WEATHER FORECAST.
Fair to-day and probably to-morrow; moderately warm.

THE WASHINGTON HERALD

LARGEST MORN CIRCULATI

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CAPITAL MAKES STRONG BID FOR AVIATION MEET

Victory of Weymann in England Paves Way.

MOVEMENT TAKES FORM

Men Interested Begin at Once a Vigorous Campaign.

Believed the Capital City Can Have International Event if She Goes After It in the Proper Way in 1912. Would Have the Support of Other Large Cities, It Is Thought—Advantages of the City.

America has again won the right to hold the international aviation classic on her shores, by reason of the victory of the gallant Weymann in Engand yesterday. Washington will unquestionably be a candidate for this meet and her prospects of success are of the highest.

No sooner had Weymann's capture of the international cup been flashed across the Atlantic last night than aviation authorities opened a campaign to hold the 1912 flying tourney in the environs of the Capital.

IF SHE WANTS IT.

On all sides was heard comment to the effect that Washington can have the meet if she wants it. It is too early to say just what action the Washington Aero Club will take. But there is plenty of enthusiasm among local aviators and sportsmen and active work on behalf of the city undoubtedly will soon be launched.

Washington made an ardent fight for the aviation meet of 1910, and still believes the meet should have been hers. When it was finally awarded by the Aero Club of America to Belmont Park, on Long Island, there was a manifest disappointment in Washington, in view of the hard fight made by local enthusiasts. Aviation to-day maintains its popularity in the city, and nothing is more attractive to sportsmen.

It is understood Washington will get the support of New York in its campaign for the meet. New Yorkers regarded Washington as "second choice" last year, and would gladly have swung their strength to this city had they not wanted the meet for themselves.

Only a few officials of the Washington Aero Club are now in the city. Dr. Albert F. Zahn, who has been identified with every phase of aviation here, is visiting Glenn Curtiss in Hammondsport, N. Y. One of the most enthusiastic patrons of the sport in Washington, however, is Charles J. Bell, who informally discussed the chances of Washington getting the meet next year.

"I do not know whether Washington intends to make a fight for this classic," he said. "It is too early to decide that point yet. The attitude of the Washington Aero Club will be determined by many conditions. We had an experience last year which taught us many things. I do not know the club will care to enter into a campaign for the event unless it has assurances of the right kind of treatment from the Aero Club of America.

Out in the Open.

"Of course, it is possible the club will come out in the open at an early date and make a bid for the tourney. It is

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BOYS' PLAY STARTS DESTRUCTIVE FIRE

Business District Destroyed Through Firecrackers.

Special to The Washington Herald.

La Crosse, Wis., July 1.—Boys with firecrackers who attempted a premature Fourth of July celebration in the lumber yards of the F. I. Boller Company at West Salem this afternoon are responsible for the destruction of the entire business district of that place. The loss late to-night was estimated at $500,000.

The West Salem fire department proved inadequate to compete with the flames and calls for aid were sent to La Crosse, Tomah, Sparta, Bangor, and other cities within a radius of twenty-five miles.

To two tramps, who drifted into the village when the fire started, goes the credit for saving two lives. Chief of the La Crosse Fire Department N. Bradfiel was overcome by the heat while on top of a burning building. One of the tramps, who afterward gave the name of C. W. Ventionler and his home as Worthington, Minn., ran up a ladder and carried the chief to safety.

Edward Beale, his partner, a Kentuckian, saw a woman dash into the Taylor House, which was a mass of flames. He followed her and finding her unconscious, carried her out of the burning structure just as the walls collapsed.

Fight Funds for Poor.

Madrid, July 1.—Six million Catholics in the various cities and towns of Spain were in the processions of Thursday. The committee of congress organized a bull fight for the Madrid garrison and donated $10,000 to the poor. The next eucharistic congress will meet in Vienna if the Pope approves.

JOHN B. SLEMAN, Y. M. C. A. TOILER, DIES IN NEW YORK

News Comes as a Shock to His Many Friends.

RELATIVES AT BEDSIDE

Body Will Be Brought Here To-night for Burial.

Well-known Business Man, Philanthropist, and Charity Worker Succumbs to General Breakdown. Active in Civic Interests of Capital and Originator of the Laymen's Missionary Movement.

John B. Sleman, jr., one of the best-known business men of Washington, and for years actively engaged in philanthropic work in connection with the Y. M. C. A., the Board of Charities, and the Playground Association, died yesterday afternoon at a Clifton Springs (N. Y.) sanatorium after a month's illness, due to a general breakdown.

SHOCK TO FRIENDS.

The news was a shock even to his intimate friends, who had no suspicion that he was in a serious condition, although many had known that since last February Mr. Sleman had been in poor health. A month ago, just following his heroic stand for the amalgamation of the Chamber of Commerce and Board of Trade, his physician insisted that a prolonged rest and period of recuperation was needed, and together they went to Clifton Springs.

With Mr. Sleman at the time of his death and for several days before the end came were his brother, Paul E. Sleman, his sister, Miss Emily F. Sleman, and Miles M. Shand, his lifelong friend, all of this city. The body will be brought to Washington to-night. Funeral arrangements have not been completed. Other members of the immediate family who survive him are his father, Capt. John B. Sleman, of the Post-office Department, and Mrs. Francis S. Machen, a sister. The family residence is at 1114 Sixteenth street northwest.

John Bottrell Sleman jr., was born in Washington April 8, 1874. He received his education in the public

DEATH SHOCKS FRIENDS.

JOHN B. SLEMAN, JR.,
Well-known business man of Washington, who succumbed yesterday in New York State Sanatorium.

schools, being graduated from Central High School in the class of 1891. He entered the service of the Union Savings Bank, starting when the institution opened its doors, June 10, 1891. He had been an officer or director of the bank continuously since, and until recently was vice president.

In 1898, when the Y. M. C. A. had emerged from a condition of inefficiency, and S. W. Woodward had accepted the presidency, Mr. Sleman was solicited to become the general secretary and organize the new work in the building of the Columbia Athletic Club, which the association had acquired.

A year and a half of untiring effort under Mr. Sleman's direction raised the membership from 154 to nearly 2,000 and gave the institution an impetus that has carried it steadily upward during the last ten years to its present position of influence and strength. It was the physical strain incident to this early campaign that gave Mr. Sleman his first serious illness, and he was obliged to withdraw in 1899 from the secretaryship. He resumed his position in the Union Savings Bank, serving as secretary-treasurer until 1904.

Successful with Insurance.

He entered the real estate and insurance business with the F. H. Smith Company late in 1904, being associated especially with C. F. Nesbit in the life insurance agency of the Massachusetts Mutual. In 1908 he formed a partnership with Orville B. Drown to manage the general agency of the Massachusetts Mutual, with offices in the Evans Building. In the field of insurance he had been eminently successful.

Mr. Sleman was a graduate of Columbian College law school in the class of 1895. He was a member of the Mount Pleasant Congregational Church, an active worker therein for many years, and president of the Congregational Club, of Washington. He has been a member of the board of managers of the Y. M. C. A. for several years. He organized the Twenty-four-hour-a-day Club, which manages the foreign extension work in

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CAUGHT.

ALL WASHINGTON FIGHTS OFF BUG ARMY AT NIGHT

Gnats, Flies, or Just Plain Pests Invade City, Get Into People's Eyes and Ears, and Make Some Good Folks Say Ugly Words.

Just about the time people were coming down town on the street cars to attend the theaters last night, or were settling themselves comfortably on their front porches to pass away the evening, or going to pleasure resorts, they occasionally reached up to brush something away. It might have been a trailing end of a spider's web, or it might have been a floating feather. Then the "somethings" began to be felt more frequently, until the casual brushing was superseded by a constant effort to get rid of the fairy-like touches.

The "somethings" were gnats, flies, or just plain bugs, whatever you choose to call them. Undoubtedly they have a Latin name, and are well known to "bug-ologists," but the word "pest" was all the description Washingtonians cared about last night.

There were myriads, clouds of them everywhere. They got into people's eyes and made them blink, and into their ears and made them tickle. There was no escape from them.

Fortunately they had no stings, or the whole town would have been thrown into a panic; but the incessant darting in and out of people's faces was enough to make a whole lot of good church people lose their patience and say things.

The only explanation that has been forthcoming so far is that the recent heavy rains have made so many pools in the suburbs that the tiny insects have been breeding by millions during the last day or two, and last night they swooped down upon Washington.

INVENTOR JUMPS FROM SKYSCRAPER

Angered Man Is Killed in Plunge to Sidewalk.

Pittsburg, July 1.—Because office boys and porters ridiculed his efforts to see officials of the Carnegie Steel Company, Peter H. Peterson, aged sixty, this afternoon leaped from the fourteenth floor of the Carnegie building in Fifth avenue and was crushed to death on the sidewalk.

He was a steel stockholder and had called to discuss the current investigation and his patents.

Hundreds witnessed the leap to death and a number of women shoppers in Fifth avenue narrowly missed being struck by the falling body.

Peterson was an eccentric character, but he had inventive genius. This he applied to the contrivance of an electric switch used in coal mines. He had called at the office of the Carnegie company to see high officials about another patent.

POLICE RECORDS BRAND CASHIER

Special to The Washington Herald.

New York, July 1.—Prosecution by Mrs. E. C. Seaman ("Nellie Bly") of the men she charges with being mainly responsible for the wrecking of her company, the Ironclad Manufacturing Company, took a sensational turn to-day when Detective Wilber reported that Charles W. Caccia, the indicted cashier of the firm, was once arrested in connection with a $80,000 embezzlement from Sonn Bros., a wholesale liquor firm of this city.

The police records show that Caccia was arrested in Boston June 24, 1893, on a warrant charging larceny. He was brought here and the indictment was later dismissed, but the Sonn Company, they stated to-day, managed to get $10,000 from the bonding company that insured Caccia.

Daniel Glinik, assistant cashier of the Ironclad Company, admitted to-day that he had forged Mrs. Seaman's signature to many checks at the instigation of Caccia.

Special Fares to California
and return. Tourist sleeping car without change. Berth $5. Washington-Sunset Route. A. J. Poston, 905 F st., 703 15th st.

SEAMEN'S STRIKE ENDS IN PEACE

Shipping Combine Agrees to Recognize Union.

Special Cable to The Washington Herald.

Liverpool, July 1.—The great seamen and dockers' strike, which has caused great loss and inconvenience to shipping interests and delay to the traveling public, was ended to-night when the Cunard, the White Star, and the other lines in the shipping combine agreed to recognize the dockers' union. The companies agreed to attend a conference within a month to settle the questions of wages and conditions of employment.

The negotiations for a settlement were hastened, it is thought, by several mysterious fires on the steamer Arabic, and by the threat of the transport workers' organization to call 15,000 members into a sympathetic strike.

The crews began returning to their vessels to-night in anticipation of the settlement and it is believed that the various lines will resume their schedules by Monday.

Six fires were discovered on board the Arabic within the past two days. Fires were discovered on two other vessels during the day, but no serious damage was done.

DEMANDS INDEMNITY.

Chinese Minister Consults with Mexican Officials.

Special to The Washington Herald.

Mexico City, July 1.—Chang Ying Tang, the Chinese Minister, admits to-day that he came here owing to the delay by Mexico in paying the indemnity demanded for the Chinese who were killed in the Torreon massacre.

Minister Tang said:

"I came here to enforce the collection of the indemnity for my countrymen killed in the massacre. I cannot say how much China demanded, but matters seemed to move too slowly in regard to the payment, and I shall stay here until the payment is made."

Charge d'Affaires Chung Ay Sune announced prior to the coming of the Minister that the amount demanded by the Chinese government is 22,000,000 pesos.

VAN BUREN'S BATH TUB SOLD FOR SIXTY CENTS

Matteawan, July 1.—A bathtub that was used by Martin J. Van Buren, the eighth President of the United States, was sold at auction here to-day for 60 cents.

Ten minutes later an Albany relic dealer offered the purchaser, W. D. Tallmadge, of this place, $1,000, but the price was refused.

The bathtub was part of the estate of the late Mrs. Martin Van Buren, wife of the grandson of the former President.

THREE ARE DEAD IN AUTO CRASH

Family Pleasure Trip Ends at Railroad Crossing.

Special to The Washington Herald.

Albany, N. Y., July 1.—An automobile tragedy to-night near Van Hoesens, twelve miles from Albany, resulted in the death of H. G. Newell, his wife, and their son, Clifford, and the serious injury of their daughter, Marion.

The Newells were from Trenton, where the father was a department superintendent of the Princeton worsted mills.

An east-bound train on the Boston and Albany Railroad struck the machine in which the Newells were riding. The father, mother, and son were killed instantly, and to add to the horror of the accident the body of the mother was carried for several hundred yards on the cowcatcher of the engine, being mangled almost beyond recognition.

The daughter was hurried to a hospital in Albany, where she is reported in a serious condition.

The family had started on an auto trip from Trenton to Syracuse. Mr. Newell apparently did not hear the noise of the approaching train, as he had slowed down and had already crossed one of the tracks when the train bore down upon them. The automobile was ground to pieces.

EARTH TREM PEOPLE IN FEAR DIS

Slight Tremors in California and States Cause Rush from Sw Buildings and Store

SLIGHT DAMAGE DONE SKY

Violent Undulations Are Not Recorded graph in Lick Observatory—Instrume to Show Extent.

San Francisco, July 1.—At 2:01 o'clock this a a large part of Central California, and parts of Ne by the most severe earthquake shock since the big sh ago.

There were two distinct shocks, separated only by a The first shock was comparatively slight, but in the second two violent wrenchings of the earth, which caused tall bu totter ominously.

A piece of the granite cornice of the Bank of California to the pavement, but fortunately no one was in the way. The c the Hall of Justice, one of the few big buildings to survive and fire of 1906, was cracked by earth wrenchings of thi and the wainscoting in the building was split.

Big crowds of women and children were beginning to file theaters for the Saturday matinees; the downtown cafes and rest held throngs of luncheon folks, and there were many clerks and raphers at work in the tall office buildings when the first rock the city was felt. All these, as well as shopkeepers, hotel guest others indoors at the time scurried for the nearest elevator or st to make for the open.

PANIC IN STORES.

In some of the department stores, where there were many women shoppers, as well as regiments of young women clerks, the scare and subsequent scramble took on the nature of a panic.

The first shock, shortly after the 2 o'clock bells had stopped tolling, was comparatively slight. Then came the moment of the calm followed by the big shaking, two violent wrenchings of the city following so closely one upon the other that they might be called one shock.

This second big shock stopped the mean time clock at the University of California at Berkeley for the first time since the great disaster of 1906.

While the office buildings still were trembling, into Market street and other business thoroughfares were spilled men clerks and girl stenographers, who had not waited for their hats, and, in the case of the men, coats were left behind or they were struggling into sleeve holes as they came out into the streets.

As for the theater crowds, many who had intended to watch a performance all afternoon changed their minds and returned to their homes, giving the buildings wide berth as they made for their own neighborhoods. The lunchrooms and cafes were deserted immediately.

Damage Is Slight.

No reports of very serious damage have so far come in, but the city and vicinity is still trying to pull itself together after suffering the biggest scare it has had for five years.

San Francisco, as a rule, tries to make light of quakes to strangers, because of civic pride, but to-night the city is quite willing to admit that the shaking up of to-day was a very serious matter.

The undulations apparently ran from northeast to southwest. The entire quake did not last more than ten seconds, counting the quiet second between the first shock and the double jolt of the tremor that followed.

When all was quiet again, and men and women had recovered somewhat from their first fright, everybody ran to telephones to call up families of other relatives to learn whether persons or property had suffered.

These first people to call up their homes or business places early learned tha telephonic communication had come stop. A part of the long delay in ting telephone service following earthquakes was due to the fact, so subscribers found out later, that the erators had fled from their switchboards as soon as the telephone offices had begun to tremble violently.

Stories of goods being shaken from the shelves in department stores and shops and the scattering about of other objects not nailed down became known in a short time.

Nevada Feels Tremors.

As the shocks were not severe enough to interfere with telegraphic communication with outside points, messages soon began to reach the telegraphic offices and newspapers here of shocks felt generally throughout the central part of the State and in Nevada.

From Oakland, across the bay, came word that the town had been shaken up first at 1:56 p. m., and that there were subsequent tremors a few seconds later. No damage had been done, but the shocks had caused a good deal of fright.

Then came a message from Carson City, Nev., that while court was in session there the chandeliers began to sway so dangerously that judge, attorneys, jury, and others ran out of the courtroom to the street.

About 2 o'clock also, according to telegrams received here, shocks were felt in Stockton, Vallejo, San Jose, Fresno, and Sacramento.

The shock was slight at Stockton and no damage was reported. At Sacramento, however, the State capitol building swayed and rocked so severely that State officials fled to the street.

All of the cities mentioned reported: "Sharp earthquake shocks; much fright; no damage."

Reno, Nev., also felt the shock, but only slightly.

Fright Kills Man.

During the earthquake one man died in San Francisco, but this was a case of heart failure supposedly superinduced by fright following the shock.

Herbert Hadley, a packer, ran out of Dodge, Sweeney & Co.'s provision building, in Spear street, and sat down in an adjoining vacant lot. In another moment he toppled over dead. At the hospital it was determined that death resulted from fright.

Ralph Dawson, a waiter in a restaurant in Third street, was so alarmed that he tried to get through a plate glass window and cut an artery of his

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GERMAN WARSHIP SAILS TO PROTECT INTERESTS

French Ministry Indignant Over Apparent Move to Test New Regime—Movement May Terminate Negotiations.

Paris, July 1.—Some six months ago a French warship called at Agadir, and forthwith the German press took up the question. They pointed out that Agadir was not included in the ports mentioned in the Algeciras pact.

Von Bethman-Hollweg discoursed upon the subject in the Reichstag. The Agadir incident caused the spilling of n ink, until France declared that the incident did not exist. It was stated b the French government that there was no question of landing troops, and that the warship was merely on a visit.

Astonishment is, therefore, a mild word to describe the feelings with which the news that Germany was sending the Panther, an old friend of the United States, to Agadir to protect the interests of some somewhat vague German merchants, was received.

It seems evident that Germany wishes to test the new ministry. Ambassador Schoen explained to Foreign Minister de Selves that there was no question of landing troops; that the Panther was going merely to protect German interests.

De Selves listened to Schoen without interrupting him, and then said that he regretted the movement, which would surprise France and interfere with the negotiations Germany had desired with a view to reaching better and clearer political relations.

De Selves' letter has been received at Berlin by Ambassador Cambon, who is equally surprised at the unexpected action of Germany.

The Matin explains that Germany's action is due to the desire of that government for compensations apropos to France's expedition to Fez. Its object, says the Matin, is probably to show France that Germany has something to offer.

The proceeding is not considered to be extremely elegant, but that seems to be the way that Germany wishes France to understand it.

AUTO DRIVER DIES IN RACER'S WRECK

Special to The Washington Herald.

New York, July 1.—Charles Robinson, a driver for the S. P. O. Automobile Manufacturing Company, was killed this afternoon at the new motordrome at Brighton Beach, which is to be the scene of racing next week.

Robinson was going around the freshly oiled oval at a sixty-mile clip when his machine swerved and struck a sprinkling cart with such force that his machine was crushed and Robinson instantly killed. Every rib in his body was broken and his skull fractured.

The track management had warned all entrants for next week's races to keep off the course while it was being sprinkled, but Robinson disobeyed.

$1.25 to Baltimore and Return
Saturdays and Sundays via Pennsylvania Railroad. Tickets good to return until Sunday night. All regular trains except the "Congressional Limited."