PEACE IN BARCELONA

THE CITY AGAIN NORMAL.

No General Strike in Madrid—Railways Repaired.

Barcelona, Aug. 2 (1 p. m.).—Life in the city of Barcelona and its suburbs again is normal. The newspapers are being published this afternoon, and work generally has been resumed. It is expected that railroad and telegraphic communication will be fully restored to-day.

The losses suffered by commerce in the rioting of the last week have been enormous, and the destruction of property has been great.

Among the victims of the military courts martial are two members of the Chamber of Deputies and eight aldermen of Barcelona.

Madrid, Aug. 2.—As a result of the rumors that a general strike would be called to-day the government made preparations to meet any emergency. These included the throwing of sand on the pavements in order to make easier the movements of cavalry and mounted police. Up to 4 o'clock this afternoon, however, the shops were open, life within the city was normal, and there was no indication that a strike would occur.

The military authorities deny categorically that the rebels sentenced to death at Barcelona have been executed. They say that the sentences are awaiting the approval of the Minister of War, and that in the mean time the prisoners are held in the dungeons of the Montjuich and Citaranas forts. Those of the prisoners who were wounded are in hospitals.

The government announces also that the work of restoring railroad communication in Catalonia is going on actively, and that the lines between Barcelona, Cerbère, Saragossa and Valencia probably will be re-established Wednesday.

London, Aug. 2.—A dispatch from Cerbère says that the reports that 119 insurgents of Barcelant were condemned by court martial and executed yesterday at Montjuich have been officially confirmed.

MELILLA STILL HELD.

Spaniards Shelling Moors—Incompetent Leadership.

Madrid, Aug. 2.—According to official dispatches received here last evening the situation at Melilla remains unchanged. There are still strong bodies of Moors hiding in the gorges. Mount Guruga, the Moorish stronghold, is being constantly bombarded by the Spanish artillery. There have been few Spanish casualties. A dispatch received here from Alhucemas, the island fortress and prison on the Moroccan coast, says the Moors have opened a rifle fire on the town.

San Sebastian, Aug. 2 (via frontier).—Further particulars received here regarding the situation at Melilla say the arrangements for caring for the wounded are most deplorable. There are few doctors, and medicines, surgical instruments and other appliances are almost entirely lacking.

During the fighting of July 27 the staff of General Marina, the commander of the Spanish forces, was decimated. Some companies lost half their men and three-fourths of their officers. All reports speak of the bravery of the troops, but dwell on the stupidity of the antiquated tactics employed and the disorganization of the commissariat.

Oran, Aug. 2.—The steamer Emir came in here to-day from Melilla. Her officers say that the Spaniards in the action of July 27 made the mistake of advancing in solid masses through a gorge dominated on both sides by hills from which the enemy mowed them down as fast as they issued. The soldiers did not know where the fusillades came from. The butchery was terrible. Many of the Spaniards had just disembarked and were without rations.

MANY CHURCHES SACKED.

Details of Loss of Life and Property in Barcelona.

Cerbère, Aug. 2.—The first train out of Barcelona since the trouble began there arrived here to-night, bringing copies of "La Publicidad" and other newspapers. After pointing out that their accounts of the fighting at Barcelona had been censored, leaving it to be supposed that they are incomplete, the papers publish a list of thirty-five churches and convents which were burned between July 26 and July 30. After July 26 Señor Gallardo, the civil governor, resigned, turning over his power to Captain General Santiago.

In the first disorders the losses of the army were three men killed and twenty-seven wounded, while seventy-five civilians were buried and 127 wounded were placed in hospitals. The papers say that the number of the injured civilians in private houses is not known.

The number of wounded prisoners incarcerated in the Montjuich fortress on July 29 was 204 and on July 30 182. To these figures should be added four dead and seventeen wounded.

A FRENCH PROSE POEM.

Barcelona Returns from Tragedy to Comedy.

Paris, Aug. 3.—Telegraphing from Barcelona on Monday the correspondent of the "Matin" says he is struck by the city's apparent forgetfulness of the horrors of the situation. He finds Barcelona singing, buying flowers and going to moving picture shows. The men wander about the ruins, accepting without protest the duty of replacing the paving stones ripped up for the construction of barricades and the women flirt with their fans and purchase roses and geraniums from the Catalonian gardens.

"All is life and gayety," the correspondent adds, "yet all is there which speaks death and recounts the drama of the bloody week in which revolt and order fought for mastery. Everybody knows that at the Montjuich fortress they have shot more than two hundred and fifty men; that a majority of the republican leaders have been captured and the others are in flight; that powder and cannon spoke forty-eight hours ago in all the streets where to-day the phonographs squeak and flower girls run and thrust roses in the faces of passers by.

"Everybody knows of the terrible burnings of the convents into whose ruins the insurgents were driven and scorched while they were decimated by cannon fire; everybody knows that the slain number three thousand, which perhaps to-morrow or a month after the statistics of the heart-broken families are received may double or triple that number.

"Yes, Barcelona sings and is gay; but be not deceived, for there are ways of singing over the tomb that are more impressive and more tragic than weeping."

The "Matin's" correspondent says that all the factories in Bilbao and Corunna, where trouble had been feared, are working.

DON JAIME GOES TO SUMMER HOME.

Vienna, Aug. 2.—The newspapers here say that Don Jaime, the pretender to the Spanish throne, was here yesterday, but left for his home at Frohsdorf, in the Semmering Alps, Lower Austria.

BRITISH WARSHIPS GO TO MOROCCO.

London, Aug. 2.—A dispatch received here from Gibraltar says that the British cruisers Lancaster and Suffolk, together with four destroyers, have sailed for Moroccan waters.

MEXICO AIDING SPANIARDS.

Mexico City, Aug. 2.—President Diaz has headed a subscription list for the relief of the women and children of Spain made dependent because of the war in Morocco. His donation is $1,000. The Spanish colony here and the Mexican public are contributing liberally to the fund.

STERN MEASURES TAKEN.

Quelling Catalonian Revolt—Consuls Reassured.

London, Aug. 3.—A dispatch from Barcelona, dated Monday, sent by the correspondent of "The Daily Telegraph," says:

"General Santiago has started sending out forces to restore order in the neighboring towns and villages. The officers have been ordered to take swift and vigorous measures, but General Santiago thinks that no serious resistance will be offered the troops.

"Replying to a note sent him by the foreign consuls, stating that in the event of foreigners being endangered the consuls would ask for warships, General Santiago said that such a step would be needless, as he had sufficient forces to maintain order. He has wired Madrid that he needs no further reinforcements, and accordingly the brigades now under arms intended for Barcelona will be diverted to Melilla."

"The Daily Telegraph's" Madrid correspondent, in a dispatch sent by way of Biarritz, asserts that many foreigners, especially Frenchmen and Italians, are among the dead, wounded and prisoners in Barcelona. The correspondent adds that it is reported that among those killed in the fighting was Señor Ferrer, former director of the Modern School of Barcelona, who was regarded as the instigator of the attempt to kill King Alfonso and Queen Victoria with a bomb in the Calle Mayor on the royal wedding day. Ferrer was arrested for complicity in the outrage, but was acquitted.

"The Times'" Madrid correspondent, telegraphing yesterday, gives an interview with Premier Maura, whom he describes as a man of great nervous and muscular energy with an unquenchable buoyancy of spirit and quickness of decision. Spain, he adds, is fortunate in the possession of such a man at such a moment.

The Premier regards the present movement in the kingdom as having been organized by anarchists, who sought to exploit a long and carefully fostered anti-war feeling.

The government, Premier Maura said, never hesitated an instant to use force to crush the mischievous movement, which had no real backing and no chance of success from the beginning. He added that the general strike, organized for to-day (Monday), was a fiasco throughout the country.

Premier Maura smiled at the mention of disaffection in the army, and pointed out that in nine hundred communes only fifteen had been disturbed, of which more than half were in Catalonia. Nowhere outside of Catalonia, he said, had repression by force been required, and no soldiers destined for Melilla had been kept back on account of internal disturbances. The Catalonian brigade was the first to go to the front and fought extremely well.

The Premier said he did not doubt that General Marina soon would be in a position to take the offensive at Melilla, and that the well-known objects of Spanish policy in Morocco would be attained quickly and at small cost to the country.

CAUSES OF THE RISING.

Marquis del Muni's Views on the Rioting in Spain.

Paris, Aug. 2.—The "Temps" publishes an interview to-day with the Marquis del Muni, the Spanish Ambassador to France, who has just returned here. He says that the insurrection at Barcelona was entirely distinct from the movement in the other districts of Spain. It was anarchistic and seditious in character, chiefly anti-military, and was provoked by the revolutionists, who took advantage of circumstances. It was a sudden outbreak and it was rapidly suppressed by public executions. The revolutionists of Catalonia, he said, always took advantage of periods of external difficulties to make trouble. The ambassador did not believe that the Barcelona trouble would be the beginning of a general revolutionary agitation, and he said that national aspirations had nothing to do with the movement. It was pure anarchy.

The troubles outside of Barcelona among the workmen and the Socialists, he added, were without durable gravity. There was no risk of the agitation developing into civil war, as no political organization was behind the movement.

Reports received here to-day said that at the request of the authorities the employers of Barcelona had agreed to offer a premium of a week's wages to every person returning to work.

Some reports insist that a republic already has been proclaimed and that a regular junta is directing the operations of the revolutionists.

Reports from San Felice, Palamos and Casa de la Selva say that those places are still in the hands of the revolutionists. It is rumored that the Spanish gunboat Temerario has started for San Felice to aid the troops in restoring order.

In striking contrast with the estimate of the victims of the disorders given by the Barcelona newspapers which arrived to-night at Cerbere, is one of five thousand emanating from private advices received from Madrid. This latter estimate, however, is labelled "Perhaps exaggerated."

An official statement issued in Madrid to-night concerning the proposed general strike there says that many masons failed to report for duty to-day, but it is explained that this was due to a fear of a clash with the unionists.

Spain's censorship to-night is more inexorable than ever. No news has been received from the various points in the north where the trade unions had planned a general strike for to-day.

SWEDISH ARMY MOBILIZED.

Labor Troubles Assume Alarming Proportions—Another Lockout.

Stockholm, Aug. 2.—The labor conflict in Sweden, which originated in a dispute over wages in the woollen and cotton industries, is assuming large proportions. The employers federation declared a lockout to-day of the iron foundry hands, numbering thirty thousand men. This brings the total of the men locked out to eighty thousand. A general strike is threatened on August 4.

The government has forbidden the sale of all alcoholic liquors in shops and restaurants. The army has been mobilized, and will be distributed in the chief industrial centres, and all the governors of provinces who are on vacation have been ordered to return to duty.

F. M. LANE'S WORK ABROAD.

Paris, Aug. 2.—Franklin M. Lane, a member of the Interstate Commerce Commission, is at present in France studying the regulations applied to French railroads. He has just come from England, where he found the control, both in rates and the issue of capital, to be most effective.

MR. CRANE'S APPOINTMENT PRAISED.

St. Petersburg, Aug. 2.—The "Novoe Vremya" devotes its leading editorial article to-day to the appointment of Charles R. Crane, of Chicago, to be American Minister to China. It says that Mr. Crane's business career qualifies him as an ideal representative to carry forward the American policy of commercial expansion in China, and hopes that his knowledge of Russia will help to dispel the misunderstandings which have hindered Russo-American co-operation in the Far East. This will more easily be realized, the paper says, as Russian trade interests in China are now on the decline, and her attitude will of necessity be merely defensive. Other Russian newspapers have commented favorably on the appointment of Mr. Crane.

DECORATION FOR M. PADEREWSKI.

Paris, Aug. 2.—Ignace Paderewski, the pianist, has been made an officer of the French Legion of Honor.

ANTI-CHURCH MOVE IN PORTUGAL.

Lisbon, Aug. 2.—A large public meeting of Free Thinkers, principally Republicans, was held here to-day and decided to organize a great procession to march to the houses of Parliament and demand the suppression of the religious orders in Portugal and the abrogation of the existing laws against freedom of conscience.

KING WELCOMES CZAR

THE REVIEW AT COWES.

Notable Gathering of Royalty—Rulers Tell of Peace Aims.

Cowes, Aug. 2.—The first official visit of the Russian Emperor Nicholas to England was one of the most impressive and spectacular events which Cowes, accustomed to naval pageantry, has ever witnessed. King Edward, with most of the members of the royal family, put out this morning on the royal yacht Victoria and Albert and met the Russian imperial yacht Standart and the squadron of warships accompanying it off Spithead at noon.

Emperor Nicholas went on board the British royal yacht, where he was greeted by King Edward, and, after the monarchs had luncheon, the Russian squadron, with the Victoria and Albert leading the way, reviewed the British fleet. The British had 150 ships drawn up in three lines, between Cowes and Spithead. There were twenty-six battleships, of which seven were Dreadnoughts, sixteen armored cruisers and eight other cruisers, forty-eight destroyers and shoals of submarines. Besides the warships there were hundreds of yachts of all types, from the largest steamer to small sailing vessels at anchor. All were dressed in flags, and when the Russian squadron started its cruise of inspection the warships fired a salute of twenty-one guns, which made a tremendous din and covered the waters with a haze of blue smoke.

The Russian squadron was made up of the imperial yacht Standart and its consort, the Polar Star, and the big lead colored cruisers Admiral Makharoff and Rurik and two destroyers. The British sailors and marines manned ship as the inspection squadron passed through the lines. All the British bands played the Russian national anthem, and the crews of both nationalties gave three cheers for each other.

SOVEREIGNS ON STANDART'S BRIDGE.

King Edward, Emperor Nicholas, the Prince of Wales, Admiral Sir John Fisher, chief naval aid to King Edward; Reginald McKenna, First Lord of the Admiralty, and a number of other officials were on the bridge of the Standart. The salutes from the warships seemed to have had their effect upon the lowering clouds, for rain was falling when the royal and imperial yachts anchored off Cowes at 5 o'clock.

The scene along the shore was equally as interesting as that afloat, for crowds lined the waterfront for miles, and all the houses were draped with bunting and flags. The yacht races, which had been going on for some time, lost their usual interest, for the attention of every one was absorbed in the visit of the Russian imperial family.

The measures taken to safeguard Emperor Nicholas make him seem like a prisoner of state, compared with other royal personages who have visited Cowes during regatta week. The Standart dropped anchor between two battleships of the Dreadnought type, which are surrounded by other naval vessels, while small boats patrol constantly. Scotland Yard has one hundred detectives at Cowes, and the Russian police department has an equal representation. The Emperor will remain on board ship during his visit except for a brief trip ashore to the Cowes Naval School on Wednesday morning.

Cowes week will be a busy one socially. Three American yachts are in the harbor—Morton F. Plant's Iolanda, Allison V. Armour's Utowana, with Mr. and Mrs. Jordan Mott aboard, and Anthony J. Drexel's Margarita, which Mrs. Leeds has chartered for the week. Each of the American boats is entertaining a large Anglo-American party. Sir Thomas Lipton's Erin and the Empress Eugénie's Thistle are conspicuous among the flotilla.

The Russian Emperor and Empress dined to-night with King Edward and Queen Alexandra and the members of the British royal household on board the Victoria and Albert. Sir Edward Grey and M. Iswolsky, respectively British and Russian Foreign Ministers, also were at the dinner. All the ships in the harbor were illuminated to-night.

The dining room was beautifully decorated with red roses, and on the table was a fine display of gold plate. Besides the King and Queen and the Emperor and Empress the guests were the Crown Prince and Crown Princess of Sweden, the Prince and Princess of Wales, the Duke and Duchess of Connaught, Premier Asquith, Sir Edward Grey, Reginald McKenna and M. Iswolsky.

King Edward in proposing a toast to the Russian monarch said:

"I am glad that you have had the opportunity of seeing the most powerful and the largest fleet ever assembled, but I trust your majesty will never look upon these ships as a symbol of war, but on the contrary as a protection to our coasts and commerce, and above all as a means for upholding the interests of peace."

The King also referred to his pleasure at recently meeting a number of members of the Russian Douma, and made allusion to Emperor Nicholas's former visit to England.

THE EMPEROR'S CORDIAL SPEECH.

Responding, Emperor Nicholas said that the magnificent naval review he had witnessed bore full testimony to England's greatness. It was a grand sight and had deeply impressed him. His majesty said he always would remember the days he had spent with the beloved and venerated Queen Victoria, and added:

"May the friendly welcome given by your majesty and the Queen and the people to the members of the Douma and in the winter to my squadron be a token of the cordial relationship between our two countries, founded on common interest and mutual esteem."

Those aboard the yacht during the review of the fleet were impressed by the Emperor's frankness and the unaffected manner in which he referred to events that might have been expected to have caused him annoyance. Alluding to the review, the Russian monarch declared: "This is the most impressive and wonderful demonstration the world has ever seen." He was especially impressed with the extraordinary progress made in the construction of submarines.

The Standart, which sailed from Cherbourg this morning, anchored in the Cowes roadstead shortly before 1 o'clock.

The unusual welcome this morning was arranged for the double purpose of helping to strengthen the links in the chain binding Great Britain, France and Russia in a triple entente, and to dissipate any ill feeling engendered by the harsh denunciation of Emperor Nicholas and his methods so frequently vented by the members of the Labor party, both in and out of Parliament, since the coming of the Emperor first was announced. The welcome, however, was distinctly official in character, and so closely were the spectators confined behind the cordon of steel walls that there was no chance for a popular demonstration either for or against Emperor Nicholas.

Regatta week opened under promising auspices. The competition of Emperor William's new Meteor, King Alfonso's Hispania and a number of other German, Spanish and French yachts gave an international flavor to the racing which in recent years has been lacking. There was a steady sailing breeze, and the yachts were able to carry their topsails. The principal race of the day was for the big boats over a course of fifty miles. The Meteor and the Germania were the scatch yachts and had to give time to the other starters, the Shamrock, the White Heather and the Cicely. At the end of the first round the Germania was leading the Meteor by fifty seconds, and this lead was further increased by the end of the second round. The two big German yachts were then in such a commanding position that the other competitors dropped out. The Germania finished first, but she crossed on the wrong side of the finish line and the prize of $300 was awarded to the Meteor.

The International Challenge Cup valued at $1,250 for fifteen metre yachts was won by the Ostara, a British entry. The Spanish yacht, the Tuiga, was second. King Alfonso's Hispania did not start.

Emperor Nicholas was elected a member of the Royal Yacht Squadron to-night by acclamation.

THE START FROM CHERBOURG.

French Warships Escort Czar—His Visit to Italy and Turkey.

Cherbourg, Aug. 2.—Emperor Nicholas of Russia left here to-day on board the imperial yacht Standart for Cowes to visit King Edward. The Standart and the Russian warships convoying her cleared at 6 o'clock this morning, and were escorted to the middle of the channel by a number of French war vessels.

M. Iswolsky confirmed to-day the reported intention of Emperor Nicholas of going to Italy and Turkey, but said these visits would not be made until the fall. Emperor Nicholas will go to these countries direct from the Crimea.

NO CHANCE FOR HERRING

Contract for His Flying Machine Annulled by War Department.

[From The Tribune Bureau.]

Washington, Aug. 2.—Upon the recommendation of the chief signal officer of the army, the War Department to-day annulled the contract with A. M. Herring for his flying machine. The periodical requests for the extension of the contract period on the part of Mr. Herring have been accepted by the department as indicating that the inventor has no chance of fulfilling his obligation in this particular.

The remaining portion of the original allotment for the development of aeronautics, something like $16,000, will be returned to the general fund of the army board of ordnance and fortification. General Allen, chief signal officer, is disposed further to encourage inventors by having the allotment made again available for payment to any one who can furnish a machine which will come up to the governmental requirements. It is believed, however, that the next aeroplane should represent a step in advance of the Wright model, and thus mark some progress in the art.

The War Department has received some requests for the exhibition of the Wright aeroplane at state and county fairs, military tournaments and other celebrations. It is evidently desired that the army signal corps shall send out its aeronautical corps and its expert aviators, such as Lieutenants Lahm and Foulois, to demonstrate the important initial step which has been made toward the solution of mechanical flight.

The military authorities are opposed to any such idea. In the first place, the Wright machine will be used in the training of three or four officers and a few enlisted men, and for that purpose General Allen will select a suitable drill ground of 160 acres at College Park, Md., near Washington, a place which is not accessible to crowds of curious observers, who would be in the way. Wilbur Wright is expected to return next week to instruct the officers.

Conservative army officers do not entertain much hope that the aeroplane will be of any military use for many years. Some of them go so far as to say that the flying machine at its best, considering the difficulties under which it is operated and the uncertainties of atmospheric influences, which so vitally affect its control, will combine to make the aeroplane a doubtful factor in the military equipment.

It has taken the Wright brothers five weeks to find a time when there could be held a satisfactory and successful trial trip, and it is appreciated that only under the best conditions of weather is it possible to operate the aeroplane. The Wright machine will be used for training purposes, and the purpose of the government in acquiring it is not that it shall be of practical permanent value, but that its purchase shall stand as an encouragement to invention.

It is expected that the aeroplane will not last for any great length of time. It is easily damaged and may be speedily put out of commission. The idea of purchasing similar machines for use at military manœuvres is not for a moment contemplated by the War Department authorities.

STORM STOPS ZEPPELIN.

Balloon Fails to Make Trip from Frankfort to Cologne.

Frankfort, Aug. 2.—The airship Zeppelin II, which ascended this morning for a trip to Cologne, returned to Frankfort owing to the stormy weather, landing on the exhibition grounds at 8:50 o'clock this evening without accident. The airship went as far as Rolandseck, near Bonn, where it cruised about for some time, trying to make headway against a heavy rainstorm.

The velocity of the wind was forty miles an hour, and the return up the Rhine with it resulted in the greatest speed ever attained by an airship. The engineers say the machinery worked well, but that the balloon was unable to overcome the force of the furious hail and rain storm. The workmen to-night are replenishing the envelope with gas and refilling the benzine tanks with the intention of renewing the effort to reach Cologne to-morrow morning.

CURTISS TO FLY AGAIN.

Will Attempt Exhibition at Mineola Before Sailing for France.

Glenn H. Curtiss, who frequently operates a flying machine before breakfast, is expected to arrive in this city from Hammondsport, N. Y., to-day. His time here, until he sails for France on Thursday, will be divided, it is believed, between attending to the routine affairs connected with the New York branch of his manufacturing business and the bothering of birds at Mineola, Long Island. It is now expected that Mr. Curtis will make another demonstration there at an early hour to-morrow morning. His mechanician says there is nothing to prevent Mr. Curtiss from making the flight except opposition weather, as the aeroplane which was damaged on July 18 has been repaired.

Mr. Curtiss will take abroad with him another flying machine, which was lying yesterday in A. M. Herring's shop at Broadway and 66th street, packed in several boxes. At Rheims, France, Mr. Curtiss will represent the Aero Club of America in the James Gordon Bennett aviation contest, to be held the week of August 22.

Mr. Herring, it was said yesterday, was out of town. It was reported, however, that his request for an extension of time until September 1 in which to deliver his aeroplane had been granted by the War Department.

THE SILVER DART BADLY DAMAGED.

Bell Aerodrome Strikes Knoll on Landing After Fourth Flight.

Ottawa, Aug. 2.—Preliminary trial flights of Alexander Graham Bells aerodrome Silver Dart were attempted to-day at Petwawa military camp by Messrs. Baldwin and McCurdy. Three short flights were successful, but on a fourth attempt the aerodrome struck a knoll on landing, and was so badly damaged that it is now practically useless. McCurdy and Baldwin are now assembling a new aerodrome, the Baddeck No. 1, and a flight with the new machine will be attempted in the course of a few days.

THE WRIGHTS AGAIN IN DAYTON.

Brothers Busy in Workshop—Orville to Start for Berlin in Fortnight.

Dayton, Ohio, Aug. 2.—Wilbur Wright arrived home from Washington this morning. Orville and Miss Katherine Wright arrived yesterday. The brothers are already busy at their workshop. They will remain in Dayton about two weeks. Orville will then go to Berlin.

MAKING DIRIGIBLES IN ENGLAND.

Rigid Type for Navy, Non-Rigid for Army—Two Aeroplanes Being Built.

London, Aug. 2.—The sub-committee of the Imperial Defence Committee appointed to consider matters of aviation has given a verdict in favor of rigid dirigible balloons for naval purposes and non-rigid balloons for the army. The aeroplane committee considers that these machines possibly may become valuable to the army, but says they must be able to ascend to a much greater height than at present has been achieved before they will be safe for reconnoitering purposes.

R. B. Haldane, Secretary for War, announced in the House of Commons this afternoon that in consequence of this report the Admiralty had ordered a rigid dirigible of the largest type from the Vickers, and that the government factory at Aldershot was busy with the construction of three non-rigid balloons and two aeroplanes for experimental purposes. Mr. Haldane said in addition: "The remarkable events of recent days—M. Bleriot's flight across the Channel and the flights in America—all point to the fact that some time in the future the aeroplane will be capable of bringing about great results."

AERONAUT INJURED IN SQUALL.

L'Orient, France, Aug. 2.—Lieutenant Cros, of the French army, while experimenting here to-day with a new military aeroplane of his invention, was caught in a squall and dashed to the ground. He was seriously hurt.

NEW NAVY YARD WRECK

DRYDOCK NO. 4 DAMAGED.

Shifting Quicksands Still Trouble Engineers.

Once more have the shifting quicksands which underlie the site of Drydock No. 4, in the navy yard in Brooklyn, wrought havoc with the structure, the wreck this time being at the southwestern corner of the excavation.

A settling of the earth was noticed late Saturday afternoon, but little attention was paid to it. On Sunday it had increased to such an extent that one of the civil engineering staff of the yard remained on duty all day and well into the evening. Yesterday the result of the slip was manifest in a mass of wreckage where there had been a heavy platform and braces of 12-inch timbers, inside a row of iron sheath piling which has been twisted out of shape, torn apart and thrown away inside the line of the dock excavation.

Previous slips have affected the wooden piling chiefly, and this is the first time the solid iron wall left at the southern end of the dock by the Spearin company, which gave up the first contract to build the dock, has been damaged. Hundreds of heavy wooden piles have been driven on the western side of the excavation at the southern end, as a foundation for an extension of the concrete wall of the dock, and this latest slide gives every appearance of having carried not only the iron wall, but the earth and its piling bodily toward the centre of the excavation.

Not the least serious phase of the situation is the manifest danger to the buildings immediately adjacent to the big hole in the ground. A short time ago the earth at 4th and Dock streets had sagged to such an extent that a dangerous crack in the eastern end wall of Building No. 20 made necessary the removal of part of the cornice of the building, and now the larger part of the end wall of the building has had to be removed. At the end of this building and on the Morris avenue and Dock street sides are roped off spaces and danger signs, with the streets in places showing breaks more than a foot in width between the paving stones, Dock street in one place having broken into a series of terraces sloping toward the drydock.

At the extreme southern end of the excavation, where the heavy cable towers and dredging machinery are located, the earth has begun to fall away within three feet of the railroad tracks on which the great towers rest. Heavy dredging scoops, timbers, iron and other wreckage are here piled into the cavity. Beyond the towers, and outside the southern fence of the excavation, Morris avenue, between 4th and 5th streets, the southern side of which is occupied by the big central power station of the yard, shows in its northern half, or the side nearest the drydock, a marked slope toward the dock, the gutter line being for some distance fully a foot below the level of the southern side.

The big brick and concrete sewer which cuts diagonally across the southern end of the dock inclosure is broken and wrenched, not only inside the inclosure, but after it leaves it and continues across Dock street. The pressure of the sliding earth has been so great at this point that for a distance of fifty feet the iron wall of the dock and the braces of twelve or fourteen inch timber placed against it have been tilted up, so that it is a downhill walk across them to the eastern edge of the trench.

The contractors' engineer in charge of the work is inclined to minimize the effect of the slump, but the wreckage of the end of the excavation, the evident spread of the effects of the moving sands, and the fact that digging is still being carried on in the eastern half of the dock, thus affording plenty of space into which the earth may fall, give other engineers a different idea as to the outcome of the work as at present planned.

The chief of the Bureau of Yards and Docks made a hurried visit to the dock last week, but there were no signs of this latest slide. Just how the department will view the developments of the last two days is a matter in which the contractors are deeply interested, as it is known that the department is anxious to have the dock completed. At present, however, it seems that not only will the work be still further delayed, but that the contractors will have a good bill to pay for outside repairs for which the excavation is responsible.

ARMY AND NAVY NOTES.

Orders Issued to the Two Branches of the Service.

[From The Tribune Bureau.]

Washington, August 2.

ORDERS ISSUED.—The following orders have been issued:

ARMY.

Captain HARRISON HALL, coast artillery, designated member of coast artillery board, to take effect upon completion of duties at coast artillery school, Fort Monroe; Captain HALL will also report to the commanding officer, artillery district of Chesapeake Bay, for assignment to command of Battery Anderson, Fort Monroe, vice Captain HENRY J. HATCH, coast artillery.

Captain SAMUEL B. ARNOLD, 1st Cavalry, to Fort Leavenworth, pending arrival of 1st Cavalry from Philippines.

Captain JAMES A. MOSS, 24th Infantry, to Governor's Island, August 10, for duty pertaining to manœuvres in Massachusetts, August 14 to 21.

First Lieutenant CHARLES L. BAKER, medical reserve corps, from Presidio of San Francisco, to Fort Davis.

Leaves of absence: Captain LOUIS F. GARRARD, Jr., quartermaster, one month and fifteen days; First Lieutenant HENRY W. ELIOT, medical reserve corps, two months; First Lieutenant HAROLD L. COFFIN, medical reserve corps, one month.

NAVY.

Lieutenant Commander H. G. MACFARLAND, tourd, detached navy yard, Philadelphia, to home, authorized delay until October 1.

Assistant Surgeon J. M. MINTER, to recruiting station, Pittsburg, vice Assistant Surgeon T. HARLAN, to naval hospital, navy yard, Mare Island.

Ensign R. T. S. LOWELL, detached Villalobos, to command the Callao, vice Ensign R. C. SMITH, to command the Villalobos, vice Lieutenant Commander A. CRENSHAW, to command the Rainbow, vice Commander J. D. M'DONALD, to command the Chattanooga.

MOVEMENTS OF WARSHIPS.—The following movements of vessels have been reported to the Navy Department:

ARRIVED.

July 30—The Worden, the Shubrick, the MacDonough, the Thornton and the Wilkes, at Boston.

July 31—The Patuxent, at Boston and Provincetown; the Nanshan, at Tientsin; the Wolverine, at Milwaukee.

Aug. 1—The Chester and the Salem, at Gloucester; the Patapsco and the Prairie, at Provincetown.

SAILED.

July 30—The Prairie, from Philadelphia for Provincetown; the Marcellus, from Provincetown, for Hampton Roads; the Worden, the Shubrick, the Thornton and the Wilkes, from Provincetown for Boston; the Stockton, the Biddle, the Dupont and the Porter, from Provincetown for Duxbury, Mass.; the Patuxent, from Provincetown for Boston.

July 31—The Cæsar, from Norfolk for Boston; the Patapsco, from Portsmouth, N. H., for Provincetown; the Patuxent, from Boston for Provincetown; the Montgomery, from Provincetown for Newport; the Wolverine, from Chicago for Milwaukee; the Chester, from navy yard, New York, for Gloucester; the MacDonough, from Provincetown for Boston.

The Supply, from navy yard, Puget Sound, August 5, for Guam, via San Francisco, as station ship, relieving the Concord, which will proceed to navy yard, Puget Sound, for repairs.

WAS NOT A PRIZE FIGHT.

Messmate Foster Was Boxing for Moving Picture Machine.

Provincetown, Mass., Aug. 2.—"It was not a prize fight or a boxing bout, but an exhibition for a moving picture machine," said Admiral Seaton Schroeder to-day in reference to the death last night of Harrison H. Foster, a negro messmate of the battleship Vermont.

Those who saw the exhibition say that the men went six rounds and then, as prearranged, Foster took the count. That was on Friday evening. The next morning Foster complained of pains in his head and was taken to the sick bay.

The autopsy revealed the fact that Foster died of cerebral hemorrhages, caused by a blow or a fall.

The body was taken ashore to-day and buried here.

Washington, Aug. 2.—While regretting that death should occur from boxing exhibitions in the navy, Navy Department officials said to-day in connection with the death of Harrison H. Foster that it occasionally is a result of the sport no matter where it happens. Boxing is regularly encouraged in the navy under proper supervision and it is very seldom that a death occurs.

Recently in a case brought to the attention of the War Department from the Pacific Coast, in which an enlisted man of the army had died following a "battle royal," a decision was rendered holding that the man had died in the line of duty.

To-day the department received a dispatch from Admiral Schroeder noting Foster's death and stating that a provisional diagnosis showed cerebral hemorrhage. Admiral Schroeder added that he had ordered a board of inquiry.

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PERSECUTES BUMBOAT WOMAN.

John Bayton Charged with Taking $450 from Mrs. McNally.

[By Telegraph to The Tribune.]

Boston, Aug. 2.—Charging that he has been persecuting her for several years, and that he has just capped the climax by robbing her of $450, Mrs. Catherine McNally, of Brooklyn and Portsmouth, who is a familiar figure to every man in the United States navy, to-day had John Bayton, of Portsmouth, Va., aged thirty-two, arrested here.

Mrs. McNally, who is a "bumboat woman," purveying dainties to the sailors of the fleets at Atlantic ports, said that Bayton was formerly a gunner in the navy and she had employed him after his discharge, as her assistant, the two following the vessels all over this part of the country. Bayton got drunk and gambled away her money, and ingnolly on Thursday snatched $450 in bills from her and ran away.

She had discharged him, but he kept hounding her and threatening her, turning up at every porwhere she went to trade.

PACIFIC FLEET'S LONG CRUISE.

Will Leave San Francisco on September 5 and Return February 15.

Washington, Aug. 2.—Admiral Sebree's armored cruiser squadron of the Pacific fleet, eight vessels strong, will be absent from the United States on its coming cruise to Asiatic waters a little more than five months.

It will visit Honolulu, Admiralty Islands, Manila, where the yearly target practice will be held, and the Chinese and Japanese ports of Hong Kong, Woosung, Kobe and Yokohama. Only two vessels, however, will go to the Chinese and Japanese ports, except that the whole squadron will assemble off Yokohama January 19, on which day it will start home, touching at Honolulu and reaching San Francisco February 15.

Leaving San Francisco September 5, the squadron will arrive in Honolulu September 11, where it will remain nearly a month. It will leave there October 5 for Nares Harbor, Admiralty Islands, where it will arrive October 18, remaining six days and reaching Manila November 1 for a month's stay. Returning home, Honolulu will be reached February 1 for a week's stay.

TORPEDO BOATS' NIGHT ATTACK.

Provincetown, Mass., Aug. 2.—Eleven torpedo boats in the guise of an enemy opposed the sixteen battleships of the Atlantic fleet to-night in an attack which is believed to have been secret so far as the general body of sailors and officers is concerned. Whether they succeeded in scoring a technical victory or were detected by the far-reaching searchlights of the battleships before they entered the danger zone could not be ascertained from shore.

COALING STATION TO COST $200,000.

Washington, Aug. 2.—The development of California City Point, seven miles from San Francisco, as a general coaling station for the vessels of the Pacific fleet is favored in the plans of the Navy Department. It will cost about $200,000 to provide facilities for storing a hundred thousand tons of coal. The same policy contemplates the abandonment of any further improvement of the San Diego coaling station, which was at one time seriously considered. Other projects in view are the establishment of oil burning stations, to be located at Honolulu, San Juan, Guantanamo and in the Philippines.

THE JAPANESE-CHINESE DISPUTE.

Count Komura Submits All Questions for Imperial Decision.

Tokio, Aug. 2.—After long consideration of the differences existing between Japan and China regarding the status of the former nation in Manchuria, Count Komura, the Foreign Minister, submitted the entire matter to the Emperor this morning. This move had been expected before the end of July. Advices to the "Hochi" received to-day are to the effect that China is sending secretly a large body of troops into Chien-Tao, but this report is not credited here.

The Japanese newspapers have followed Japan's policy in China with keen interest. It was expected, said the "Kokumin," the mouthpiece of Marquis Katsura, that the withdrawal of the proposal to refer to The Hague the differences between the two countries preceded the adoption by China of what was hoped would be a conciliatory policy. The latter, however, proposed terms considered by the Japanese Government as wholly unacceptable and refused to comply with Japan's request for reconsideration.

SCANDAL IN CHINESE RAILWAY.

German Directors Dismissed—Outlook for the American Loan.

Peking, Aug. 2.—Corruption has been discovered in the administration of the German section of the Tien-Tsin & Pu-Kow Railroad, and as a result the directors of the line have been dismissed. Some of them will be punished. This condition will affect the financial schemes of the foreign banks in China.

Berlin, Aug. 2.—W. D. Straight, representing the American banking group in the Han-Kow & Sze-Chuen Railroad loan of $27,500,000, has arrived here from London to continue the negotiations with the German financial houses interested. Some of the points concerning the administration of the loan and the proportionate distribution of the contracts for railroad material remain unsettled. The Americans expect that a quarter of the foreign contracts will be placed in the United States.

SHOCKS REGISTERED IN AUSTRALIA.

Sydney, N. S. W., Aug. 2.—The earthquakes in Mexico were recorded on the vertical and horizontal seismographs here.

TWO SHOCKS IN PORTUGAL.

Lisbon, Aug. 2.—Two strong shocks of earthquake were felt in Portugal at 2 p. m. to-day. The centre of the disturbance was at Santarem, forty miles northeast of this city. No damage was done.

NO AID FOR BOLIVIA FROM CHILI.

Santiago de Chili, Aug. 2.—The government announced to-day that statements published in Lima that Chili had made offerings of men and arms to Bolivia were untrue.