000,000 to complete Riverside Drive. The bridge is to be 2,500 feet long and 175 feet above the water.

The commission approved the designs for the ferry terminal at Stapleton, Staten Island; for the ornamental entrance to Prospect Park, for the large tennis house in Prospect Park and for the new 19th Precinct station house, recommended by Commissioner Bingham.

Members of the commission present, besides Vice-President Healy, were John Bigelow, Walter Cook, Howard Mansfield and John J. Boyle.

Robert W. de Forest, the president, is in Europe. Regarding the action of the Municipal Art Commission yesterday in disapproving the plans for the Hudson Memorial Bridge, Walter Cook, the well known architect, a member of the commission, at the Century Club last evening gave the following authoritative statement:

The bridge is supposed to be a memorial bridge. It will form a very important feature of the landscape. The commission, however, does not think that the designs submitted fulfill the requirements of a monumental and memorial bridge. It has been simply a utilitarian structure for traffic, from the engineering standpoint the designs would make a very successful structure. But the commission does not think the designs are handsome or beautiful enough.

As to the alleged importance of the erection of the bridge in about three years on a certain day, the commission considers it of much greater importance that the bridge, when erected, should be a beautiful structure. It is not for the commission to suggest modifications or do the work of sculptors or architects. The city expects us to say yes or no as to whether or not the bridge is a beautiful place, and while the design of the bridge submitted might be admirable from an engineering point of view, it would not be an object of beauty, and is therefore disapproved.

MILL WAGES INCREASED. Maine and New Hampshire Follow Rest of New England.

Boston, July 19.—Practically all the large cotton mills in New England by August 1 will be paying increased wages to their employes. Notices announcing advances were posted today in several mills in New Hampshire and Maine, where several thousand hands are employed.

The movement in the Northern mill centres follows that recently made in Connecticut, Rhode Island, Vermont and southern Massachusetts.

Lowell is at present the only district in which the wage situation remains unsettled. In this important centre the operatives have postponed until Monday action on the offer of the Lowell Manufacturers' Association of a 5 per cent increase in place of the operatives' request for a 10 per cent advance.

In most instances to-day the advances were voluntary, and came as a surprise to the operatives. The Edwards Manufacturing Company, of Augusta, Me., employing 1,500 hands, and the Cabot Cotton Mills, of Brunswick, Me., employing 2,000 hands, both of which employ ten thousand operatives, announced an advance of 5 per cent, and at the same time the three thousand operatives of the Jackson Mills, at Nashua, were informed of a 5 per cent increase. As the several mills of the Amoskeag Corporation, at Manchester, had already granted an advance of 5 per cent, affecting more than ten thousand employes, there now remain only a few of the smaller corporations which the upward movement in wages has not favorably affected. Another Manchester advance begun to-day was that of the Stark mills, a branch of the American Duck Company, with headquarters in Baltimore. The increase in its wage scale is 5 per cent, beginning July 30.

WOMAN KILLED BY AUTO. Run Down While Crossing Street—Driver Arrested.

While attempting to cross the street a short distance from her home, Mrs. Lillian McCoy, of No. 67 Sterling Place, Brooklyn, was run down and killed by an automobile at 7 o'clock last night. The automobile was being driven by Nathaniel W. Humphrey, of No. 188 15th street. With him was Miss C. Kendall, of No. 126 Wilson street.

Mrs. McCoy was knocked down in front of No. 635 Sterling Place, two wheels passing over her body. She died before she was taken to St. John's Hospital. Humphrey was arrested.

RAID OVER HANDY'S HEAD. Street Cleaning Squad Men Make Arrests in Alleged Poolroom.

Deputy Commissioner Mathot paid a delicate compliment to the Street Cleaning Department yesterday afternoon, by selecting Sergeant Naught and Roundman Decker, of the "street-cleaning squad," to lead a raid on an alleged poolroom in East 61st street, near Third avenue.

The raid was made over Captain Handy's head and within a stone's throw of the East 61st street station. Seven men were arrested and packed up in the East 61st street station. The raid was made on John Doe warrants issued by Magistrate Cornell in the guise of street cleaners. One of the men detained to get the evidence was fined four and a half days for an infraction of the rules some high opinion of his mental qualifications and assigned him to the streets.

FOSSIL OF MONSTER HORSE FOUND. (By Telegraph to The Tribune.) Omaha, July 19.—Lander (Wyo.) archeologists have discovered the fossil remains of what appears to be a monster horse in the great fossil beds of the Sweetwater divide. The skeleton is said to be more than thirty feet high. The jawbones display powerful grinding teeth and only a little decayed.

ENFORCING LABOR LAW. TUNNEL VICTIM DIES. "BENDS" CASE MYSTERY. Bellevue Doctor Says Tube Men Tried to Keep Patient.

After being taken from the shaft of the Belmont tunnel at 42d street and First avenue to Bellevue Hospital, in a semi-conscious state, from calisson disease early yesterday morning, later removed from Bellevue to the hospital of the tunnel construction company at the request of a doctor of the company, and later returned to the tunnel doctors, John Kelly, a "sandhog" employed in the tunnel, died in the city institution at 9 o'clock last evening.

Kelly's treatment so concerned the Bellevue authorities that they informed the Coroner's office before his death, and an investigation of the circumstances will be made. Kelly was fifty-one years old and lived at No. 241 First avenue, where he leaves a wife and two children.

Bellevue first heard of the case about 6 o'clock yesterday morning, when Dr. Rogers was summoned to the tunnel shaft with an ambulance to attend the patient. He decided at once that Kelly was suffering from an extreme case of the "bends." He hurried the man to Bellevue, where it was decided to put him in a medical ward. There appeared then to be a chance to save his life.

Kelly came to his senses long enough to tell his identity and then became senseless again. He was being taken from the reception ward on a stretcher to a medical ward when a telephone message came from the tunnel hospital. It was one of the doctors who spoke.

"You have a man named Kelly," he said, "just taken here from our hospital. Send him back to us. We can take care of him in our own hospital."

Dr. Rogers unwillingly put Kelly into the ambulance, unconscious, and took him back to the tunnel hospital. One of the doctors received him, and said that he would be cared for there.

At 6 o'clock last evening Bellevue Hospital received its second summons in the case. Dr. Lindsay answered this time. He found Kelly, completely nude, on a cot in the hospital at the top of the shaft, surrounded by the three doctors and two nurses who form his staff. Kelly was in a comatose condition, and the physicians and nurses, Dr. Lindsay says, were trying to revive him by artificial respiration.

Dr. Lindsay had seen Kelly brought in in the morning, but before looking closely at the man he asked what ailed him.

"Oh, it's only a case of alcoholism," one of the doctors replied, according to Dr. Lindsay. "We found him outside the shaft, and took him in for charity's sake. We don't know who he is."

Dr. Lindsay looked closer and saw that the man was Kelly.

"Why," he exclaimed, "this is John Kelly, who was brought to Bellevue this morning and taken back here. He's got the bends."

"Oh, no," the doctor replied, according to the Bellevue surgeon. "He's not Kelly. We don't know him."

Dr. Lindsay declared that he was sure it was Kelly. He says he asked two other "sandhogs" who were near him if it was Kelly, and they said that he had been taken with the "bends" early in the morning. He smelled the man's breath and detected a trace of liquor. He then ordered the man to take Kelly immediately back to the hospital, but the tunnel physicians demurred. They asked the surgeon to help them revive the man, and said that if he would do that they would keep the man and care for him.

Dr. Lindsay took Kelly to Bellevue for the second time. The man was in a comatose condition, and he declared that he was suffering from a case of alcoholism, and that he was suffering from a clear and aggravated case of the "bends." Kelly died three hours later. An autopsy will be performed on to-day.

GOURDAIN GIVES IT UP. Dissuaded by Justice White from Attempt to Go to Jail.

Narragansett Pier, R. I., July 19.—After an interview with Justice White, of the United States Supreme Court, this evening, Louis A. Gourdain, the former alleged lottery agent, who is trying to be readmitted to the Joliet, Ill., penitentiary, from which he was recently released by a pardon, decided that his effort to get his petition filed with the Supreme Court of the United States was useless, and he left Narragansett Pier announcing his intention of returning to New York by the Fall River boat to-night.

Gourdain requested Justice White to order the clerk of the Supreme Court to accept his petition for readmission to the penitentiary, but the justice informed him that the clerk was perfectly right in refusing to receive the petition without a special order of the court. Gourdain, after an hour's chat with the justice, expressed himself as perfectly satisfied with the latter's explanation of the obstacles in the way of the presentation of the petition.

SCOTS WANT PARLIAMENT. To Introduce Bill Providing for Single Chamber Legislature.

London, July 19.—Irritated by the lack of opportunities to discuss Scottish questions in the House of Commons, and somewhat jealous of the promises of greater control of local affairs made to Ireland in the King's speech at the opening of Parliament, the Scottish members have selected Mr. Peers, Liberal Member for the North Division of Aberdeen, to introduce a bill providing for the establishment of a parliament for Scotland.

The bill, the text of which was issued to-day, provides for the creation of a single chamber legislature to deal with purely Scottish legislation. Peers will be eligible to membership and the executive power will continue to be vested in the Crown. The bill also provides for a revival of the old Scottish Privy Council as it existed prior to the union.

It is proposed that the Scottish parliament shall have power to impose taxes, except customs and excise duties, the King to be represented by a Lord High Commissioner and the seat of government to be at Edinburgh.

Outside of the friends of Mr. Peers, who favors local self-government for all nationalities of the United Kingdom, the project is not taken seriously.

ANOTHER BIG EXPLOSION. Many Employes of Atlantic Dynamite Company Resign.

Ashland, Wis., July 19.—Another explosion occurred at the plant of the Atlantic Dynamite Company to-day. It shook the surrounding country, but was not as severe as the one that killed three persons on Tuesday of last week. No one was injured.

Windows were broken at Barksdale, Wis., and the first message from the plant was a telegram of resignation by the operator. The greatest secrecy obtains. Ninety per cent of the employes have quit. Officials refuse to give out any information.

BIG WHISKEY BLAZE. Burning Liquor Runs Into Dundee Streets—Loss, \$1,250,000.

Dundee, Scotland, July 19.—A disastrous fire broke out to-night in the bonded warehouse of James Watson & Co., the largest concern of its kind in Scotland. Large quantities of blazing whiskey ran into the streets. The loss is estimated at \$1,250,000.

BANDITS MURDER PARTY. Hold Up Wagon Train of Immigrants in Wyoming.

Rawlins, Wyo., July 19.—Robbers held up three wagons filled with immigrants in the mountains east of here recently and murdered the occupants. Already four bodies have been found and officers are searching for the others.

Wrecked wagons with bullet holes and blood stains were found in a nearby canyon. The discovery was made by prospectors.

Three weeks ago a train of three wagons passed here, going east. They have not reached the next town, and it is believed that robbers waylaid, murdered and robbed the party.

BLOODY BATTLE OF CLANS. Many Reported Killed in Fight Growing Out of Feuds.

Lexington, Ky., July 19.—A news dispatch from Jackson, Breathitt County, to-night, says that the feud clans clashed at Hindman, Knott County, to-day, and a terrible battle was fought, several people being killed. Nothing further can be learned, as no telegraph or telephone lines lead into that town.

Knott County is the former scene of the Hall-Thornberry, Fleming-Mullin and several other feuds. It is believed that the Fleming-Mullin war has reopened, as the clans have been ready for battle for some time.

ROB RAILWAY CASHIER. Five Armed Men Attack and Loot Russian Train.

St. Petersburg, July 19.—Five armed men today attacked a cashier on board a railway train between Rostov-on-Don and Vorezh, escaping with \$12,500.

STEAMERS CRASH IN FOG. HUNDREDS IN PANIC. Perseus and Thomas Patten Interlocked Off Robbins Reef.

In a dense fog that settled down over the Lower Bay last night the steamboat Thomas Patten, of the Patten Line, bound from the Atlantic Highlands to this city, crowded to its rails with passengers, crashed into the steamboat Perseus, of the Iron Steamboat Company, on its way to Coney Island with about five hundred passengers aboard, shortly after 7 o'clock, while off the Robbins Reef light, near St. George's, Staten Island. The two boats came together with so much force that they were interlocked and neither sank.

All was confusion in a moment. There was a wild rush for life preservers. Women and children were thrown about by strong men. Immediately after the collision Captain Moses Osborne of the Perseus and Captain Hobbs of the Thomas Patten rushed around their vessels, and, assisted by their crews, tried to calm the terror-stricken passengers, many of whom tried to jump overboard. Despite their efforts, three or four men, who preferred the water to the boats, put on life preservers and jumped overboard. A rowboat was lowered from the Perseus and they were fished out.

In the mean time, the whistles of the two steamboats had been blowing loudly for help. The first boat to come to the rescue was the tug Commodore, which had a crowd of pleasure seekers aboard. She was followed closely by the Bronx, of the municipal ferry line, the tug Beatrice Bush and the Cotus, a sister ship to the Perseus. Their arrival caused another panic. There was a wild scramble to get aboard these boats. Men and women fought fiercely to get off, and the crews of the several vessels worked heroically to prevent anybody from tumbling into the water.

Each of the rescuing boats was loaded to its fullest capacity, and then steamed hurriedly to this city. In the wild disorder families were separated and came to the city on different boats. The first party, about two hundred, arrived at the Battery on the Commodore. The Bronx brought nearly a thousand passengers and landed them at South Ferry.

THE DREAMLAND TRYS BACK. Passengers aboard on her 8 o'clock trip to Coney Island.

The Dreamland left Pier 1 with a thousand passengers aboard on her 8 o'clock trip to Coney Island. She went down the bay as far as Bedlow's Island, when her captain decided to turn back, as the fog was so dense that it was impossible for him to feel his way.

At this time neither he nor the passengers had any information regarding the accident to the Perseus. When the steamboat returned to her pier there was another scene of wild disorder. The passengers clamored for the return of their money. As there was no one in authority at the pier, their demands were in vain. Before order was restored it was necessary to call out the reserves from the Oak street station. When the passengers learned of the fate of the passengers aboard the Perseus they quieted down immediately.

A great amount of credit is due the captains and crews of the two steamers in collision. Had it not been for their cool headed work, it is probable that many lives would have been lost.

About an hour after the collision there was a large flotilla of craft gathered about the interlocked steamboats. The bow of the Thomas Patten was wedged tightly in the port side of the Perseus about midships. About midnight the vessels were separated and the Perseus was towed to the Erie Basin.

Captain Osborne said that when he left the Battery it was fairly clear, but soon after he had passed Liberty Island a dense fog enveloped his boat. He gave the order for the vessel to proceed at a reduced speed and blew his whistle continually. Without any warning, he said, the Thomas Patten loomed up off his port side bow not more than twenty yards away. Although he threw his wheel hard astern, the warning came too late, and a collision was inevitable.

The vessels came together with a loud crash and much splintering of wood, he said. Immediately after the accident Captain Osborne left the pilot house in charge of a mate and hurried below. He directed the crew to pass out life preservers and help the passengers in putting them on. When he had supplied his own passengers Captain Osborne handed the rest across to the Thomas Patten.

Soon after the disabled boats whistled for help there were answering calls from several quarters. Because of the impenetrable fog it was some time before a rescuing vessel hove in sight. The Commodore, which was crawling up the Kill von Kull at the time of the collision, was the first vessel to poke its nose out of the fog.

The rescuers were aided greatly in their work when the Bronx arrived, because she was brilliantly illuminated, and her lights helped a lot to restore a degree of calmness among the terror-stricken passengers. Roundsman Randall, of the West 37th street station, and Patrolmen Ammon and Keating, of the Harbor Squad, were aboard the Bronx. The sight of a uniformed policeman was also an aid to the restoration of order. Roundsman Randall, in quieting the panic on the Patten, drew his revolver and threatened to shoot one man who was clamoring that the boat was sinking and advising persons to jump overboard.

Many persons were bruised in the rush about the decks of the boats after the collision, but no serious accidents were reported. Dr. Claude McMurray, of No. 116 Mercer street, Jersey City, who was on the Perseus, was knocked down and trampled on, and suffered a fracture of one of his lower ribs. He went home.

STORIES OF THOSE IN COLLISION. The Cetus, of the Iron Steamboat Company, came up to Pier A at exactly 11 o'clock with the last batch of passengers from the Perseus.

She brought 250 in all, men, women and children. Nearly every person seen by a Tribune reporter declared that the collision was remarkable for the exhibition of coolness by the decks of both boats and many of the passengers. All of them confirmed the earlier rumors that no one had been injured, though there naturally was much excitement among the passengers for half an hour or so.

SAVED BY THE SKIN. A Party of Pleasure Seekers on the Perseus.

William C. Hollis, of No. 2622 Eighth avenue, was one of the persons aboard the Perseus with several friends from Buffalo in a party he was taking to Coney Island.

"Talk as you will," Mr. Hollis said, "the thing that most impressed me was the coolness of the decks and the passengers generally. After the first excitement wore off and everybody was assured the boat was safe I saw no great trouble.

STURDY SPECIAL TO ATLANTIC CITY. Via Pennsylvania Railroad, every Saturday night, September 1, inclusive. Leave New York 1:25 P. M., arrive Atlantic City 4:30 P. M. Parlor cars, dining car, 2nd coach, 4th.

BEST SERVICE TO CLEVELAND. There are 11 trains per day to Cleveland via "America's Greatest Railroad." NEW YORK CENTRAL LINES including the famous Lake Shore Limited.

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