

T. R. WON'T RUN FOR GOVERNOR, HE SAYS

Colonel on Leaving England Declares He Will Not Seek Election.

HAS A TOUCH OF FEVER

Takes Chill Waiting for Emperor—Grits Teeth and Bears It.

SPECIAL CABLE DISPATCH TO THE SUN.

LONDON, June 18.—Col. Theodore Roosevelt settled all doubts as to his course in the election for Governor of New York this fall by announcing decidedly to-day that he would not run for the office.

His declaration was made when he was on a tender on his way to board the Emperor, which sailed for New York this morning.

The Colonel has preserved entire silence on politics during his stay here, but he broke the rule so there would be no question as to his position. He said: "I will make just one reference to politics. I will not run for Governor of New York."

Colonel Sits in the Sun.

When Col. Roosevelt boarded the tender at Southampton he looked to be and declared that he was exceedingly well. He took a seat on a bench in the forward part of the tender, just back of the stairway to the lower deck, with Lieut.-Col. Lee and his cousin, Philip Roosevelt. He thought he was in the shade, but the sun shone down on his head, which was covered with the usual Panama hat. He was in high spirits and talked and joked with those about him. He sat and talked in this way for two hours while waiting for the tender to start. The delay was caused by the transfer of the passengers of the Kaiser Wilhelm II, which was badly damaged in a collision yesterday, to the Emperor.

Suddenly but quite casually Col. Roosevelt said: "I am afraid I am going to have a touch of fever."

The numerous friends who surrounded the Colonel were surprised to hear him say this as he showed no signs of fever. But his cousin, Philip Roosevelt, promptly obtained the use of the captain's cabin and the ex-President went below. He did not appear again until some minutes after the tender had tied up to the Emperor, when he came along walking alone. He was erect, his jaw was set and there was a determined look on his face. It could be seen at a glance that he was fighting the jungle fever, but he passed it off saying, with a wave of his hand: "I am all right; just a touch of fever."

As soon as he boarded the Emperor the Colonel went to the imperial suite which the Hamburg-American Line had placed at his disposal and lay down. Philip Roosevelt said it was the first return of the fever the Colonel had suffered since he arrived in New York from Brazil. His doctor, Philip Roosevelt said, had warned the Colonel to look out for an attack and one was expected by to-morrow.

Hopes to Get Rest Here.

On reaching New York Mr. Roosevelt will return to Oyster Bay and insist upon being left alone for a considerable period so that he can get a good long rest. Philip Roosevelt said that the Colonel was not suffering from a disease of the larynx, but simply from weakness, which would prevent speaking in exposed places. He will, however, keep an engagement to speak in Pittsburg on June 30.

When Col. Roosevelt reached the Waterloo station in London, on his way here, he found a large crowd waiting to bid him good-by. Among them were Ambassador Page, with the Embassy staff; Admiral Lord Charles Bessborough and others. To reporters he said:

"Tell the English people I have enjoyed myself immensely. I was particularly pleased with their courtesy shown me when I spoke before the Royal Geographical Society."

Mrs. Nicholas Longworth remains in England for another week, visiting friends.

PROGRESSIVES NOT WORRIED.

Think Colonel Will Run for Governor When the Time Comes.

Col. Roosevelt's announcement at Southampton yesterday that "I will not run for Governor of New York" didn't appear to worry Progressive leaders here, as much as the reports about the Colonel's voice. They had heard similar statements from Col. Roosevelt's own lips before he sailed, but had insisted that he must be nominated.

"Well if he can't be can't," said County Chairman of the Progressives Francis W. Bird, "but no man can say what he will or will not do. Usually he does what he ought to do. If Col. Roosevelt ought to run for Governor he will do it. If Col. Roosevelt is not in physical shape to run that is a different matter."

Mr. Bird added that he did not believe that the called report of Mr. Roosevelt's condition would in any way change the plans of the local leaders.

"Col. Roosevelt has said several times before that he would not be a candidate for Governor," said George W. Perkins. "I said some time ago that in my opinion he should be left free to serve the party in the larger field. But it remains to be seen whether the party will draft him for service here. Primaries, we have been told, September is still a long way off."

The reports that Col. Roosevelt's throat is in such bad shape that physicians have warned him against talking seemed to have impressed Mr. Perkins as they had Mr. Bird. To each a silent Colonel in campaign time was a thing unthinkable.

T. R. THROUGH FRENCH EYES.

Interviewer Quotes Him as Saying "Damn My Buttons!"

PARIS, June 18.—The French papers paid little attention to the visit of Col. Roosevelt to Paris. One of the papers, however, in a curious interview which is worth repeating. It is as follows: "Col. Theodore Roosevelt is a man who knows how to travel; he finds himself at home everywhere. It is because his powerful personality adapts itself to the place or that the place adapts itself to his personality. At any rate the Hotel de Crillon, where he stopped in Paris, was for twenty-four hours almost exclusively American (North American). The English people who were guests at this hotel borrowed the day the nasal accent by which the free citizens of the United States of America are distinguished. Decidedly in this case it was the place which adapted

REPORTED BOMB EXPLOSION IN PLATE TOKIIL CZAR DENIED

Defective Locomotive Causes Wreck of Train Preceding That on Which the Russian Sovereign and His Family Are Travelling.

SPECIAL CABLE DISPATCH TO THE SUN.

LONDON, June 18.—An accident at Tshudoff, Russia, to-day to a train just preceding that on which the Czar and his family were returning to Tsarsko-Selo from their trip to Rumania gave rise to the report of an attempt to kill the sovereign, the Czarina and the royal children.

According to the report a bomb had been placed on the track, with the intention of wrecking the imperial train, but the plotters were ignorant of the fact that a small train was being sent ahead as a pilot.

A despatch from Berlin said that many passengers were injured. This report

which was sent out by a news agency, lacked confirmation and some of the newspapers here do not print it this morning.

An official statement issued in St. Petersburg brands the story of a plot and the placing of a bomb as a deliberate lie. The statement attributes the accident to a defect in the engine, which caused the derailing and demolishing of three freight cars. One railway employee was severely injured and two other persons were slightly hurt. The track was not damaged, according to this statement.

If the affair was indeed malicious the facts are not likely to be substantiated for some time.

ITSELF TO THE PERSONALITY OF THE COLONEL.

"The former chief of the 'Rough Riders' in his apartment which overlooks the Place de la Concorde, is as much at home as in the unexplored forests of Brazil, on the River Duvida or in Central Africa. Before leaving for Madrid he kindly afforded me an interview.

"Hello," said M. Roosevelt. "Morning! What do you want of me?"

The interviewer tried to draw out the Colonel on the Mexican situation, but he refused, saying: "I am not something else, I am Roosevelt. Monsieur le President, may I learn what you think of the journalist's profession?"

"Really? You want to know that? Damn my buttons, that's a curious question!"

Unable to think of anything else the interviewer turned to the third of his stock of questions: "At what age should a man retire from active life?"

"Oh," the Colonel replied, astonished. "Does a Frenchman ask me a question like that? In your language you have the best response. Wait a minute until I think of it. It's not easy to give you 'braves' and 'I n'est jamaais trop tard pour bien faire.' Au revoir!"

The interviewer confesses he was wrong in asking such a question of such a man, while M. Roosevelt says: "If there are no more wild beasts to be killed in Africa, if our little planet has no more mysteries for the geographers, if President Wilson remains a considerable time longer in the White House, one may be assured that Col. Roosevelt will not fail for that to astonish the world with something new. He will find something else."

AMERICAN IN RAILWAY CRASH.

Car Falls Into Swollen Stream in Scotland—Three Persons Killed.

SPECIAL CABLE DISPATCH TO THE SUN.

LONDON, June 18.—Several persons were killed and many others injured by the derailing of a locomotive of a passenger train at Carr Bridge, near Inverness, today. One passenger car fell into a stream, which had been turned into a torrent by a thunderstorm. The bodies of three persons who were drowned have been recovered.

One man in the accident was an American, from New York named Crawford. He was injured by being carried some distance by the torrent when he grabbed the branch of a tree which he clung to until rescued. The deaths will probably not exceed three.

FRENCH SUBMARINE AFLAME.

Rumor of Foundering of British Craft May Be Hoax.

SPECIAL CABLE DISPATCH TO THE SUN.

CHEROKEE, June 18.—During her full speed trials here to-day the submarine Gustave Zede suddenly burst into flames. Danger signals were sent up and the entire submarine flotilla here sped to the rescue. They extinguished the fire and towed the Zede into the Cherbourg flotilla station.

The origin of the fire is unknown.

LONDON, June 18.—There is an unconfirmed rumor that the submarine D-2 foundered with fifteen of her crew, while on a voyage from Portsmouth to Portland. The Admiralty knows nothing of any such accident and it is possibly a scare yarn, resulting from the numerous fog disasters of the last day or two.

TWINS UNITED BACK TO BACK.

Paris Has Another Case of Babies Born Joined Together.

SPECIAL CABLE DISPATCH TO THE SUN.

PARIS, June 18.—Two baby girls, who were born in May of last year and who are united back to back are about to be operated on by surgeons in order to separate them.

The babies have been thriving splendidly, and it is expected that they will survive the operation. The case is said to be unique in medical annals.

UPROAR IN FRENCH CHAMBER.

Socialists Raise Row in Discussion Over Street Closures.

SPECIAL CABLE DISPATCH TO THE SUN.

PARIS, June 18.—The sitting of the Chamber of Deputies was suspended today by Paul Deschanel, President of the Chamber, because of disorder from the Socialist members.

The trouble originated with a discussion of the causes of the recent submission of the de la Concorde, President of the Chamber, because of disorder from the Socialist members.

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EIGHTH MT. LASSEN ERUPTION.

Smoke and Ashes From Crater Visible Fifty Miles Away.

REDDING, Cal., June 18.—Shortly after 11 o'clock to-day the smoke and ashes from the eighth eruption of Mount Lassen since it became active May 30 were plainly visible from this city. The eruption was a heavy one, the smoke showing plainly, although a thick haze prevented a view of the mountain, fifty miles from here.

Information received to-day from persons who have just returned from the peak establishes the fact that there are two active craters now, the original vent being the summit and a smaller blow hole on the south slope.

SHAKE INTO YOUR SHOES

Allen's Foot-Powder, the antiseptic powder, it relieves painful, smarting, tender, nervous feet, and instantly restores the stinging out of corns and bunions. It's the great comfort discovery of the age. Allen's Foot-Powder makes tight or loose shoes feel easy. It's a certain relief for sweating, callous, swollen, tired, aching feet. Always use it to break in new shoes. Try it to-day. Sold everywhere, 25 cts. Don't accept any substitutes. Write for Free Trial. Please address: Allen S. Olmsted, Le Roy, N. Y.

ANOTHER GERMAN LINER IN TROUBLE

The Buelow, With 102 Passengers, on Rocks Near Weymouth.

SOME AMERICANS ON IT

Passengers Taken Ashore Safely—They Tell of Narrowly Escaping Collision.

SPECIAL CABLE DISPATCH TO THE SUN.

LONDON, June 18.—The dense fog which has prevailed for the past forty-eight hours caused another collision in the Channel last night, while a China liner went on the rocks near Portland Island.

The liner was the Buelow of the North German Lloyd Company, on the way from Yokohama to Hamburg. She went ashore at the foot of the high perpendicular cliffs which overhang Blackner Bay. There was no danger to the passengers, as there were a number of vessels in the vicinity, and a steamer was sent from Portland at once to take the passengers to Weymouth.

The Buelow, which is a vessel of 5,531 tons net, had on board thirty-eight first class, thirty-two second class and thirty-two third class passengers in addition to her crew.

The Buelow was still fast at last accounts. Her passengers were taken off by tugs and landed at Weymouth. They concur in saying that there was no panic on board when the vessel struck. They commend the captain for his caution during the fog.

There were a few Americans aboard the steamer. G. P. Cummings of San Francisco, says the Buelow was groping her way through a fog in West Bay for several hours. Her fog whistle was blown constantly and all possible precautions were taken. The vessel was barely moving and the shock when she struck was very slight.

Robert Echols of Texas, another passenger, said the Buelow had a narrow escape from another large steamer at 11 o'clock on Wednesday night. The whistle of the other vessel was heard and the Buelow was brought to a dead stop. The other vessel was then only two ship lengths away.

The British coaster Copewood, which arrived at Cowes early to-day, reports that she was in collision during the night with the Hamburg-American collier Etruria. A big hole was torn in the coaster's hull and much of her bunkers was torn away. The Etruria, which is a vessel of 4,000 tons, was not badly damaged.

The captain of the coaster, which was laden with iron and was bound from Glimy to Newport, reports that his vessel was proceeding through the fog when the collier suddenly loomed up and before anything could be done to prevent it the vessels came together. The Copewood is a vessel of about 600 tons.

THE KAISER BADLY HURT.

Liner in Collision Has Two Holes Below Water Line.

SPECIAL CABLE DISPATCH TO THE SUN.

SOUTHAMPTON, June 18.—Divers who examined to-day the hull of the North German Lloyd steamship Kaiser Wilhelm II, which was in collision with the steamer Incomer yesterday, found two horizontal rents below the water line. One is twenty-four feet long and the other eighteen. Both are narrow.

Two watertight compartments were broken open, namely at the bunkers and the third boiler compartment. These were flooded, but the buoyed system worked perfectly and the water got no further. The openings are now being packed after which the water will be pumped out.

The passengers who left on the Emperor, in a memorial to Capt. Dahl, expressed great admiration for the way in which he and his officers acted at the crisis.

The passengers of the Kaiser were transferred to the Emperor, which left here for New York to-day, with the exception of a few, who returned to London to make their own arrangements. The Emperor will also pick up passengers waiting at Cherbourg for the Kaiser.

When she entered her dock the damage to the upper part of the ship was concealed by tarpaulins. She has a hole in her starboard side, but the extent of it

PARIS FULL OF "DOPED" PEARLS.

Dealer Says There is \$100,000,000 Worth There.

SPECIAL CABLE DISPATCH TO THE SUN.

PARIS, June 18.—The pearl scandal, which arose out of the attempt of a Hindu to make imitation pearls for a Paris merchant, is now scandalizing the examining Magistrates, who have been informed that the "doping" of black pearls is a common practice.

One pearl merchant told the Magistrates that more than 500,000,000 francs (\$100,000,000) worth of "doped" pearls are in the Paris market alone. One of the best lines in the pearl trade, it has been said, is that of the "pearl doctor." One witness admitted that he is a good client for "pearl doctors."

HACKETT RETURNING TO U. S.

Actor to Play "Othello" at University of California.

SPECIAL CABLE DISPATCH TO THE SUN.

LONDON, June 18.—James K. Hackett, the actor, sailed to-day for New York on the Emperor. He says he has not given up hope of being able to put "Monsieur Beaucaire" on the films. He is returning to the United States to accept an invitation to play Othello in the Greek Theatre at the University of California on September 3.

The Right Rev. Henry Clay Morrison, Bishop of the Methodist Episcopal Church, with headquarters at Leesburg, Fla., and Robert Goetz of New York are also on the Emperor.

RIO TINTO MINES TO CLOSE.

Manager Notifies Government That Strike of 2,000 Compels Action.

SPECIAL CABLE DISPATCH TO THE SUN.

MADRID, June 18.—The manager of the Rio Tinto Company has notified the Government that owing to the continued strike of 2,000 men he will be compelled to close down the mines.

BAVARIAN QUEEN INJURED.

Marie Therese Struck on Head by Skyrocket—Reported Improved.

MUNICH, June 18.—Queen Marie Therese of Bavaria was seriously injured last night by a skyrocket which struck her on the head when she was attending a celebration at Passau. Reports of her condition to-day say that she is resting easily and that her recovery is regarded as almost certain.

The Queen was the Archduchess of Austria d'Este and is a half-sister of Maria Christine, Dowager Queen of Spain. She was married on February 26, 1868, to Ludwig III, the former regent of Bavaria, who became King in place of mad Otto on November 5, 1913.

The Queen will be 65 years old on July 2.

SPECIAL NOTICE.

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ARMOUR YACHT ASHORE ON THE ENGLISH COAST

Vessel Rigs Aground in Fog Near Weymouth—Tugs Standing By.

SPECIAL CABLE DISPATCH TO THE SUN.

LONDON, June 18.—Allison V. Armour's yacht Utowana, which was bound to Southampton from the Mediterranean, went ashore near St. Alban's Head in a fog to-day. Tugs are standing by to render assistance.

St. Alban's Head is a promontory on the south coast of Dorsetshire. The Utowana is an auxiliary steam yacht of 414 tons gross. She is 190 feet over all and was built by Neale & Levy in Philadelphia in 1891. She has three masts and is schooner rigged.

Mr. Armour recently entertained the Kaiser on board the yacht at Corfu. In fact the Kaiser has been Mr. Armour's guest on the yacht every year for some time. She was used some time ago to take the American archeological expedition to Derna, in Crenaea.

YACHTS IN CRASH.

Katoura Hits Enchantress on Eve of Harvard-Yale Race.

RENTON, Conn., June 18.—The first accident among the large fleet of pleasure craft assembled in the harbor awaiting the Yale-Harvard boat race was that of the schooner yacht Enchantress, owned by William E. Iselin, and the schooner yacht Katoura, one of Herreshoffs latest creations, owned by Commodore Robert E. Tod.

The Katoura was entering the harbor shortly after midnight this morning when she ran down the Enchantress and carried away the latter's bowsprit and fore rigging. The Enchantress was compelled to go to Riverside Shipyard for repairs.

TALK OF WIED'S SUCCESSOR.

Bulgarian Prince and Abdul Hamid's Son Mentioned.

SPECIAL CABLE DISPATCH TO THE SUN.

LONDON, June 18.—Reports from Durazzo, Albania, say the Malissori tribesmen who were defeated by the insurgents on Wednesday lost about 250 in killed and had 300 wounded.

Doubt is expressed in diplomatic circles in Vienna that the Prince of Wied, the Emperor, will be able to stay even if he is victorious. The candidature of Prince Cyril of Bulgaria and ex-Sultan Abdul Hamid's son, Burhan-ed-Din, are being discussed.

PILOT ADLER BERNIER ALSO CONTRADICTED GALWAY'S EVIDENCE.

Much other evidence was taken during the day which went to show that after the accident the crew of the Empress did everything possible to rescue the passengers. Lord Mersey said that so far as he could see the crews of both vessels behaved well.

For the first time during the inquiry Lord Mersey indulged this afternoon in warm praise. This was when the Marconi operators, Ronald Ferguson and Bamford, gave their evidence. Ferguson showed that he had taken his instruments and quietly sent out the necessary signals, first warning all adjacent points that a distress signal must be expected, as the ship was in trouble, and then sending out the S O S signal when the Empress was listing so heavily that he had to stand with one foot on the floor and the other on the bulkhead, the ship being almost on her side. His last signal was stopped by the failure of power.

"You two young gentlemen do great credit to the service you are engaged in," remarked Lord Mersey.

Another dramatic story was told by Chief Steward Gaudet, who related how he had helped all he could and gone down with the ship, after which he had been saved by floating with a body in a life boat. He had taken his instrument preserver and got to safety on some wreckage.

STORSTAD NOT FAVORED.

C. P. Officials Deny That Canadian Opinion is One Sided.

OTTAWA, June 18.—Canadian Pacific officials resent a statement appearing in Canadian newspapers that professional opinion favors the Norwegian collier Storstad in the wreck investigation. This statement was generally circulated in yesterday's Canadian newspapers.

Sir Thomas Shaughnessy, president of the Canadian Pacific, and other leading officials of the company said this afternoon that the statement is one of the most unjustifiable issued in connection with the whole affair.

BRIGANDS BURN MISSIONS.

Legation Asks Chinese Government to Protect Americans.

PEKING, June 18.—Great alarm has been created by the burning and plundering of several missions by White Wang brigands and the American Legation to-day asked the Chinese Government to protect the missionaries in southern Kanau.

A Standard Oil expedition which was sent out to drill oil fields is unable to proceed from Shen-ai owing to the wholesale devastation of the brigands. It is reported that the town of Touchau alone has lost 6,000 inhabitants, who were shot or burned or committed suicide to escape the bandits.

Lord Mersey is Disgusted.

Galway was subjected to a searching cross-examination not only by counsel but by Lord Mersey, and by the time it was over his story was so mixed that the president of the inquiry made no effort to hide his disgust. Lord Mersey curtly asked Mr. Haight if his examination of the witness were not ended, declaring that it was a painful episode, and the sooner it was over the better.

Lord Mersey very sharply examined the witness, who contradicted his story both regarding the jamming of the wheel and the alleged refusal of the Empress to answer her helm. He also told several rather mixed stories regarding his efforts to present his story to the Canadian Pacific Railway officials and counsel, and intimated that efforts had been made by the Canadian Pacific to get him out of the country in order to prevent his giving evidence.

Galway finally admitted that Capt. Walsh, marine superintendent of the Canadian Pacific Railway, and counsel had told him that he must stay to present his complaint regarding the steering gear.

In addition to his statements regarding the steering gear, Galway told a story regarding the signals given by her totally at variance with that given by Capt. Kendall and the other surviving officers and members of the crew, declaring that he thought he had heard her give a signal of a single blast, when all the others swore no such signal had ever been given.

Lord Mersey impatiently interjected: "Mr. Haight, this is an incident which I do not like at all."

Galway said he had reported the condition of the steering gear to Officer Will. Iams, now dead, which also called forth ironic comment from Lord Mersey. He said that when relinquishing the wheel he told Quartermaster John Murphy that the ship was not steering well, and that he should be careful.

Other Witnesses Deny.

Murphy, called, gave a blank denial to this, declaring that Galway had said no such thing to him, and that, on the contrary, the Empress had steered as well as any ship he had ever known.

RIFLES SMUGGLED INTO IRELAND

Arms Said to Have Come From U. S. Landed on West Coast.

DUBLIN, June 18.—Great numbers of rifles, said to be of the latest American type, and large quantities of ammunition have been landed on the Connemara coast on the west of Ireland within the last twenty-four hours, according to reports here to-day. Details of the Royal Irish Constabulary are searching for the hiding places of the arms and torpedo boats have been ordered to patrol the coast to prevent further gun running.

Vessels have been sighted cruising along the coast for the past week and have refused to reply to signals. It is supposed that these vessels were used by the gun runners in bringing the arms. The reports from the coast guards indicate that the arms and ammunition were landed in one of the coves on the Connemara coast and that a large command of Nationalist volunteers met the ship and immediately took the arms to hiding places previously arranged.

QUARTERMASTER MAKES CHARGE, BUT IS CONFUSED IN CROSS-EXAMINATION.

LORD MERSEY DISGUSTED

President of Inquiry Court Praises Crews and Wireless Operators.

QUEBEC, June 18.—What threatened for a few moments to be a divided sensation in the inquiry into the story of the sinking of the Empress of Ireland by collision with the collier Storstad turned out to-day to be a fiasco. At the morning session C. S. Haight of New York, counsel for the Storstad's owners, announced that he had a witness, Galway, a quartermaster on the Empress of Ireland, who would testify that the Empress had defects in her steering gear and refused to answer her helm properly.

This announcement produced a profound impression in court and Lord Mersey practically halted the course of the inquiry until the quartermaster should be produced to give his evidence. On immediately after the adjournment for lunch Galway was produced and told a somewhat confused story that during several voyages of the Empress there had been difficulty with the steering gear. He said that on several occasions when he was at the wheel he found the wheel to jam, while on one occasion, in the lower traverse, the Empress refused to answer her helm to such an extent that she had almost collided with a vessel called the Alden.

According to the original story quoted by Mr. Haight the Empress had come within ten feet of the Alden. On examination Galway said that it had come within only about forty feet of the other boat.

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