

OUR SLAIN CHINA

Buried Near Tien Tsin Barracks on Sunday Morning.

23 DEAD AND 93 WERE WOUNDED

Loss Was Divided Between the Ninth United States Infantry and the Marines—One Missing.

TIENTSIN, July 22.—At midnight, via the Foo, July 22, and via Shanghai, July 22.—Eighteen members of the Ninth United States Infantry were buried near the barracks this (Sunday) morning. The regimental band, Chaplain Marvin officiated and the bodies were enclosed in granite coffins, taken to Tien Tsin. Following is a list of the casualties suffered by the regiment:

List of the Killed.
Company A—John A. Potter and George H. Buckley.
Company B—Corporal Richard B. Slater and Privates John McPharland and Gotfried Svensen.
Company C—Barney Gonzales, Robert B. Gordon.
Company D—John H. Porter.
Company E—Oscar Olsen, John D. Drecher, Alexander Sogberg, Casper Xerwinger and James B. Taylor.
Company G—E. B. Jackson, William I. Partlow, Frederick P. Rieffenschmidt, John P. Smith and Dewey Rogers.

Those Who Were Wounded.
Company A—Arnold Perry, John J. Diamond, Martin Dwyer, George F. Murphy and John Seymour.
Company B—Corporals Myrtle Cronow, John Gallant and Privates Arthur W. Buggles, Robert Crawford, Henry Stallings, Harry Van Lee, Patrick Cox, Frank W. Southworth, William S. Rowley and Clarence C. McBride.

Company C—Sergeants E. Omer, T. Perry, Joseph A. Dory and Adolph Walker; Corporals James B. Burton and Peter Savage; Musicians Harry K. Ellis, and Privates Samuel P. Whipple, Richard W. Webb, Calvin Matthews, John D. Closson, Tlyasse Jumper, J. O. Henry, J. Scherer and Robert H. Von Schlick.

Company D—Sergeants George Bailey and Edward Gorman; Corporals Sherman Jackson and Silas A. Christensen; and Privates Thomas L. Maloney, Joseph Munch, Fred E. Newhall, Davis Kennedy, Carroll L. Glingre, William Murphy and Joseph Ryan.

Company E—Privates William Gilbert, Joseph MacMahon and Patrick J. Murphy.
Company F—Corporals Frank M. Leonard and Gustav Barri; and Privates Francis J. Magee, Frederick E. Shoecraft, Edward Wright, Arthur Ables, Orin C. Weston, David A. Murphy, David H. Hammond, Harry A. Norton, John P. Diamond and George F. Murphy.

Company G—Corporals Dennis Moriarty, Stephen Oda and Thomas H. Curren, Privates L. B. King, Philip Whiting and Walker F. Coleman.
Company H—Westley Beckhart, Corporals Albert Juhl, Jacob Mengel, Gerhart Hockerman and George H. Hock, and Privates Andrew Roden, (W. Ross) Westendorf, Louis B. Johnson, Robert Deschamps, Riley, Ralph Richards and David Morris.

Private Myron C. Miller, of Company B, is missing.

Losses of the Marines.

Following is a list of the casualties to the marines:

Killed—Sergeant Charles J. Kollock, Corporal Thomas Kelley, and Privates J. E. McConkey and Isaac A. Partridge.
Wounded—Sergeants Frederick Winters and James Murphy; Corporals J. McDonald and Joseph W. Hunt, and Privates A. S. Chapman, J. Conner, Robert Desmond, P. T. Eggleston, P. J. Kelleher, Laurin Larson, G. E. Melvor, C. D. Miller, Calvin J. Matthews, J. C. McGonagall, A. B. Penney, Henry A. Reikers, John Stokes and J. Van Horn.

THE YAGUI WAR ENDED.

So Reports Mexican General to the Government.

CITY OF MEXICO, July 22.—General Luis Torres, Governor of Sonora and Commander-in-Chief of the Mexican forces, has come to this city to make a detailed report of the progress of the campaign to President Diaz and Minister of War Rafael F. Aguilar. In his report, he states that the Yagui war has been pretty well scattered and broken up into small bodies and are not seriously troublesome at present. Several batches of prisoners have been taken to Guadalupe, Irapuato, and other places, with the view of making useful citizens out of them. The general has followed strictly the policy of the government in dealing with them which is to give them every reasonable inducement to return to their farms or get them employment elsewhere without being any more severe than absolutely necessary.

The Yaguis are really superior people. The large companies operating in Sonora say they make the best workmen, but there are turbulent spirits among them who are always ready to start trouble. The last trouble, which ended by pacification in 1897, was expected to end the difficulties on the government and Indians. The Yaguis are very good, and have been by the government, but the Indians had kept their part of the arrangement less than two years when they were persuaded, by the use of force, to take up arms again. The Yaguis are splendid fighters, know the country well and have in some cases ambushed the troops, doing more or less damage. The whole affair has been nothing but a series of guerrilla skirmishes. One great disadvantage is that at certain periods the weather is so excessively hot that it is almost impossible to keep the troops in the field. The Indians are used to this and are not especially inconvenienced.

TO TRY LUSHER CRUISER.

Cruiser Lies Off New Hampshire—Those on Board.

PHILADELPHIA, July 22.—The Imperial Russian cruiser Varig left Cranes' shipyard this morning, en route for the New England coast, where her official speed trial will be made. She is expected to reach Boston tomorrow morning. Then she will go to the trial course near Boone Island, off the New Hampshire coast. If the weather is favorable, the Varig will return to Cranes' shipyard about the last of July.

Among prominent Russians on board are: Captain E. N. Stichenovitch, president of the Inspection Board; Captain V. O. Behr, Captain of the Coast Guard; and Rear Admiral F. N. Zakharenko, chief of the Russian naval attaché at Washington. Engineer Constructor P. E. Tschernikovsky; Colonel N. I. Barabankin, Inspector of Armory; Lieutenant-Commander P. A. Makdonay, electrical officer; Lieutenant-Commander E. K. Craft, executive officer of the Varig; Chief Engineer A. I. Fronskewitch and M. C. Leykoff and Dr. A. A. Short.

In addition to the ship's officers, there are 28 Russian sailors on board. The following named guests are also on board: Hon. Joseph G. Cannon, Member of Congress from Illinois; Commander J. D. Kelly, United States Navy; Lieutenant-Commander A. V. Zakharenko, United States Navy; E. McNeill and Courtland D. Cramp. Edwin S. Cramp will, as usual, conduct the trial on behalf of the builders.

From Cook Inlet and Copper River. SEATTLE, July 22.—The steamer Excelsior arrived today from Copper River and Cook Inlet. She sailed from Tyoonok, Cook Inlet, July 16, and Port Valdes

a day earlier. At Port Valdes she landed 100 tons of coal. U. S. S. Excelsior is to superintend the construction of the military telegraph line which the Government is building from Port Valdes to Eagle City, on the American Yukon. Excelsior will have been strong before the Excelsior sailed. The line between Swanport and Port Valdes was already in operation.

BETTER TONE IN BERLIN.

Due to Better Reports of American Iron and From China.

BERLIN, July 22.—On the Bourse a better tone prevailed than during the week previous, due partly to the better American market reports and partly to the improved report from the international camp in China and the unusual lightness of the money market. The feature of the week was the rise in coal prices, which continued to advance through the middle of the week; nevertheless they relaxed yesterday.

Iron shares advanced moderately, but also fell, due to the receipt of reports of the diminution of new orders for iron goods and the rumors that the Americans will combine to force iron prices.

Chinese loans were stronger upon the payment of the latest interest.

The money market was surprised that the Bank of England raised the rate 1 per cent, and the effect here has been a moderate advance in London exchange. Further inquiry of English gold are not expected. Money rates have not yet been affected by the London advance.

On the contrary, money receded to 2 1/2 per cent, a phenomenally low rate for Berlin.

The German sugar organ expresses great disappointment that the Hay-Holben arrangement does not abolish the American intervention in sugar duty.

Quiet on the London Exchange.

LONDON, July 22.—Business on the stock exchange last week was very quiet. Buyers were practically absent, while the selling, encouraged by the unfavorable aspect of the future, had a marked effect upon prices. Consols fell 1/4 point, and the war loan 2 points. Most home railway securities also declined heavily.

The Chinese Railway loan fell off 1/2 point, and other Chinese securities fell off from 1/2 to 3/4 points. The best market was the American, Union Pacific shares rising 1/4 point, Illinois Central 1/4 and others fractionally or suffering no change. Mines showed no special features. Money until Monday, 2 1/2 per cent; for the week, 3 per cent, and on three months' bills, from 3 1/2 to 7 1/2 per cent.

INDIANA GAS FAILING.

Five Glass Plants Will Soon Be Moved to Pittsburgh.

PITTSBURGH, July 22.—Henry C. Frye, president of the National Glass Company, announces that five of the company's plants will be removed from Indiana to the Pittsburgh district as soon as proper sites can be secured. This will affect over 200 workmen.

The reason given for the removal is that the supply of natural gas in Indiana is diminishing, and that the Ohio River provides unusual facilities for reaching the Southern markets.

Insist on Signing New Scale.

PITTSBURGH, July 22.—The members of the Amalgamated Association have decided to insist on the Republic Iron & Steel Company signing the scale for the new base rate of 30 per cent for puddling.

The American Tinplate Workers have voted to give discretionary powers to their committee, and it is probable that the tinplate scale will soon be adjusted. Over 15,000 men are interested.

Cut Stone Contractors Will Resume.

CHICAGO, July 22.—After months of idleness, 30 cut-stone contractors, many of them members of the Building Contractors' Council, have entered into an agreement with the officers of the Stone-Contractors' Union to resume work and to submit all differences to a permanent arbitration committee.

THE PRESIDENT'S SUNDAY.

Went to Church and Heard Prayer for Diplomats in China.

CANTON, O., July 22.—President McKinley attended service at St. Paul's Episcopal Church today instead of at his usual place, Bishop Leonard, of the diocese of Ohio, a personal friend of the president, conducting the services. Special prayer was made for the diplomats in China and for all in distress on account of the Chinese situation.

Confidence news was received from Washington by the President on the Chinese question, but the policy of having all information given to the press at Washington was adhered to. No special plans for the week have been arranged by President McKinley.

Russia's First Move.

England is elsewhere fully engaged, and Russia has decided that the time has come to engage in active operations. Her only opponent is Japan, and by the first moves on the chess-board that country is placed at a disadvantage. Any move would have suited Japan better. With Peking taken and rendered impregnable Russia can bid Japan to her worst.

The fact that the mouth of the Pei Ho, defended by the Russian soldiers, proved exceedingly difficult to take. Port Arthur will shield Russia's fleet, and in such proximity as to render the landings of troops within the Gulf of Pechili a matter of serious risk.

Russia's army in the far East exceeds 100,000 men, but Japan can mobilize an army of five times that number. In individual battles the Russian soldiers of the czar, and imbued with a fiery patriotism. If Russia had made Corea the battleground Japan would have had a fair chance of victory. As it is, all the chances are in favor of Russia, whose war funds, collected since many years, enable her to play a waiting game, which Japan cannot afford. A short, brilliant campaign is not on Russia's program. Her object is the annexation of China, and to accomplish that purpose she will use any means.

possession of the Forbidden City would be issued in poor Kuang Hsu's name, and the Cossack will see that they are obeyed. That Forbidden City will be occupied by the poor Tien Tsin, or Son of Heaven, render Russia virtually owner of China.

The Democratic Campaign.
CHICAGO, July 22.—The Democratic National Committee will commence active preliminary campaign work in earnest this week. Senator James K. Jones, chairman of the National committee, will leave for New York tomorrow morning, and will immediately assume direction of the preliminary work. Vice-Chairman Stone, of Missouri, arrived today and Committee men Campbell, Michigan, and Johnson will arrive shortly. The location of the National headquarters will be the first matter to be disposed of, and Chairman Jones is expected to make known his list of committees before the end of the week.

Yellow Fever Serum a Success.

VERA CRUZ, July 22.—The first patient treated with the yellow fever serum by the young Brazilian experimenter, Dr. Bellinghame, is fully convalescent. Other patients treated are progressing favorably. There is intense interest in the experiments. Patients very low with violent vomiting have been treated, and the effect is marvelous.

Lord Lever, governor of the Bank of England, has been appointed Lord High Commissioner to the General Assembly of the Church of Scotland for the fourth time.

CUT A SHIP IN TWO

CUNARD LINER CAMPANIA FLOWED THROUGH A BARR.

Sailed Sank at Once—Nine of Crew of 20 Saved—Steamship Not Much Hurt.

LONDON, July 22.—A dense fog hung over the Irish Channel yesterday morning, and the Cunard liner steamship Campania, en route from New York for Liverpool, struck the Liverpool bar Emberton, bound for New Zealand, amidships, cutting her in two. The Emberton sank immediately. Seven of the crew were rescued, but it is believed the other 11 members of the ship's company, including the captain, were drowned. The Campania had her bows stove in, but arrived safely at Liverpool, five and a half hours late.

The Campania had a narrow escape from serious disaster. The fog had delayed her passage since Friday noon, and a tender went out from Queenstown four

miles, as Captain Walker would not take the liner near shore. At Tuskur Light, the fog was becoming denser every moment. When the Campania was about 30 miles northeast of the light a phantom ship rose suddenly, without warning, and the Campania was struck. Thirty seconds later the phantom had become a solid sailing vessel, into which the liner crashed, her steel forefoot going through the Emberton, like a clean cut through the air, and dividing her just about the mainmast. The forward half sank instantly. The stern swung viciously round, and the mast and yards for a moment were in the air. The ship then rolled over on her side, and the sea was littered with splintered timbers, boxes, barrels, the upper works and lighter cargo, the deck houses and such things. Then there was nothing.

From the instant when the phantom came into view from the bridge of the Campania until the last vestige of the vessel vanished some 60 or 80 seconds had elapsed.

According to the Emberton's survivors, for nearly half an hour before the collision, the captain and first officer were below at breakfast, and although the fog whistle of a large steamer could be heard every minute, the bark never shifted her course, the helmsman receiving no orders from the captain.

The second officer, to use his own phrase, "heard the rush of a steamer's bows," he shouted down to the captain, who rushed on deck, but he was too late to give an order.

The Campania was under one-third steam. The captain, first officer and pilot were on the bridge. The engines were instantly reversed, and the helm put hard down, but the vessel was too late to avoid the phantom.

The passengers had even grumbled at what they called superfluous caution. After the crash and the sudden cries, the boats were quickly gotten out. There were no signs of panic; the crew was everywhere at their stations, and the best discipline was maintained; the bulkheads were closed and everything possible was done to save life.

Some of the Campania's plates were bent by the collision; her forepeak filled with water; her foremast was broken short off and her steel rigging torn and twisted.

The passengers held a meeting, adopted resolutions of thanks to the captain and crew, and subscribed £700 for the relief of the survivors and the families of the lost.

The Cunard officials announce that the damage sustained by the liner will not prevent her sailing for the United States next Saturday.

Passenger Steamers Collide.

BELFAST, July 22.—In a collision last evening outside Belfast Lough, between the local passenger steamers Dromedary and Alligator, five passengers were killed and more than 30 more or less seriously injured, in many cases the amputation of legs being necessary. There were 600 passengers on board the two vessels, and terrible scenes followed the collision. It is feared that some others have been drowned.

Passed Lumber-Laden Derelict.
SAN DIEGO, Cal., July 2.—The collier Robert Adams, from Nantam, B. C., reports that at 3 A. M. last Tuesday she passed an abandoned lumber-laden schooner 2 1/2 miles off Cape Blanco. It was too dark to make out the name of the derelict.

Domestic and Foreign Ports.

ASTORIA, July 22.—Sailed at 8 A. M.—Steamer Del Norte, for West End, Clatsop, at 11 M., steamer Columbia, for San Francisco. Condition of the bar at 5 P. M., smooth; weather cloudy; wind south; San Francisco—Sailed July 22.—Steamer Empire for Coos Bay; July 23.—Sailed, State of California, for Portland. Arrived—Steamer America Maru, from Hong Kong; steamer Walla Walla, from Puget Sound; steamer Canby, from Nagsack; steamer San Mateo, from Nagsack.

New York, July 22.—Arrived—Fulcrum, from Glasgow and Moville; Caledonia, from Liverpool. Sailed—Ems, from Naples and Genoa.

Quebec, July 22.—Arrived—Saxonia, from Boston for Liverpool and proceeded.

Liverpool, July 22.—Arrived—Campania, from New York via Queenstown. Quezontown, July 22.—Sailed—Umbria, from Liverpool for New York.

Boston, July 22.—Arrived—Turcoman, from Liverpool.

A Persian Book where.
North American Review.

In every big bazaar a certain number of shops are set apart for the sale of books. In these one finds the book-seller in his long, dark outer mantle and high, black lamb's-skin hat—seated on the floor, surrounded by his little stock in trade. The front of his shop is open,

like a butcher's, while his books are either arrayed in shelves against the three walls or in heaps upon the floor. His collection usually consists of lithographic editions of Koran, school books, favorite poets and historians. But the assortment is limited. Besides, these hidden away in a corner, he often has one or two manuscripts which he has either bought at a speculation or is trying to dispose of for a friend.

MISSION OF THE MICROBE.
Maybe Not the Cause of Disease, but Aid to Its Cure.
Boston Transcript.

In the reading of his paper on the germ theory, "Are Bacilli the Cause of Disease, or a Natural Aid in Its Cure," before the American Association of Scientists, at the 1900 meeting at Washington, D. C., in May, Dr. Charles E. Page created quite a sensation by the character and force of his paper. Quoting of several eminent medical men, who held similar views, on this important question, Dr. Page declared the

HANDICAPS TOO HEAVY

PREVENTED AMERICANS FROM WINNING PARIS CONTESTS.

Of Six Events, Yankee Boys Competed in Three, and Won One, the 200 Metres Flat.

PARIS, July 22.—The world's amateur championship contests in connection with the Paris exposition came to a conclusion today at the grounds of the racing club, in the Bois de Boulogne. The weather was cooler than it was last week, though the sun shone brightly. Comparatively few Americans attended, owing to the fact that only three or four of their countrymen were announced to compete in the events, for the most part handicaps, in which the Americans had received too severe treatment to tempt them to exhaust themselves in running losing races. Six events were decided. The Americans competed in three and won one, their only success of the day.

The programme opened with the 100-metre hurdle race, S. C. Kraenzlein, University of Pennsylvania, being made the scratch man. As the other Americans who entered were also pulled back, all declined to run. Ran, a German, with a 28 metres allowance; French, with 14 metres, third; time, 15-1/2 seconds.

Three competitors stripped for the shot-putting, the six Americans were handicapped, including Richard Sheldon, New York Athletic Club, who was the scratch man, standing out. Cretter, a Hungarian, with two metres allowance, was first, with 14 metres, 28 centimetres; Bassett, a Frenchman, with three metres allowance, being second, with 13 metres 97 centimetres; and St. Cyr, a Frenchman, with three metres allowance, third, with 13 metres 67 centimetres.

Thirty entries were received for the 200-metre flat race, which followed, but only eight went to the starting post, two of them Americans alone running. Two trials resulted in William J. Holland, University of Georgetown, and Walter B. Tewksbury, University of Pennsylvania, with Pritchard, of the English team, and Rowley, of New South Wales, qualifying. The final heat gave America her only victory of the day, and was the occasion of a magnificent tussle between Tewksbury, Pritchard and Rowley. All three left the mark together, and dashed up the track with Holland close behind. At first Pritchard led, but Tewksbury quickly got ahead of him, and the two then ran neck and neck to the finish, Tewksbury beating Pritchard on the line by six inches. Rowley was a good third. Time, 22-1/2 seconds.

The 400-metre flat handicap brought out a good field. In starting, most of these Americans were handicapped. Kippenhagen, of Pennsylvania, being the sole representative of the United States, and the scratch man. He had no chance with his competitors with their allowances. Duhon, of Germany, won the second, with 20 metres allowance, being second, with 19 metres allowance, and Delville, French, with 7 metres handicap, being third. Time, 3:24-1/2. Orton finished in 4:10.

In the 600-metre flat handicap there were four trials. Maxwell E. Long, New York Athletic Club, was the scratch man, and did not run, but Holland, with five metres allowance, and David C. Hall, Brown University, with seven metres allowance, participated. The first trial heat was won by Lemmonier, French, with 25 metres allowance; Reznier, French, with 20 metres allowance, being second. Kippenhagen, with 15 metres allowance, won the second heat; Maxaud, French, with 25 metres allowance, being second. Holland was not placed.

Workmuller, German, with 40 metres allowance, won the third heat; Moulinet, French, with 35 metres allowance, being second. Hall won the fourth heat, Zvestreev, with 30 metres allowance, being second. In the final, Hall ran pluckily, but failed to overtake the big allowance men, he finishing fifth. Koppan was first, Workmuller second, and Lemmonier third.

The last event and the final contest of the international sports, a team flat race of 500 metres, which was disputed by England and France. Each team consisted of five picked runners, and the contest was decided by points calculated according to the places obtained at the finish. England secured first, second, sixth, seventh and tenth places, totalling 28, and France obtained third, fourth, fifth, eighth and ninth places, totalling 28. Thus England won. Her two long-distance runners, Bennett and Rimmer, led from the outset. Time, 15:23-1/2. The proceedings concluded with a distribution of the prizes.

RAN OVER CYCLIST'S NECK.

Accident on the Vailburg Track—Result of the Races.

NEW YORK, July 22.—There was a large attendance at the Vailburg, N. J., cycle track today. In the five-mile professional handicap, J. P. Johnson, of New Haven, Conn., met with a serious accident. His wheel slipped, and M. H. Collette, of New Haven, who was so close behind that he could not turn out, ran directly over Johnson's neck, injuring him so badly that he had to be carried off the field.

F. G. McFarland, of San Jose, Cal., who was down on the programme, paired with Orlando Stevens, of Ottumwa, Ia., for a match race against Jay Eaton, of Vailburg, and Frank Kramer, of East Orange, for points—Won by Cooper and Stevens in two heats. First heat, won by Tom Cooper (five points); second, won by Frank Kramer (three points); third, Tom Cooper (two); fourth, Jay Eaton (one). Cooper and Stevens, seven points; Kramer and Eaton, four points.

Five-mile professional handicap—Won by Frank Kramer, East Orange, (scratch); second, W. A. Ruta, New Haven, (150 yards); third, Tom Cooper, Detroit, (scratch); fourth, Bob Walther, Atlanta, (50 yards); time, 11:14-1/4.

Wants a Forfeit Posted.

PHILADELPHIA, July 22.—Jimmy Michael, the cyclist champion, in answer to the challenge issued to Boston yesterday by John Nelson, the Chicago cycle racer, says that if Nelson or his manager will meet James C. Kennedy (Michael's manager), and post a forfeit, he (Michael) will race with him next Saturday at Manhattan Beach, for any sum from \$500 to \$2500 a side.

AMERICAN LEAGUE GAMES.

Sixteen Innings and a Tie Between Chicago and Cleveland.

CHICAGO, July 22.—Today's game was of a sensational order, 16 innings ending in a tie. The Chicago opened up on Hoffer and took what seemed a winning lead. The visitors were unable to do much with Katol and the ninth, when a single and two doubles netted two runs. The Chicago tied the score in their half, after which both sides struggled for seven innings without result, darkness ending the contest. The score: R H E Chicago..... 3 13 Cleveland..... 5 12 4

Batteries—Katol and Buckley; Hoffer and Siles.

At Kansas City—Kansas City, 2; Indianapolis, 5.
At Milwaukee—Milwaukee, 6; Buffalo, 7.
At Detroit—Detroit, 6; Minneapolis, 4.

Twenty Rounds for \$5000.

CHICAGO, July 22.—Tommy Ryan today signed articles to meet Jack Moffatt before the National Club of San Francisco, September 1, for a purse of \$5000. The contest will be for 20 rounds, at 155 pounds.

ASK M'KINLEY'S AID.

(Continued from First Page.)

started from this city today direct for China. They were placed on a special train bound for San Francisco, where they will cross the Pacific in an Army transport. This is the largest body of marines that has yet been dispatched to the East, and the departure was made conspicuous by the presence of General Heywood, the Commandant of Marines, and the full marine band. Major Dickenson commands the detachment.

NO OFFICIAL NEWS FROM CHINA.

Conger's Dispatch Basis of Notes to Other Governments.

WASHINGTON, July 22.—With the exception of the brief dispatch from Admiral Kempf announcing that the New York was going to Nagasaki, there has been nothing received in Washington today by the State or Navy Departments regarding China. This was also true of the Chinese Legation. Mr. Wu, saying after dinner tonight that he had not a word from his country today. The latter continues extremely optimistic of the safety of the Legation in Peking, and hopes that the dispatch from Admiral Conger received here Friday is but the precursor of more detailed information of a still brighter character from the Chinese camp.

Many of his callers today inquired of him about the report that China had asked the United States Government to exercise its good offices for his country in the present crisis, but he declined positively to make any statement on the subject.

At the Japanese legation, which has been a source of much of the news which has recently come from China, the officials also were without advice today. Nothing has been heard at the legation of the report published in the American newspapers that the Japanese government is about to despatch a second division of troops from Yokohama and Chinese territory.

When Secretary Hay received the Conger dispatch on Friday, he promptly telegraphed the fact to our Ambassadors and Ministers abroad, coupling it with instructions to lay it before the respective governments to which they are accredited. He also telegraphed to the Chinese Legation, asking for a statement of the Chinese position.

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Of Six Events, Yankee Boys Competed in Three, and Won One, the 200 Metres Flat.

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