

PRESIDENT ASKED TO YIELD A LITTLE APPEAL IS FOR SMALL DUTY ON HIDES.

Mr. Taft, However, Says They Must Go on Free List, and Shows How It Can Be Done.

(From The Tribune Bureau.) Washington, July 25.—Final appeals were made to President Taft to-day that he yield "just a little bit" in his demand that hides be placed on the free list, on the ground that the agreement reached yesterday to reduce the duty on shoes to 10 per cent as a concomitant of free hides had been found impractical under the House rules governing conferees.

The President was not in a yielding mood, and the Senators from the range states of the West who went to the White House on this mission returned to the Capitol empty handed.

The Taft smile was working with its accustomed jovial frankness, but back of it was the quiet determination of a President of the United States whose capacity to back up his demands is now thoroughly understood in legislative circles. For more than a week Mr. Taft has been the central figure in the tariff revision fight, and for the last three days this fight has narrowed down to the question of whether hides of cattle shall be free or dutiable.

References on the cotton schedule were adjusted yesterday. As late as Friday night certain Western Senators were cocksure that hides would be dutiable at not less than 10 per cent. Even yesterday morning they thought they had a fighting chance for a duty of 7 1/2 per cent. To-day they were fighting for 5 per cent. In this descending ratio their courage has been fading, and to-night Mr. Taft is in command of a field which he has won without threats or promises or political maneuvering.

MR. TAFT CONVINCED.

In demanding free hides Mr. Taft took a broad view of the tariff situation. In his study of the tariff question he became convinced that a sliding of the rates on leather products could be made without any resultant harm to American industries. Looking into this question as a protectionist he was thoroughly satisfied that with hides on the free list certain important necessities, like shoes, harnesses and other products of leather, could be made dutiable at rates below those of either the Senate or the House.

In pursuing this investigation he took into account the argument of the tanners and shoe manufacturers that the great packing concerns were driving them out of business. He remembered that under no tariff law except the Dingbath act were hides on the dutiable list.

After a careful survey of the whole field the President was satisfied that the claims of the Western cattle men that free hides would mean ruin to a great industry could not be substantiated. He became satisfied also that unless hides were placed on the free list there was no chance to secure a further reduction on leather products.

In this spirit and thoroughly equipped to meet the political and economic arguments against free hides, Mr. Taft took his stand. He has never wavered, although the pressure upon him within the last few days has been tremendous.

In coupling with his demand for free hides an assurance that there would be material reduction on leather products, Mr. Taft encountered that some of the Senate and House leaders informed him was an unsurmountable parliamentary difficulty. Under the rules governing conference committees the jurisdiction of the conference is limited to the fixing of rates between those in controversy.

The House rate on shoes was 15 per cent and the Senate rate 20 per cent. The shoe manufacturers admitted that with free hides they would be afforded sufficient protection under a 10 per cent rate. In the various conferences which were held in the effort to untangle this parliamentary knot some of the Western Senators saw a ray of hope for a small duty on hides.

PRESIDENT'S REMEDY.

Mr. Taft was firm. He told the Senate and House leaders that with a strong Republican majority in both branches of Congress it ought not to be difficult to handle this situation. When his attention was called to the fact that a point of order would lie in the House to the amendments which he desired made the President suggested that it was within the power of the majority to take advantage of the much maligned rule by reporting a rule making the amendments of the conference committee in order. He promised his support in any effort of this kind, and then quietly sat back to await the decision of the leaders.

Senators Carter, Sutherland and Curtis were among the White House callers to-day who tried to persuade Mr. Taft to let hides remain on the dutiable list, even if they were given only a minimal duty.

MR. TAFT'S ULTIMATUM KNOWN.

In plain words the President told them he was unalterably committed to free hides. He reiterated his former statement that he was looking at the tariff question from a broad national point of view; that he saw nothing in this attitude that was inconsistent with the principles of true protection, and that he did not purpose yielding what he regarded as a vital element of real revision.

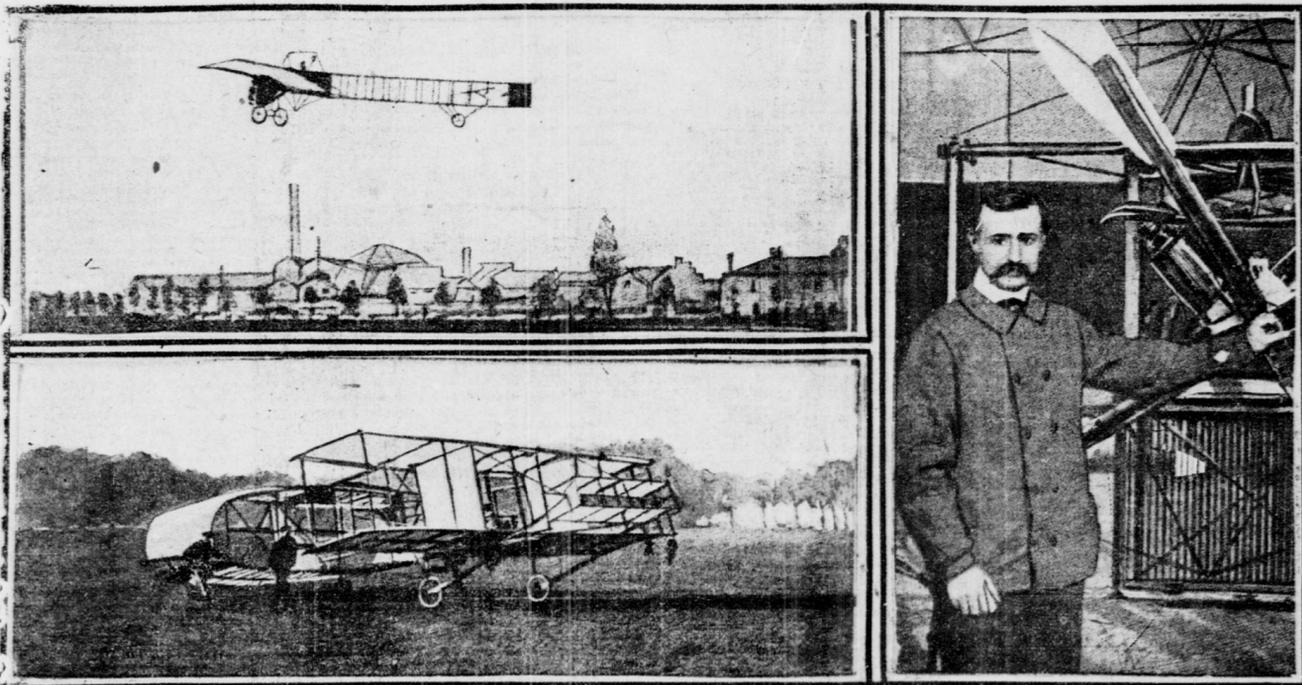
The President took the position that with free hides there would be a great increase in the consumption of leather, and that no harm would come to the cattle raisers. While he is not persuaded that free hides means a lowering of the price of shoes and other leather goods, he is convinced that the economic justice of free hides at this time can be defended by all true protectionists.

Mr. Taft's ultimatum on the hides question has been known to the Senate and House conferees for some days. It has been pretty well understood for the last two days by the Western Senators, who have been hoping against hope that something would turn up to enable them to snatch a brand from the burning. The day-to-day talk convinced these men that if they had backed down it would not be the President's ultimatum.

Some of Mr. Taft's callers to-day sought to have him say in terms what he thought of the tariff bill which has been framed by the conference committee. He refused to be drawn into any discussion of this kind, but it is known that certain of the provisions of the pending measure are not just as he would have written them. He realizes, however, that in the making of a law which touches vitally with varying results every Congress district of the Union certain compromises and concessions must be made.

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THE MAN WHO FLEW ACROSS THE CHANNEL AND HIS MONOPLANE.



THE BLERIOT MACHINE IN THE AIR AND ON THE GROUND.

M. LOUIS BLERIOT.

The propeller of the monoplane is seen in the photo graph.

BLERIOT'S FLIGHT ACROSS CHANNEL

CALAIS-DOVER TRIP MADE IN THIRTY MINUTES.

Average Speed Over 45 Miles an Hour—Machine Slightly Damaged—Wins Prize of \$5,000.

Dover, July 25.—This sleepy seaport town experienced the keenest thrill known in a generation when at sunrise this morning a white winged, birdlike machine, with loudly humming motor, swept out from the haze obscuring the sea toward the distant French coast, and, circling twice above the high, chalky cliffs of Dover, alighted on English soil. A calm Frenchman, Louis Bleriot, a portly and red moustached man of thirty-seven, descended from the saddle, limping on a bandaged foot, which had been burned on his previous overland flight. Immediately two compatriots, who had been waving a big tricolor flag as a signal for the landing place, fell upon him enthusiastically, embracing him, shouting and pounding him on the back. They, with a few soldiers and others who happened by chance to be on the scene, were the only persons to witness the finish of a most remarkable feat.

Bleriot left Les Baraques, three miles from Calais, about 4:30 a. m. on one of the smallest monoplanes ever used. He crossed the Channel in a little less than half an hour, twice as swiftly as the fastest mail boat. His speed averaged more than forty-five miles an hour, sometimes it approximated sixty miles. He kept about two hundred and fifty feet above the sea level, and for ten minutes, while about mid-Channel, was out of sight of both coasts and the French destroyer which followed him with his wife and friends on board.

The wind was blowing about twenty miles an hour and the sea was choppy. The aviator was swathed in a single garment of drilling, impervious to the wind, which covered him from the top of his head to his feet, only his face showing. He wore also a cork life belt.

A GRACEFUL LANDING MADE.

An eyewitness of the landing thus describes it: "Very early in the morning a wireless message was received from Calais that Bleriot intended to make the flight. Then in quick succession came the news that he had left land, that he was flying high and was fast making Dover. It was expected that he would land west of Dover, but from the direction taken it was soon evident that he would alight to the eastward. Only a few minutes after the wireless announcing the start, the laconic message, "Out of sight," was received at Dover. Hardly had this been transcribed when the keen eyed coastguard, scanning the sea with his telescope, shouted that Bleriot was within sight.

"Hastening to the cliff east of the bay, I was fortunate enough to arrive just a moment before the airship, which was flying fast, like a gigantic hawk. The craft approached the cliff, growing larger every instant. The noise of the engines was audible in a moment, so swiftly did it come. Bleriot swooped overhead, glancing from right to left, and then turned his machine to the east and came to the ground in the meadow. It circled with consummate ease and made the landing gracefully, but even though it touched the land lightly it was slightly damaged."

By his achievement M. Bleriot won the prize of \$5,000 offered by "The London Daily Mail" for the first flight across the English Channel, and stole a march on his rivals, Hubert Latham and Count de Lambert, both of whom had hoped to make the attempt to-day.

THE AERONAUT DESCRIBES FLIGHT.

M. Bleriot, who speaks a little English, described his remarkable flight very modestly. "I arose at 3 o'clock," he said, "and went to the aeroplane shed. Finding everything in order on the trial spin, I decided to make the flight. The French destroyer, which was in attendance, was signalled, and it put out about four miles. Then I arose in the air and pointed directly to Dover. After ten minutes I was out of sight of land and had lost the warship well behind. For a few minutes I could not see either coast, or any boat. I tried to keep at an average height of 250 feet. I might easily have gone higher, but it would have served no purpose. This was about the right height, I thought, to clear the Dover cliffs safely.

"The machine dipped toward the water several times. I put on more petrol once. I estimated that the propellers were going from 1,200 to 1,400 revolutions a minute. The first objects I saw were ships off the English coast; then I observed Deal, and I discovered that the wind, which was southwest, was carrying me thither. I veered to the southward, to Dover Castle, and then saw friends flourishing a flag in a valley suitable for landing. I made two circles while lessening the speed, and then dived down, but I came in contact with the ground sooner than I expected. Both the machine and myself were badly shaken.

"A few persons quickly assembled and I was helped out, as my injured foot was painful. I am exceedingly glad to be here."

M. Bleriot's friends took him quickly in an automobile to the old Lord Warden Hotel, near the pier from which mail boats depart. In the mean time his wife arrived on the destroyer. She embraced him, weeping, but they were soon sitting at breakfast, the centre of a proud gathering of French people. The Mayor and other Dover officials called early and welcomed M. Bleriot in the name of the city and nation as the pioneer of international flight.

PEOPLE OF DOVER CAUGHT NAPPING.

The townspeople of Dover, who for three weeks have been on the alert for the signal announcing that one of the flying men had started, were caught napping. A gale was blowing last night, and the weather forecasts promised a strong wind and squalls in the morning. Hence the operators of the sirens on the steamers, which it had been arranged should be blown when the flyer started, were absent from their posts. Only a few persons received the wireless warning of Bleriot's ascent.

M. Lafontaine, a friend of the aviator, arrived at the Lord Warden Hotel from Calais at midnight. He declined a bedroom, with the cryptic remark that he had an appointment to meet M. Bleriot at 5 o'clock. The hotel people thought the mysterious stranger was joking. M. Lafontaine went first to the spot which the newspaper under whose auspices the flight was made had chosen, on the high ground back of the city, but selected a cup-shaped depression, called the Northfall Meadow, two miles east of Dover, where the airship would be sheltered from the wind in settling, and planted the French flag there.

The sailors on the ships in the harbor were the first to discover that Bleriot was approaching. They heard the buzzing of the motor two or three minutes before they could discern the aeroplane. What looked like a big white butterfly glided over their heads as fast as a

FINDS \$30,000 IN GEMS.

Brakeman on L. I. R. R. Picks Up Handbag Mrs. Schwab Lost.

When William Robelin, a brakeman on the Long Island Railroad, picked up a handbag which contained a small fortune in gems he also picked up incidentally \$100 in cash, two complete outfits of clothing, a two weeks' vacation with full pay and the offer of a life job at a salary of \$100 a month.

The handbag which brought all this good fortune over to Robelin belonged to Mrs. A. Schwab, of No. 318 West 84th street, Manhattan, who lost it while on her way to visit her daughter, Mrs. Bertha Kutser, at Hammels, Rockaway Beach. Mrs. Schwab is seventy-three years old, and she forgot all about her bag until after her arrival at the hotel.

At Long Island City Robelin turned the treasure over to General Superintendent McCrean. An inventory of the contents of the bag was made, and it was estimated that the gems were worth \$30,000. A number of checks and \$40 in cash were also in the bag. A correspondence between the railroad people and representatives of Mrs. Schwab resulted, and Saturday the ownership of the property was fully established. Then followed Robelin's good fortune.

"Talk about Aladdin's Lamp," he said, in discussing the affair with friends; "give me an old-fashioned handbag for good luck."

Robelin has the money, the clothes and will take the vacation, but he hasn't decided about the job.

TWO GIRLS ROBBED THEM.

Buffalo Driver in Glidden Tour Tells of Hold-Up.

(By Telegram to The Tribune.) Denver, July 25.—Clark M. Babbitt, of Buffalo, who arrived here last night with the Glidden tourists, says that he and a companion were held up and robbed on the plains east of Denver yesterday by two girl bandits.

"We were out on the open plains when we encountered the female hold-ups," says Mr. Babbitt. "They were some distance away when we first noted them, and we supposed they were a couple of the Wild West cowgirls we had read about. The girls kept galloping in our direction, and as we were proceeding slowly it wasn't long before they were within hailing distance.

"They waved to us first, and, taking it for a friendly salutation of the road, we all waved. Words of greeting were exchanged, when one of the girls called out: 'Hold on there a minute, I want to tell you something.' 'Better stop,' I told A. Y. Bartholomew, who was driving, and he came to a halt.

"Then, while one girl kept us covered with her revolver, the other rode up on our side of the car and took \$100 from me and a gold watch and about \$100 from Bartholomew and rode away. They did not wait to rob Kupel, the mechanic, and R. R. Radley, an attorney, who were with us."

CROWN JEWELS MISSING.

Deposed Shah of Persia Unable to Leave Capital.

Teheran, July 25.—Mohammed Ali, the deposed Shah, is still at the Russian Legation. His departure has been delayed owing to difficulty in discovering the crown jewels. The British Minister has ordered forty Sepoys, with a Maxim gun, to march from Bushire to reinforce the consular guard at Shiraz. It is understood that a large force of Kashgais are advancing on the town.

SLOCUM HERO KILLED.

Drops from B. R. T. Train to Jamaica Bay Marshes—Had Saved 16 Lives.

Lawrence Halleran, who received a medal for his heroism in saving sixteen lives at the time of the Slocum disaster, was killed by a fall from a Brooklyn Rapid Transit train into the Jamaica Bay marshes yesterday.

The train was crowded, and Halleran rode on the platform of one of the cars. While the train was running between the Raunt and Goose Creek stations his hat blew off. He reached over the gate for it. Those who saw the accident disagree as to whether the gate gave way or he lost his balance, but he plunged headlong to the trestlework and fell into the shallow water of the marsh.

Halleran was unmarried. He was in the employ of the Dock Department, having charge of one of the department tugs in Jamaica Bay. He lived at No. 207 East 23rd street.

BRETTON WOODS, WHITE MTS., N. H. Information at 171, 1122, and 1159 B way.—Adv.

TELLS OF PROSPERITY

GATES AN ENTHUSIASTIC PROPHET.

Returns from Europe with High Hopes for the Immediate Future of Country.

Hitherto unparalleled prosperity, according to John W. Gates, who returned yesterday from Europe on the liner George Washington, is at hand for this country. Within two years, he prophesied, there will be the greatest industrial and commercial development this country has ever seen. For more than two years, he said, the American people have been saving money, and the small investors have been strengthening the market, so that when the tariff finally is settled the growth of general prosperity will be as rapid as it will be great.

"I said more than two years ago that Americans would wear their old clothes for a couple of years, and they have been doing it," he began. "They have been doing it, and the savings in the old family stocking, when they dip into it to count up, will be surprising. The way in which the prodigality of expenditures of a few years ago has been curbed is shown by the increase in bank deposits. Economy, when it is practised in this country, means a world of money."

"This is only held waiting for the proper moment of release. In the next two or three years this country is going to experience the greatest period of industrial development and prosperity it has ever known."

"Look at what has been done in the last few years—\$15,000,000 spent in Massachusetts to develop manufacturing plants and the \$200,000,000 or more spent by the United States Steel Corporation on improvements. Look, too, at the development of industrial securities. Steel common now at 71 and Union Pacific selling at 200. Only a dozen years ago I bought a block of the latter stock at a price under 10."

AN INVESTING MARKET TO-DAY.

"There has not been a speculative market for two years—none practically in three years. From last August to January it was a liquidating market, and since then it has been an investing market. Hundreds of persons I know have been buying small lots of securities, which is one of the healthiest signs possible, for it is the small investor and not the man buying twenty thousand shares or so that makes the market. Most of this small buying has been in the West and Middle West. Securities are now on a more solid basis than ever before."

Mr. Gates has been motoring with his son, Charles Gates, through Scotland, France and Germany, a trip altogether some thirty-five hundred miles long. It rained so much, said Charles Gates, that they did not have dry tires two days during the trip. Mr. Gates said that neither he nor his father gave a thought to business while away. His father's healthy appearance made him remark to reporters as they came aboard: "Doesn't the governor look good?" Mr. Gates began his talk by speaking of Germany.

"There is no more chance of a war between Germany and England than there is of you and me going on for a six-round bout," he said in answer to a question, "and not so much. Financial conditions in Germany have been rather bad, but they have improved a good deal of late. Taxes are high there, as in England, but I think to-day Germany is the most prosperous country in Europe."

"I don't see what difference it makes whether Steel common or any other American security is listed in France," he said, discussing conditions in that country. "It makes no difference in their value, for they are worth as much listed as unlisted. Of course, some French bankers and steel makers will oppose the listing of Steel common, but in my judgment they probably will be listed in the end."

FIELD FOR EUROPEAN INVESTMENT.

"Europe now has only one place to which to turn to invest safely. I suppose chances for investment are as good and as safe in Australia and Argentina as here, but the investors don't know it. The countries are too far away, while, if they want to investigate any security here, they can run over and back in a couple of weeks."

"In France more securities are purchased for investment than for speculation. In buying home securities they have to be content with 3 or 3 1/2 per cent, but they get almost twice as much when they invest their money here. Frenchmen will speculate as readily as we when they see a chance to make money, but specu-

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FIRE SINKS WARD LINER

VIGILANCIA ON HARBOR'S BOTTOM IN HER DOCK.

Stubborn Blaze in Her Hold Gives Men and Boats a Hot Fight of Seven Hours.

Filled with water to the level of her upper deck, the Ward Line steamer Vigilancia lies on the river bottom, just off Jerusalem street, Brooklyn. From 3:20 o'clock yesterday afternoon till 10:30 o'clock she blazed furiously in spite of the torrents of water hurled into her from fireboats and from Brooklyn's high pressure fire fighting service.

Through the efforts of the land and water forces the blaze was confined to the two forward compartments of the two lower holds and the woodwork above in the foremast, the mate's cabin and the smoking room. It left the captain's cabin intact. Alfred G. Smith, general manager of the Ward Line, estimates the loss at about \$75,000. This is mostly covered by insurance, he thinks.

The boat came in from Nassau, in the Bahamas, at 11:35 o'clock yesterday morning. She had fifty-six male and thirty-one female passengers. Her cargo consisted of four hundred and fifty tons of hemp, palm leaves, tobacco, lumber, hides, honey, sugar, sponges, shells, canned pineapples and other produce, which she had picked up in her twenty-two days' cruise to Santiago, Cuba. The passengers were landed with their baggage two or three hours before the fire broke out.

It was about 3:20 o'clock when Oscar Sestrum, the second officer, who was sitting in his cabin, smelled smoke. Captain Walker McKay had gone ashore. Sestrum rushed to the forecastle, where he found John Ichabar, an engineer; William Loblay, an officer; E. W. Bowman, the wireless telegrapher, and others, and called upon them to search for the blaze. They traced the smoke to the two forward hatches.

Patrolman Thomas Russell, of the Amity street police station, attracted by the excitement, turned in an alarm. The fire companies turned the mate and his men out and Fire Chief Lally took charge of operations. Bowman meanwhile had gone to his instrument and sent a message to the company's offices, at No. 42 Broadway, Manhattan, announcing the fire.

The boat lay between Piers 18 and 19, both wooden roofed structures some four hundred or five hundred feet long. All about are large warehouses. After the first streams from the engines had been found inadequate the high pressure service was drawn into use. The fireboats David A. Boody and Abram S. Hewitt arrived soon after the land forces and turned their powerful streams upon the flames. The Seth Low later replaced the Hewitt. Several tugs were also on hand.

The great difficulty in handling the fire was the lack of means of reaching the furnace below decks. Finally twelve men of the Fourth Division of the 2d Naval Battalion, under Gun Captain A. R. Verity, came along in their launch Mohawk. They were called into service and knocked three holes in the side of the burning vessel with the launch's prow. This made way for several high pressure streams.

When the crew was driven from the boat by the firemen and police they carried off two kittens, but a parrot, the property of one of the crew, refused to desert the ship. Screaming "Caramba!" and other Spanish cusswords, the bird crawled up into the rigging and perched there through most of the fire, turning its beak contemptuously away from the fire fight.

When the fire had been under way less than an hour the cargo suddenly shifted with a rumble to the starboard, and the boat keeled over 25 or 30 degrees. A dozen firemen and policemen who were on the deck were thrown off their feet. Matthew Shannon, of Engine Company 124, was hurled into the water. He swam to safety.

The masts and the big steel smokestack descended until they touched the roof of the dock. Two hawsers that were holding the vessel to the dock snapped and the ship's tackle broke against the roof. When it seemed inevitable that the roof of the dock would be smashed into kindling the boat suddenly began to right herself. She then settled in the twenty-four feet of water in the slip—the tide was at ebb—and at 9:30 o'clock she lay on the river bottom, about fifty feet south of the subway tube.

MRS. TAFT'S FATHER STRICKEN.

(By Telegram to The Tribune.) Cincinnati, July 25.—John W. Herron, father-in-law of President Taft, is seriously ill at the home of his son-in-law, Charles Anderson, Jr., in this city. Mr. Herron has not been well for many years, and on Saturday he suffered a stroke of paralysis. He is eighty-two years old, and it is feared the stroke may prove fatal.

PRINCE DISINHERITED.

Father of Alfonso Denounces the Secret Marriage.

Paris, July 25.—The "Figaro" prints telegrams which Prince Antoine, the father of Prince Alfonso, who recently married Princess Beatrice of Saxe-Coburg, sent to King Alfonso and to his son in connection with the marriage.

To the King Prince Antoine expressed grief that his son had wedded in secret. To his son he expressed sadness that the marriage had occurred without his knowledge. "You have disregarded the duties of honor and the holy obligation of a good son imposed by God," he said in his message. "Henceforth all is over between us."

ANXIETY IN ENGLAND.

Insular Position No Longer Safe-guard—Bleriot May Retire.

London, July 25.—The London morning newspapers publish editorials on M. Bleriot's feat. A few points brought out is the striking appeal to the imagination of Englishmen that Great Britain's insular strength is no longer unchallenged; that the aeroplane is not a toy, but a possible instrument of warfare which must be taken into account by soldiers and statesmen, and that it was the one thing needed to wake up the English people to the importance of the science of aviation.

According to the statement made to one of the newspaper correspondents, M. Bleriot has practically decided to abandon aviation in the near future. He said: "I have five children, and I have promised my wife that my coming attempt at the Rheims races shall be my last flight."

Replying to a question whether it would have been possible to cross the Channel in a biplane, M. Bleriot said emphatically that it would not, because the increased surface of the planes could never have withstood such a wind as he had experienced.

A \$20,000 BRITISH PRIZE.

Baron De Forest's Offer for Counter Flight—Latham's Mistake.

London, July 25.—Baron De Forest has offered a prize of \$20,000 to the first British aeroplane to cross the Channel in a British built aeroplane in record time.

M. Bleriot's monoplane is to be exhibited in a London store, the proprietor of which, for the privilege, is making a gift of \$1,000 to a London hospital.

It appears that M. Bleriot tried on Saturday evening to reach an agreement with M. Latham that neither should start in an attempt to cross the Channel until a certain time, but M. Latham was unwilling to accept the arrangements.

Maurice Arnold De Forest, hereditary baron of the Austrian Empire, was authorized by royal license to use this title in England. He married in 1894 the Hon. Ethel Catherine Gerard, eldest daughter of the second Baron Gerard, his former marriage having been annulled.

FLIGHT FOR LAHM CUP.

Balloon University City Hopes to Reach Coast from St. Louis.

St. Louis, July 25.—An attempt to capture the Lahm Cup was started to-night when the balloon University City, piloted by John Berry, ascended at sunset, bent on exceeding the mark of 45 miles made by Captain Charles de Forest Chandler on October 17, 1897. With Berry were Paul McCulloch, his aid in winning the recent Indianapolis race, and John S. Thurman, of St. Louis, a novice. The balloon was provisioned for forty-eight hours and equipped for flight in the upper air strata. Berry announced his intention of attempting to reach the Atlantic Coast by means of the high eastern air currents.

GIVES BIRTH TO FIVE CHILDREN.

Four Were Well Formed, but All Died Within Quarter of an Hour.

Mrs. Thomas Renwick, thirty-three years old, of No. 726 Springfield avenue, Newark, gave birth to five children last night in her home. Four of the tiny newcomers, two boys and two girls, were well formed, but the fifth child was undeveloped. All died within a quarter of an hour.

Dr. Peter F. Motzenbecker was in attendance, and he said Mrs. Renwick was well and none of the four for the ordeal. Mrs. Renwick's mother twice gave birth to twins. Mrs. Renwick is the mother of three other children.

BRITISH CRUISER FLOATED.

Harwich, England, July 25.—The British protected cruiser Blenheim, which yesterday grounded while entering the harbor, was floated to-day. The vessel is practically undamaged.