PRICE THREE CENTS.

COLUMBIA AGAIN VICTOR.

BREAKS EARLY IN THE RACE.

THE BOSTON BOAT DRAGGED WRECKAGE EIGHTEEN MINUTES, BUT MADE

Newport, R. I., July 12.-The Independence, of Roston, not only claimed the sympathies of the etators in to-day's Newport racing through the unfortunate carrying away of her topmast but also made a showing of the gamest kind subsequently, and while in her crippled windward work of the race. She had a whole minute after crossing before ole top hamper went out of her, and it a surprising item for the annals of yachting that the Constitution beat her by only six minutes to the first mark in spite of the fact that the Independence dragged her wreckage in the water for eighteen minutes.

"Hank" Haff looked to be in great spirits as he leaned on a back stay on the Independence and sniffed the northeast wind that was com ing at the rate of about fifteen miles an hour across the bay. The men were hoisting the largest club topsail, and when they hauled went chock-a-block, for they were in the host of humor, and put their whole back into it. The Constitution was also sending up her biggest kite, and yachtsmen were wondering whether rigging would stand these big sails.

The Columbia went out first without setting gaff topsail, but after she had gone the Constitution set her biggest club topsail. The Independence and Constitution left their moorings together at 10:17, the Herreshoff boat getting a quarter of a mile start, but the Boston craft rushed after her and passed her as if she were still. Mr. Lawson's tug Wrestler twed Mr. Weld's big white schooner Hildegarde out of the harbor, and the Constitution went out in good company with Perry Belmont's Satanella, the steam yacht Tuscarora, Mr. Sultana, McWalter's Narada, the ner Marguerite and the steam yachts Hanpiel, Josephine, Zara, Ibis and many others.

At the lightship the yachts were trying the northeasterly wind and were getting all they wanted, being laid down to their decks without their foresails. The committee signalled: "D G L" (northwest by west). This was a broad reach for the first leg, a beat on the nd and another broad reach on the third leg. The preparation whistle was sounded at exactly 11 o'clock, and the big racers all headed westerly and then north so as to come down southerly to take the crossing line with a big gait on. As went northerly the Constitution was in the with her jib as her only headsail and the jib topsail on the stay in stops. The Columbia came next, running up the rolled jib topsail. The Independence came next with foresail and tib topsail on the stays ready to break out. After the 11:05 signal was given the Columbia wheeled first and at 11:08 broke out headsails and came for the line at a great pace. The Independence turned next and flung three big headsails to the bellying wind. then about six lengths behind the Columbia. The Constitution turned last to make for the and while the Columbia and Independence swung the Constitution off to exhaust the full nutes. In doing this he lost a trifle, as the two minute signal sounded before he got to the leeward end of the line, and he thus lost an

unreckoned twenty-one seconds

ACCIDENT TO THE INDEPENDENCE. From a position to leeward the Independence windward of the Columbia as soon as she was turned loose, and she closed the gap between them with extraordinary speed. She had already lapped the Columbia's boom with and was passing her hand over big kite with the cloths running to the centre me down on her leeward side like a gull that is shot by a bullet. "Hank" Haff kept her going right along, but the jibtopsail sank and dragged water. The break came at 11:12:45. The crew tried their best to haul in the jibtopsail from the water, but were unable, owing to the boat benow sufficiently near the Independence to see that the port spreader had buckled. The reason for this, as given out on board the yacht, was that the preventer backstay on the port side chafed on the cleat and parted. This was the manila rope part that was spliced into the wire port spreader was seen after the race to be badly buckled. This spreader is built of metal In two portions which join at the outer end, and the peculiarity was that the after portion had bent in without perceptibly bending the forward portion. It looked as if the affair had partly collapsed, but only enough to give the topmast shroud a slackening up of about four inches. This, however, was enough to let the upper stick go over the side, and it snapped off as if

The Columbia was now going off south at a rate that was just a foam and a flicker, and the Constitution was following on her more leeward great and the Columbia seemed to be trying to run wildcat. This was the best wind of the day, and Haff kept the Boston boat going while she dragged her wreckage. The jibtopsail was finally got clear by hoisting away on its hal-Fards, but the big gafftopsail, with its huge yard and club, together with the topmast, were all swinging high in the air. For a long time the crew tried to get hold of an end of the sail. rigging held the whole mass swinging. After a time, while the big canvas was sailing around like a kite, the crew eased off whatever was holding up the mass, and it came down into the Water. The yacht was still running on close to In spite of the drag, but when the sail filled with water it seemed possible that the gafftopsail, theet would carry away the gaff, and the yacht was badly held back.

Haff then tried running up nearer the wind, in order that a grip could be got of the wreckage. The big sail and its spars acted queerly, at one time being sunk below the surface and at others rising in the air. It had to travel with the craft, and most of the time it looked like in iceboat collapsing, capsizing, rising up, sailing, diving and falling out flat. At last Haff right up in the wind, and from the look If the wreckage that was afterward hauled in

Continued on second page.

53 P. M. NEW JERSEY CENTRAL SEA SHORE

EXPRESS.

Ing at Long Branch at 5:32 P. M., Ocean GroveAshry Park, at 6:57 P. M.—Advt.

OLD YALE BUILDINGS.

MUTINY OF COLONISTS.

TOPMAST OF THE INDEPENDENCE THEY SAID THE BARK THAT WAS TO BEAR THEM TO HONDURAS WAS OVERCROWDED.

"We have been making a mutiny on the bark Nineveh, what was going to take us to Honduras next week, yet," said a big German yesterday morning as he led a party of eight others into the office of the Legal Aid Society, No. 3

"Yes, we been have big fight," added an other, "an' we want the ship arrested, quick, right away."

Then the rest of the party began to jabber in Pennsylvania Dutch, and the tangle was complete. Edward M. Stuothers, who is in charge of the office, finally got them back to first principles, and the story came out. M. R. Hageter, of Easton, Penn., who says he is an expert cook and who speaks good English when not excited, told their troubles.

"We came here from Philadelphia a month ago," he said, "intending to go to Honduras as nembers of the second expedition of the Patuca Plantation Company. Each one of us paid \$50 on a \$300 purchase of stock in the company The rest was to come out of our wages as plantation laborers. We were to get \$30 a month, half of which was to go to the company for The company was to board us for noth-

OBJECTED TO THE SHIP.

"They sent us to Philadelphia, where they said the bark Maid of Patuca was waiting to take us to Honduras. We could not find her, and they sent us here. They paid our board for a while at the Pilgrim House, No. 8 State-st. Then they ordered us to go on the Nineveh and begin work. She was no sort of a vessel to carry fifty people, men, women and children, on a long voyage. They wanted us to live beween decks, where the roof is about four fee from the floor. In rough weather there would be no ventilation, for they would have to nail down the hatches. If the ship went down we would all be drowned like rats in a trap. We are used to better things, so we left the bark, and after some trouble rescued our baggage."

"What are you going to do about it?" asked "We want to break up the expedition, because the Nineveh is waterlogged," said one

"We want our money back," insisted another, A third wanted revenge. The men then made out bills against the plantation company for amounts ranging from \$91 to \$186. One item in each bill was for \$50 paid on stock account. They wanted to have the ship i. They gave their names as M. R. Hage-arl Herlehel, Christ Ehmann, Herman er, Bruno Beyer, Hans Glanz, August Adolph Drews and Paul Bindreiff, all

The Patuca Plantation Company is capitalized under the laws of Maine at \$2,250,000. The main offices are in Cleveland, Ohio, where most of the officers live. W. A. Vliet is president, B. B. Avery vice-president, Dr. W. R. Gillespie secretary and William M. Dillhoefer treasurer. he company is said to have a concession of 5,000 acres of farming land from the Honduras

The bark Nineveh, from which the Germans The bark Nineveh, from which the Germans deserted, lies at the bulkhead north of the Brooklyn slip of the Wall-st. ferry. She is nearly loaded with a general cargo of plantation stuff and will probably sail on Monday. E. A. Whitting, of Philadelphia, represents the company, and Captain E. E. Walls, a Yankee skipper of the old type, is in command of the bark. "They are a lot of sea lawyers, those Germans." said the captain yesterday afternoon. He's a good thing for them that they started this row before we left port. If they had kicked up at sea I'd have put 'em in irons in no time." Mr. Whiting stated the company's side of the case as follows:

case as follows:
"This whole trouble is simply a question of nationality. The Pennsylvania Germans were nationality. They nationality. The Pennsylvania Germans were told that it was to be a German colony. They were recruited by George Ruprecht, a German, who lives in Philadelphia, and who thought he was going to be in charge in Honduras.

CAUSE OF COMPLAINT DENIED.

"When he found that he was to be under me he left the company. He wrote to these Germans and told them to break up the expedition. They did their best to breed dissatisf tion among the members of the party, and with the help of a polloeman I made them leave the ship. Their baggage was delivered to them. These men have broken their contract, and can recover nothing. The company will give bonds if they bring suit, for we sail for Patuca early next week

early next week.

"The Nineveh is in good condition, and the quarters furnished the party are dry and clean, if a little crowded. We have most of the women in the cabin. I gave up my berth there that they might be more comfortable. We have a promising plantation proposition in Honduras, and some day the Germans will be sorry they

Several of the colonists on the bark said they Several of the colonies of the treatment they were well satisfied with the treatment they were receiving, and would not think of quitting the bark. The nine deserters have not yet made up their minds what action to take. They will up their minds what action to take.

probably go back to their Pennsylvania farms. PLAN TO REFORM BRITISH NAVY.

A SCHOOL FOR OFFICERS LIKELY TO BE

London, July 12.-Lord Selborne, outlining in the House of Lords to-night the plans of the proposed to establish a school of naval strategy, uch as existed in the United States.

Lord Dudley, Parliamentary secretary to the Board of Trade, rather startled the peers by saying it was clear that Great Britain would have to look elsewhere than to her mercantile marine for naval reserves, adding that the number of British seamen was now five thousand fewer than it was thirty years ago.

DOG TRACKS INSANE WOMAN.

HER FRIENDS FIND HER STANDING IN LAKE AT BABYLON, LONG ISLAND.

Adler, of Brooklyn, was yesterday examined by O. J. Wilsey and E. Forrest Preston, Commissioners in Lunacy, and adjudged to be of unsound mind.

ten days ago in the hope that a change of air and the rest and quiet she would get would do her good, as she had been acting queerly for some time. She found a boarding place at the home of Assessor Treadwell B. Kellum. Her husband and mother-in-law were with her. On Monday evening she requested her mother-in-law, who had previously occupied a room with er, to take another

her, to take another.

About 2 a. m. the younger Mrs. Adler was missing. The entire household was organized into searching parties. Mrs. Chester Ketcham, an old friend of Mrs. Adler, was aroused, and joined the searching party. Mrs. Adler had for some days been in the habit of the organization of the control of the cont Adder had for some days been in the habit of walking through Effingham Park. Mrs. Ketcham called her Irish setter Bobby, and put him on the trail. The dog started in the direction of the park, a mile distant, and the women followed. On arriving at the bridge, which spans the lake, they saw Mrs. Adler in the water. She was induced to come out. Mrs. Adler is twenty-five years old. She is wealthy. She will be taken to the Long Island Home.

THE BEST OF EVERYTHING. drawing room sleeping cars, buffet library cars with barber and dining cars offered by the "Overland Limited," Chicago to California, via Chicago & North-Western, Union Pacific and Southern Pacific Rys. Address North-Western Line, 461 B'way.

Lysum Hall and North College in the Old Brick impresents. See THE SUNDAY TRIBUNE TO-Advi.

To accommodate passengers for Childwold, Saranac Inn, Saranac Lake and Lake Placid, there will be an extra sleeping car on the New York Centraris Adrondack Express Monday night for those points.

HOLDING OF PAN-AMERICAN CONGRESS SEEMS NO LONGER IN DOUBT.

SECRETARY HAY ASSURED THAT EVERY GOVERNMENT HAS ACCEPTED THE IN-VITATION IN GOOD FAITH-THE TENTATIVE PROGRAMME.

[BY TELEGRAPH TO THE TRIBUNE.] Washington, July 12 .- There is no longer any uneasiness in Washington official circles over the forthcoming Pan-American Congress, which is to meet in the City of Mexico next October, with a representation of all the American States, big and little. Whatever doubt may have existed because of the dispute between Chili and Peru on the question of arbitration was dissolved to-day by a statement made at the Buevery government in the Western Hemisphere has accepted in good faith the cordial invitation came to Secretary Hay in response to a telegraphic inquiry sent by him several weeks ago to the United States minister accredited to each Latin-American country.

REPRESENTATIVES SOON TO BE NAMED. The dispute started by Chili and Peru over the question as to whether the congress should consider in its arbitration discussions issues of the past and present or merely content itself between the nations of the New World naturally caused considerable apprehension in the State Department as to the suc cess of the congress, and Mr. Hay resorted to the means indicated to learn definitely the intention of every government concerned with reference to its representation at the Mexican capital on October 22. Every reply received by invitation of President Diaz had been accepted, and that preparations for representation at the congress were well advanced. It is expected the representatives designated by the thorities of the various nations will be on file indicates that even Chili never really intended to hold aloof from this congress, as she did when the first one was held in Washington ten years ago, and also that Peru and her ally, Bolivia, in the Tacna and Arica affair were only "bluffing" when they threatened to reject the invitation unless the congress was pledged in advance to take up international disputes of

portance is now attached in Washington to the recent hurried departure from this capital to Caracas of the Bolivian Minister. Although it was explained at the time that this function the United States and Venezuela, and that his visit to the latter country, therefore, was in the line of his official duties, the allegation was made from various parts of South America that to Caracas to engender dissatis the forthcoming Pan-American mitted to arbitration on the penalty of the four countries named declining to send representaister, it is strongly believed in well informed circles here, nevertheless, that the replies received by Secretary Hay in response to his telegraphic inquiry stamp, the story as unworthy of credence.

ARBITRATION FIRST ON PROGRAMME.

executive committee of the Bureau of American Republics was made public for the first time to-day. It shows that only four general subjects will be especially urged on the

First—Arbitration.
Second—International court of claims.
Third—Measures for the protection of industry, agriculture and commerce. Development of the means of communication between the countries composing the union. Consular, port and customs regulations. Statistics. Fourth—Reorganization of the International Bureau of American Republics.

By the terms of the foregoing programme it is left optional with the congress as to whether its action on the subject of arbitration shall be retroactive, as demanded by Peru and Bo-livia, or shall be confined strictly to future disputes, as centended for by Chili.

SHIPWRECKED CREW RESCUED.

DROWNING, SHARKS AND HUNGER THREATENED THEM WITH DEATH.

ship El Rio, which arrived yesterday from New Orleans, reported the rescue on July 9 of Captain C. A. Watt and seven men of the brig L. F. Munson, bound for Sagua from Mobile. The men had narrowly escaped death from three

sources-drowning, sharks and hunger. Their wrecked brig floated in a waterlogged condition, and as they clung to the small part that remained above water they were surrounded by sharks in large numbers. One of the men barely escaped death at one time, when he fell into the water. By last Sunday morning the men had no refuge left but the top of one of the deckhouses. Here they placed the small quantity of provisions that they had secured from the ship's stores, and with the flag hoisted upside down on one of the masts, as a signal of distress, they waited until Monday at 4 p. m.,

distress, they waited until Monday at 4 p. m., when they were rescued by El Rio.

Captain Watt and three of the sailors desired to return to Mobile at once, and they were therefore transferred at Key West. Charles Erickson, the steward, was badly cut in the legs and feet by drifting objects which were dashed against the deckhouse.

The L. F. Munson was built at East Machias in 1871, and is of 357 net tonnage. She hailed from this city. Her cargo, when leaving Mobile

from this city. Her cargo, when leaving Mobile

HEART DISEASE NO BAR.

MR. POWDERLY, WHO HAS HAD IT, ALLOWS A SIMILARLY AFFLICTED IMMIGRANT TO LAND.

prevented from landing at this port on the ground that he has heart disease, was permitted to land yesterday. Krueger was for eleven years a baker in Chicago. He went to Germany recently to bring back Ernestina Villig, an orphan, whom he had loved before leaving Germany. They reached New-York on July 4, on the Deutschland, but permission

An appeal from this prohibition was taken suggestion of the Commissioner-Genon the suggestion of the Commissioner-General of Immigration, Mr. Powderly, who was at Ellis Island on an official visit. Mr. Powderly, who himself suffered from an attack of heart disease in 1886, approved the appeal when it reached him at Washington, and notice of the decision was sent to Mr. Fitchie, the local Commissioner of Immigration. Krueger and his sweetheart started yesterday for Chicago, where their marriage will take place. on the

BEAUTIES OF LAKE GEORGE This delightful spot, and its many attractive hotels, with something about the visitors there, in a handsomely illustrated article in THE SUNDAY Day Line offers service so natty, swift, refined, and comfortable. Music.—Advi.

ALL TO MEET IN MEXICO. LIEUT. R. BRUCE ARRESTED

OFFICER FLEECED BY GAMBLERS ON THE CAMPANIA CHARGED WITH PASSING WORTHLESS CHECKS.

Richard Bruce, who signed his name on the register of the Hotel Netherland last Saturday as Lieutenant Hon. R. Bruce, R. N., H. M. S. Imperieuse, was arrested last night and locked up at Police Headquarters on a charge of swindling and of passing worthless checks. The arrest of the prisoner brought out the fact that he was the same Richard Bruce who on landing from the steamship Campania last Saturday

cards at sea and to have lost £40 to gamblers. From what could be learned last night at the Hotel Netherland, Richard Bruce reached there on Saturday evening after leaving the Cam-He was assigned to room 364, which was a \$6 a day room. At the time he said he was a lieutenant of the royal navy, and so signified his title by placing the initials "R. N." after his name on the register.

The newcomer did not run up any extra bills, but two days ago said he would like to pay something on his room account. He gave the eashier a check for \$200. The check came back shortly as worthless from the bank on which t was drawn. The hotel management then informed Captain Titus, of the Detective Bureau, and Detectives Herlihy and O'Connel were put on the trail of Mr. Bruce. After a search of the Tenderloin they found him last night at Sixthave, and Twenty-third-st. They took him to Police Headquarters, where cards were found on him with the signature of "The Hon. Richard Bruce, R. N."

The police say, however, that the man's name is Richard Bridges, that he is well known in

England. The first complainant against Bruce is the Hotel Netherland management, who complain of a \$200 check he gave them. Maurice Rosenbaum, a jeweller, at No. 65 Nassau-st., is also a complainant upon a \$1,100 draft on the banking house of J. P. Morgan & Co., and signed "Richard Bruce, R. N." A tailor at Fifth-ave. and Twenty-sixth-st. has a check for \$200 on J. P. Morgan & Co., with the same signature, which he says was offered in payment for three suits of clothes. The police say Bruce is wanted also in England for passing bad checks. Passengers on the Campania told this story

Bruce's experiences on the Campania: Lieutenant Bruce got into a game of cards with gamblers and lost some money. amount, according to the statements of the lieutenant, was f300. He complained to people all over the vessel, and finally went to Captain Walker and asked him to recover the money It was found afterward that the lieutenant, who was a poor loser, had overstated the amount of of the passengers. The lieutenant was down for a recitation-Tennyson's 'Revenge'at the Fourth of July entertainment given on board the vessel, but he had been made to feel that he was an unwelcome person, and so did not attend. His place was taken by Professor

Captain Walker told a Tribune reporter this tory of how he had regained the lost money: alleged gamblers were G. Hollander and J. B. Mackay, Captain Walker dealt with Hollander. He threatened him with having his pictauthorities on reaching New-York. They returned the money to the captain in person

On Sunday Lieutenant Bruce issued a statesald, also, that he had lost £53, all his ready cash, and that the men with whom he had played the game of "banker" refused to accept his personal check for a portion of his losses

He said, also, that the passengers had made a He said, also, that the passengers had made a very natural mistake in mentioning the amount of his loss. Fifty-three pounds equal nearly \$300, and they had spoken of the dollars, which in some way had been confused with pounds. Thus it was that the passengers, and not Bruce, had magnified the amount. Forty pounds, Bruce said, was all that Hollander and Mackey had remaining of the money they had won from him, and he accepted this amount upon the advice of the captain only because they had spent the rest.

Speaking of his future, Bruce said he was on his way to Victoria, B. C., to join the Imperieuse, the flagship of the British Pacific squadron. He will stay for ten days at the Hotel Netherland

MORE JAPANESE PRISONERS.

FORTY-SEVEN NOW MAROONED ON THE ISLAND-STRIKERS ARRESTED.

Vancouver, B. C., July 12.-There are now forty-seven Japanese prisoners guarded by the salmon strikers and marooned on a small island in the Gulf of Georgia, according to the statement of the union fishermen this evening. The previncial police are trying to ascertain the location of this island. The captive Japanese are being fed regularly and will be kept prison this island as captured, provided the present plan of the striking union men is maintained. Frank Rogers, a prominent member of the fishermen's executive committee and formerly ecretary of the fishermen's union, and another union leader, were arrested on a charge that he had been implicated in the maroning of the Japanese at Bowen Island on Wednesday night. Six other strikers, who were arrested yesterday for intimidation and conspiracy against the Japanese, were to-day held.

It is reported that a Japanese was drowned to-day in a fight on the river with a boat of the strikers' patrol. The police believe the report.

RIVAL STEEL TRUST RUMORED.

IT IS SAID THAT \$30,000,000 HAS ALREADY BEEN

statement that \$30,000,000 has already been under-written for a new steel combination which will compete with the United States Steel Corporation in the manufacture of armor plate and other heavy work. It is declared that strong interests are back of the reported venture, but no names are tioned, although it is said that an international banking house has a power of attorney from the Krupps, of Essen, Germany. It is further declared that new works will be built and that no existing companies will be taken into the new corporation. Intimations that Kuhn, Loeb & Co. might be interested in the new company were denied by a member of that firm. One of Mr. Morgan's partners expressed the opinion that there was little in the report, and President Schwab of the United States Steel Corporation, who was in Mr. Morgan's office, said he new nothing about the proposed company.

\$1.50 SUNDAY EXCURSION TO MAUCH CHUNK The New Jersey Central will run a \$1.55 excursion to Mauch Chunk, Glen Onoko and the Switchback on Sunday, July 14th; children under 12, 75 cents. Special train leaves Liberty Street at 8:30 a.m.; South Ferry, 8:25 a.m. Switchback 50 cents additional.—Advt.

CENTRAL CONGRATULATED.

PUBLIC GRATIFIED BY PROPOSED IN-STALLATION OF ELECTRICITY IN THE TUNNEL.

yesterday by officials of the New-York Central Railroad as a result of the announcement that electricity is to be substituted for steam as soon as possible in the Park-ave, tunnel. The company has been flooded with tunnel correspon dence for more than a month, but until yester day all these letters only complained and implored the Central to grant some relief, or offered schemes and suggestions for tunnel im-

The plan proposed to clear the tunnel steam, smoke and cinders which have been the cause of so much complaint, as told in The Tribine yesterday exclusively, is to run trains between the Grand Central Station and some point not further south than Yonkers, by means of motors. Electricity is to be supplied these motors through a third rail, which remains uncharged by the fluid until a car passes over it. Such a system is now in operation in the Bal-

President Newman said yesterday that the engineering force of the road was now working with particular attention on the details of the proposed improvement, and that the question of expense was not to be considered.

The installation of an electric third rail system, however, as one of the Central engineers said yesterday, could not be accomplished so as to bring immediate relief. The undertaking contemplated such an outlay of capital for the building of a power house, the equipment of the system with motors and properly insulated con-ductors, and the arrangement of switches in the yard of the Grand Central Station, that the new scheme could not be put into effect in much less

than a year.

Few people, he said, realized the greatness of the Central's traffic or the cramped conditions of the Grand Central Station for the proper hand-ling of trains during rush hours. It was also learned that, contrary to the opin-ion of many who complain of travelling through

the tunnel, the men at the head of the New-York Central desire a change as much as any of its passengers. They well know that under im-proved conditions the traffic of the road would be increased to much more than enough to meet the expense of the proposed electrical equipment. A leading official of the road said yesterday that he expected the substitution of electricity for steam would be made before the beginning of the hot season of 1902. the tunnel, the men at the head of the New

KILLED COMING FROM A FUNERAL.

DRIVER'S NECK BROKEN IN A COLLISION BETWEEN COACHES-POLICE SAY

James Collins, of No. 1,625 Avenue A, was killed yesterday afternoon in Calvary Cemetery in a collision between the coach he was driving of No. 145 East Fortieth-st. The other coach was driven by James McCabe, of No. 526 Thirdave., and was owned by Boylston, of No. 142 East Forty-second-st. The accident occurred in what is known as Boundary-ave., which skirts the old cemetery and forms the main route to

The men had driven their coaches at a funeral to the new part. After the burial they started out by way of Boundary-ave. There were four drivers to race along the avenue to reach the Greenpoint-ave, entrance, and say that the two drivers were doing this yesterday.

Near the entrance the coaches came into col When the crash came the coach driven by McCabe upset. The one driven by Collins remained upright. Collins was thrown off the box and struck upon his head. His neck was broken. McCabe was also thrown, but did not sustain any serious injury. The four persons in McCabe's coach were thrown into a heap on one side of the coach, but beyond slight bruises corn as yet, but it is added that a suffered no injury. Collins's team ran away, but was caught near the cemetery chapel, a quarter of a mile from the scene of the collision. The police arrested McCabe and sent Collins's in the opinion that it will be several described by the control of the control of the burned section are to the opinion that it will be several described by the control of the burned section are to the opinion that it will be several described by the coach, but beyond slight bruises corn as yet, but it is added that a days of the intense heat will mean the coach, but beyond slight bruises corn as yet, but it is added that a days of the intense heat will mean the coach, but beyond slight bruises. body to the morgue

TIGHT SQUEEZES IN THE SUBWAY.

CHIEF ENGINEER PARSONS TELLS OF DIF-FICULTIES SURMOUNTED.

the construction of the tunnel," said Chief Engineer William Barclay Parsons yesterday to Tribune reporter, in answer to a question, that the unexpected has not happened. We have been through several tight squeezes, and will have to encounter a lot more, no doubt; but so can see pretty clear daylight ahead. Our original determination to build the tunnel as near the surface as practicable provoked many critiwould be serious embarrassments when we came to work them out. We are all right as yet, al-

though, as I said before, we have had a number of tight squeezes.

"At Lenox-ave. and One-hundred-and-thirty-second-st., for instance, we encountered a 30-inch gas main, which did not leave us head n' for the tunnel. We will cut this main, and convey the gas across the roof of the tunnel in a rectangular box a few inches in thickness. It makes a queer looking gas main, but it answers makes a queer looking gas main, but it answers the purpose all right and allows room for the tunnel. At Seventy-first-st. and Broadway and at One-hundred-and-tenth-st. and Lenox-ave., where we have encountered a 48-inch water main, we shall be compelled to carry the water across the roof of the tunnel in three small pipes instead of the single big one. In the Boulevard, in the neighborhood of Sixtieth-st., we are so close to the yokes under the tracks of the Metropolitan Street Railway that in one instance we have had to chip off three inches of instance we have had to chip off three inches of

A WARNING TO KICKERS.

SKULL AND CROSSBONES OVER THE DOOR-WAY OF W. B. PARSONS'S OFFICE.

men in the employ of the Degnon-McLean Com-pany, sub-contractors for the rapid transit subway under Elm-st., has been put to use over the doorway of the office of William Barclay Parsons, chief engineer of the Rapid Transit Company, in the Central Bank Building. Under the skull is a placard reading as follows:

> WARNING! To those with complaints: This is the result!

"That is not wholly a joke," said Mr. Parsons yesterday. "A good many of my callers who come in here loaded with grievances catch a glimpse of that severe looking, but strictly quiet, old person dug up in Elm-st., and say nothing."

Dallas, Tex., July 12.-Richard B. Hubbard, formerly Governor of Texas, and in President Cleveland's administration United States Minister Japan, died at his home, in Tyler, Tex., to-day.

PULLMAN VESTIBULE COMPARTMENT CAR From New York to Pittsburg on Pennsylvania Rail-road train leaving West 23rd Street Station at 8:25 P. M. Daily —Advt.

Ninets Suburban Towns described in No. 23. "Four-Track Series." Copy sent on receipt of a two cent stamp by General Passenger Agent, New York Central — Advi.

NO RELIEF FROM DROUTH

CHICAGO GRAIN MARKET SERIOUSLY AFFECTED.

FEAR THAT HEAT IN CORN BELT WILL EXTEND TO SPRING WHEAT REGION

[BY TELEGRAPH TO THE TRIBUNE.]

Chicago, July 12.-Under the pressure of continued alarming reports of drouth in the corn belt of Kansas and Missouri, and the probability that instead of abating in the very near future the burning winds will extend northward and make their force felt on the spring wheat crop, prices of all grains on the Board of Trade today continued to soar skyward. In nearly all instances the high points recorded were almost record breakers for prices which have resulted from natural conditions. September corn sold up to 54% cents, which shows an advance of about three cents since yesterday, and a gain of about 111/2 cents since a month ago, when the hot spell was beginning to have a pro inced effect on the price. Wheat sold at 68% cents, which is the best it has done for a month, and oats were up 1% cents.

Conditions in the drouth stricken regions of the country are assuming a serious nature. Advices from all parts of the Southwest and Middle West, where the crops have been already badly damaged by the excessive heat and the dryness, to-day state that there is absolutely no change to be reported, unless it be that the situation is worse. There is absolutely no relief in sight. It is the impression that, outside of Kansas and Missouri, the corn crop has not suffered to a disastrous extent as yet. It is still capable of making a fair crop in these places, should rain appear within the next few

But in the event of another ten days of dry reather, accompanied by fierce heat, such as has been experienced in the last two weeks, it is probable that the country will suffer greatly. Fortunately, an immense winter wheat crop has already been secured. While corn probably took the leading place in the grain which is being to-day. No serious damage has resulted to the spring wheat crop up to date as a result of the drouth. The indications are that not only will the hot, dry spell continue, but that it will Another item, which probably is the principal cause for the remarkable strength shown in wheat now, is that there is so little for sale. This is caused by the probability that, owing to the losses of corn, oats and hay, much wheat will be used for feeding cattle.

From Kansas City to-day came the report hay was selling at \$19 a ton there and corn at 56½ cents a bushel. Even with wheat cor-respondingly high, the message said, farmers would not sell that grain at present prices, and only contracts that were made previously were

to-day were that in Kansas, Misouri and portions of Illinois and Kentucky, the drouth was unbroken, and that the damag to the corn crop was a grave matter. One ma who has travelled over Kansas and Missouri who has traveled over Kansas and Missouri in the last ten days expressed his opinion that the crops in those States were practically gone. Corn, he said, had been so badly stunted that much of it will not ear under any conditions from now on in the burned districts. Only rain within the next few days, he thought, would help matters. Belated showers will be of no avail in saving any of the grain.

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Conservative estimates are that in Kansas the corn crop will not amount to more than fifty million bushels at the best, and probably not to corn crop will not amount to more than fifty million bushels at the best, and probably not that that much if the dry spell is protracted. Last year that State had 163,000,000 bushels, and the ear before 237,000,000 bushels.

hay and potatoes, it is said, is only secon scriousness. There is still no rain in prospe Lincoln. Neb., telegraphed to-day that was the fifth day of abnormal heat. The on the corn crop in that vicinity, it was said, for both corn and oats. Weather forecasts in all parts of the burned section are unantmous in the opinion that it will be several days before any relief is experienced. They also agree of the possibility of the hot winds going northward and menacing the spring wheat crop. Even to-day grain men in St. Paul, according to reports received from that city, are beginning to fear for the wheat in the Red River Valley, where fields recently flooded are experiencing intense

MISSOURI DROUTH UNBROKEN.

GRAIN SHRIVELLING ON THE STALK-FRUIT

St. Louis, July 12.—The long continued drouth remains unbroken, and the sun is getting in its work in the Central West, with the result that grain is shriveling on the stalk, and meadows are so badly scorched that little, if any, hay can be cut. Apples, peaches and cherries are baking on the trees or shrivelling up, while berries are tasteless, all their juices having been dried out. Ponds, creeks and springs throughout Missouri and Kansas are reported drying up, and farmers are hauling water long distances with a view to saving the little live stock they have not already marketed, although they were in poor condition to stand the long transit to stock yards in this city and Chicago. In Central Missouri no rain has fallen for nearly three weeks, and for this time the temperature has ranged from 90 to 100 degrees and above, while

some points report 110, but this is unofficial. Many wheat fields in Kansas and Missourf have been completely burned over. Sparks from locomotives are responsible for most of these fires, though one case is reported where a wagon ran into a stone and sent a spark into the chaff in a thresher, starting a fire which consumed one hundred acres of grain in the shock, as well as the thresher. In Kansas early corn is reported practically destroyed by the drouth. In the central part of the State there is still a chance for a fair crop, as the corn was planted late. It has not yet tasselled, and with rain an average yield will result. But there must be rain speedily to insure this. Owing to the inan average yield will result. But there must be rain speedily to insure this. Owing to the intense heat, farm work has been practically suspended in the Sunflower State, the attention of agriculturists being spent on saving their live stock. The local weather observer holds out no hope for a cessation of the hot spell; in fact, he predicts an indefinite continuance of present conditions.

onditions Farmers throughout Missouri and Kansas are in the depths of despair.

KANSAS CROPS RUINED. RAINMAKERS DO NO GOOD-PEOPLE RESORT TO PRAYER.

Wichita, Kan., July 12.-The crops of Kansas so far as corn and fruit are concerned are a complete failure. Drouths, which have been prevailing over the State for the last few weeks, have ruined them. Wheat was barely ripened and ready for cutting when the hot winds began to blow, and for eighteen or twenty days the temperature has registered from 100 to 110 degrees. In the harvest field it has reached 116 degrees, and hundreds of harvest hands have been prostrated. There has been no rain save light sprinkles for three weeks; all the streams

All day Sunday on beautiful Long Island Sound New steamer Chester W. Chapin. See adv.-Advt.

1,000,000 QUARTS A DAY. Not quarts of beer, but quarts of MILK, consumed in this city every day. How it is brought here and handled in the hot weather. SEE THE SUNDAY TRIBUNE TO-MORROW.—Advt.