

IMPRESSIVE CEREMONIES MARK EMPEROR'S VISIT TO ENGLAND

First Official Visit of Russia's Czar to Court of St. James Remarkable for the Spectacular Naval Pageant Attendant Upon it—Met by King Edward and Members of Royal Family—150 British Warships in Line—Measures to Safeguard Emperor Made Him a Veritable Prisoner of State

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

Emperor Nicholas immediately went aboard the British royal yacht where he was met by King Edward and, after the monarchs had taken luncheon, the Russian squadron with the Victoria and Albert leading the way, reviewed the British fleet. The British had 150 ships aligned in three files between Cowes and Spithead. Besides the warships, there were hundreds of yachts of all types, from the largest steamers to small sailboats at anchor. All were dressed in flags.

The scene along the shore was equally interesting as that aloft, for crowds lined the water front for miles and all the houses were draped with bunting and flags.

The yacht races, which had been going on for some time lost their usual interest for everyone was absorbed by the visit of the Russian Imperial family.

The measures taken to safeguard Emperor Nicholas make him seem more like a prisoner of state when compared with other royal personages who have visited Cowes during regatta week. The Standart dropped anchor between two battleships of the Dreadnought type, which are surrounded by other naval vessels, while small boats patrol about the visitors constantly. Scotland Yard has a hundred detectives at Cowes and the Russian Police Department has an equal representation.

The Emperor will remain aboard the Victoria until his visit except for a brief trip ashore to the Cowes naval school Wednesday morning.

Tonight the Russian Emperor and Empress dined with King Edward and Queen Alexandra and the members of the British Royal Family household on board the Victoria and Albert. Sir Edward Grey and M. Iswolsky, respectively British and Russian foreign ministers, also attended the function. All the ships in the harbor were illuminated tonight.

JOHN HEYDLER IS NOW AT THE LEAGUE'S HELM

Louisville, Ky., Aug. 2.—About an hour after Harry Pulliam, president of the National League of Baseball Clubs, was buried today in Cavehill cemetery, John Heydler of Cincinnati, secretary of the league, was chosen president of the league, at a special meeting of the directors. There was some feeling that it might be inadvisable to name Mr. Pulliam's successor at this time, but the league's immediate need of a qualified head overcame the qualm.

Besides electing Mr. Heydler to fill Pulliam's unexpected term, the directors concerned themselves only with paying tribute to Mr. Pulliam's memory. They gave the remainder of his salary for 1909 to his estate; they appointed Harry Herrmann of Cincinnati, Barney Dreyfuss of Pittsburgh and Charles W. Murphy of Chicago as a committee to select and have erected in Cavehill a suitable monument to Mr. Pulliam. They also provided that all players in the National League shall wear crepe for thirty days.

The meeting was attended by four of the five league directors, Murphy, Dreyfuss, Ebbets, and John Doney. Garry Herrmann will reach Cincinnati tomorrow from the west. Though there was no set eulogy prepared by the committee, each director spoke of Mr. Pulliam as "the squarest man in baseball," and one who had wielded an influence for the better over the national game.

AN ENCOUNTER CERTAIN, SAYS SAM BERGEN

New York, Aug. 2.—Sam Bergen, manager for James J. Jeffries, expressed considerable delight, and said: "Well, I guess there'll be a fight" when informed this evening that Jack Johnson had posted \$5,000 in Chicago today to bind a match with Jeffries for the heavy-weight championship.

As to a report that Johnson wants Jeffries to agree to the time and place for the match before the latter goes abroad, Bergen said: "How can Jeffries name any time or place for the fight—particularly a place when he and I will go over them, and anything that looks reasonably good to us both we will accept."

Jeffries is dealing with Johnson and the public in good faith. He only wants what is fair and reasonable. Any other champion—and Jeffries is the real champion—would have demanded 90 per cent of the gate or purse, but he is good enough to say that Johnson shall have a loser's end. No, I won't say how much it will be, but it will repay him for training expenses, even—well, even if it does not for the beating he will surely get."

Mr. A. Bertram Harrison left last evening for New York to resume his duties with the Henry Miller Co.

Miss Cliff, of Mecklenburg street, will sail today from Halifax on the Oceanic, for Bermuda.

SCHOONER ALEXANDER'S HARD TIME

Special to The Standard. North Sydney, Aug. 2.—The schooner Alexander, Capt. Blackmore, which left here last week with a cargo of coal for the for alarm station at St. Paul's Island, returned here today after a very hard experience in the gulf. The Alexander succeeded in landing thirty-five tons of her cargo at St. Paul's on Thursday when the gales sprung up and she was obliged to put to sea to avoid being driven on to the rocks. With 25 tons of her cargo out of the forward hold the vessel was badly trimmed and in order to get the schooner on an even keel, Capt. Blackmore was obliged to jettison 20 tons more. To make matters worse the manual and foresail were torn to shreds and the vessel sprung a leak. The schooner Florence M. Smith hove in sight and went to the Alexander's assistance. With foresail and staysails coupled by the Smith the Alexander managed to make her way into this port this afternoon and will go on the slip for repairs.

With Sails in Shreds and Leaking Badly, as Result of Gulf Storm, Coal Barge Jettisons Cargo.

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NEW ENGLAND FOREST FIRE STILL RAGES

North Falmouth, Mass., Aug. 2.—An area of more than 15 square miles of thickly wooded or underbrush covered country was burning in the vicinity of this town tonight. The town of Hatchville was threatened but it was hoped that the efforts of several hundred men would avail in stemming the fire's progress.

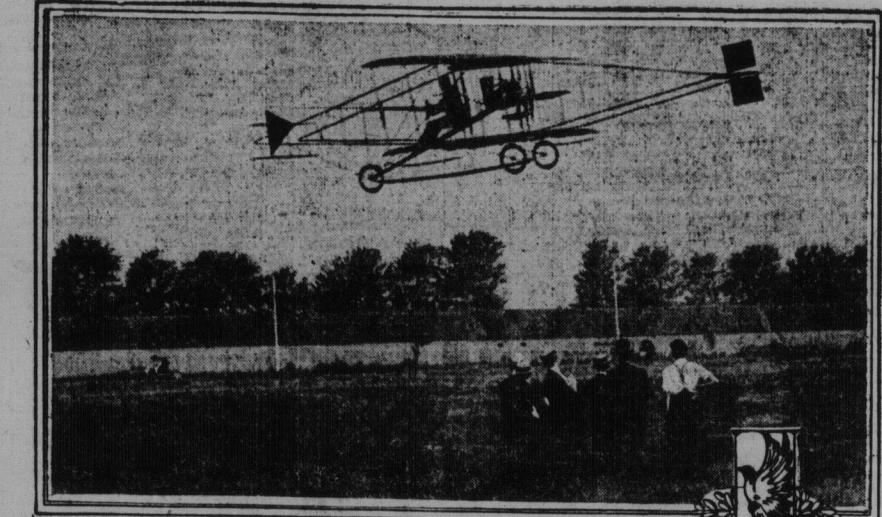
MISS LINGLEY WINS GOV. GENERAL'S MEDAL

Results of Grade IX and X Given Out Last Evening—Fred Manning Highest in High School Entrance. The results of the examination for the silver medal donated by the Governor General for pupils trying for Grade X in the High School, were given out yesterday. Miss Mollie Lingley wins the prize with nearly seventy marks over the next highest student. The results are as follows:

Table with 2 columns: Name and Marks. Includes Mollie Lingley (672), Janis Ogilvie (603), Charlotte Manning (584), Annie McMichael (584), Walter Brown (529), Mary Carter (523), Andrew Mullin (521), Herbert McDonald (487).

Silver Dart is Wrecked as the Result of First Day's Trial

Initial Aeronautical Experiments at Petewawa End Disastrously for Biplane and Come Within An Ace of Proving Fatal to Baldwin and McCurdy, its Inventors and Aviators—Smash-up Comes After Four Successful Flights, in Which Efficiency of New Motor Was Well Demonstrated—Accident Will Not Interfere With Future Plans and Experiments Will Go On With Baddeck I.



Curtiss' AEROPLANE AT START OF HIGH FLIGHT. Curtiss' Biplane a duplicate of the wrecked Silver Dart—Glenn Curtiss, its inventor, was for many years identified with Dr. Bell, in his aeronautical products of each of the several

Special to The Standard. Petewawa, Ont., Aug. 2.—The famous Silver Dart, aeroplane, is no more. It lies a mass of twisted wood, wires and rubbered silk in its erstwhile home on the cavalry field at the military camp here. An error of judgment on their part in making a landing says Baldwin, giving his reasons for this state of affairs. Four successful flights, each exceeding half a mile in length, were made in the early hours of the morning, a fine, easy landing being made every time. A fifth trial was essayed and while the aeroplane was in the air, the motor, Messrs. McCurdy and Baldwin, when at a speed of about 40 miles an hour, a landing was attempted, with disastrous results. The front wheel struck one of the hillocks which the grounds abounds, careened the machine to one side, and broke the left supporting surface clear off and buried the aviators in the ruins. That they were not killed outright is indeed a miracle. As it was Mr. McCurdy sustained severe cuts about the face and head and other slighter injuries, while Mr. Baldwin received a painful gash in his left hand and a badly sprained ankle. Both were pulled out of the demolished drome and were able to proceed to the hospital to receive medical aid.

Although now smashed and useless the Silver Dart served the purpose for which it was brought to Petewawa. This was to test out the new Kirkall forty horsepower auto engine weighing three hundred and fifty pounds, before it would be installed on the Baddeck No. 1 machine which arrived here Saturday morning. The new engine worked more than satisfactorily giving a greater speed to the aeroplane and altogether proved that the judgment of the aviators in using a heavier engine was correct. Luckily the engine was uninjured in the accident and will be ready to fit into Baddeck No. 1, as soon as it is assembled.

Will Carry Two Passengers.

The flights this morning were also productive of another interesting fact, namely that the aeroplane will carry two passengers with ease. This was the first time the Silver Dart had carried more than one person in using the lifting power of the aeroplane was considerably increased by the new high power of the engine was another gratifying outcome of this morning's trials.

Fourteen hundred revolutions per minute was the rate at which the propeller was driven and the speed attained on the last flight, which was only a mile in length, was about 40 miles an hour. It was not known at

the military camp that the first trials would take place this morning, consequently there were no spectators at the first flight except a couple of newspaper men. The noise of the motor however, woke up the soldiers and by the time of the last trial there was a goodly number of spectators on the grounds.

The aeroplane was brought out of its shed by three o'clock in the morning by Messrs. McCurdy and Baldwin and drawn across the field. After some preliminary tightening up of bolts and testing of supporting wires they mounted the seat and started the motor. For about 200 yards the machine ran along the ground, gradually increasing its speed. Then it rose gracefully in the air like a huge bird to a height of about fifty feet and continued its flight to the edge of the woods half a mile away where it came to terra firma in an easy manner. Turning it around the aviators proceeded in the same manner to return over the course again alighting prettily and without a jar. Two more sallies across the field were indulged in the motor running smoothly and in a satisfactory manner. "The aviators then decided to return the Silver Dart to its home about three quarters of a mile away. The power was turned on again and the drome rose in gentle flight. About fifty feet from the shed door there are two small hills. The machine was steered for them, the intention evidently being to alight on the top of one and run down into the valley between.

A Miscalculation.

A miscalculation occurred, however, the descent being made too quickly from the front wheel striking the hillock and toppling the aeroplane over with the above mentioned disastrous consequences. Some of the soldiers who had come to regard it in a personal light, the daring aviators out of the wreck, McCurdy and Baldwin are by no means disheartened. They are particularly gratified at the fine showing made by the new engine, and determined to go ahead with the trials. McCurdy started in shortly after the wreck to superintend the removal of the Baddeck No. 1 from its confining crates. This drome has arrived here in very complete order and it is expected that within a few days the work of assembling the parts will be completed.

BRODEUR BALKS AT TIMES' IDEA

stating that the Canadian river in that respect was away ahead of the Mersey or the Thames. W. D. HOWELLS OFF TO EUROPE. Distinguished Novelist Sailed Yesterday on Hamburg American Liner. Kittery, Me., Aug. 2.—William D. Howells, the author, who has been staying this summer at his country residence at Kittery Point, left today for New York to sail for Europe next Wednesday on the steamship President Grant of the Hamburg-American Line. He is accompanied by his daughter, Mrs. Howells remaining here. Mr. Howells is in rather poor health and is taking the trip by advice of his physicians.

SUICIDED BY DROWNING.

Special to The Standard. Annapolis, Ont., Aug. 2.—Mrs. G. A. Tough, wife of a commercial traveler, resident at Annapolis, drowned herself in a well today. She had been released from a lunatic asylum only a month ago.

and the rubbered silk is of an exceptionally fine quality. Baldwin Talks. When seen by your representative shortly after the wreck Mr. Baldwin said that when he took the Silver Dart out this morning they had no intention to go into the air, but merely wished to test out the running gear along the ground. The engine ran so smoothly that they could not resist the impulse to direct the machine into the air.

"Everything was conducive for flying and there was not a breath of air stirring. For the first, second, third and fourth flights the drome responded to our slightest commands. The first flight was made at 4:20 a. m., after which we tightened up parts of the gearing. An hour later we made the second ascent and shortly after the third and fourth.

"Just as we were starting our fifth and last flight," continued Mr. Baldwin, "the sun came out in full strength and shone directly in our eyes. John (meaning McCurdy) was driving at the time and we rose into the air beautifully. As we neared the shed I suggested to him that we land on a small hill a short distance from it. He acquiesced and set the planes for the descent. At this time we were traveling at about 40 miles an hour. The hills all looked the same size to us from our elevator position and almost the instant John turned the planes to come down the front wheel of the Dart struck the first hill about six inches from the top; the machine veered to the left, breaking that plane clear off and enveloping us in the debris.

"We are immensely pleased with our morning's work, although we are sorry to lose the Silver Dart. It seems like losing an old friend. It was our first machine and we had come to regard it in a personal light. She was the first built in Canada and Mr. Baldwin belittled the danger he and his partner had come safely through, merely stating that they had both been cut up a bit, but it was all in the game. "The remains of the Silver Dart were collected together and placed in the aero shed, pending their removal to make room for Baddeck No. 1.

"Many were the expressions of sympathy received from the officers of the camp by Messrs. McCurdy and Baldwin as soon as it became known that the Silver Dart had been destroyed. "Dr. Bell will not worry at all over this temporary setback," said Mr. McCurdy to your representative. "He takes things like this in a more philosophical manner than Baldwin and I do."

WOOL BROKER GETS TWO YEARS

Boston, Mass., Aug. 2.—After pleading guilty to a charge of receiving stolen goods, Henry P. Garrity, a local wool broker, was sentenced to two years in State prison by Judge Charles U. Bell in the Superior Court today for having participated in the robbery of leather valued at \$4,000 from the New York, New Haven and Hartford R. R. Company in January, 1908.

REWARD FOR AN HONEST SHIP'S PORTER

New York, N. Y., Aug. 2.—The wealth-laden handbag bearing the initials G. L. W., which was found on the excursion steamer City of Worcester on July 9, was claimed today by a woman who gave her name as Grace Livingston Wheeler, of Philadelphia. The bag when opened recently was found to contain \$2,755 in new bills, two gold watches, two diamond rings and other valuables. The claimant who appeared today was given possession of the bag and its contents after she had told the amount of money in the receptacle, the numbers of the watches and other details.

DEAD BECAUSE HE POINTED AT A LIVE WIRE

Leominster, Mass., Aug. 2.—Arthur Solomon, 16 years old, was electrified today by a high tension feed wire of the Connecticut River Transmission Company. This afternoon Solomon and some other boys were out berrying about five miles from this village, when Solomon started to climb out of the skeleton steel towers carrying feed wires. He had reached the first cross-arm about thirty feet above the ground when he pointed his finger at the live wire and there was a sudden flash of electricity and he fell to the ground. The boy was still breathing but unconscious an hour after the accident but died before physicians could reach him.

BOSTON FACES IMPENDING MILK FAMINE

Boston, Mass., Aug. 2.—The Metropolitan District is threatened with a decided shortage in the milk supply or an advance in prices. The trouble is due to the drought which has killed the grass on many pasture lands, and to the high cost of grain and other feed. The Boston milk contractors were waited on today by representatives of the Boston Co-operative Milk Producers Company, which embraces New England milk producers supplying Boston and vicinity and urged an advance in prices. It is possible that winter prices will go into effect September 1.

SUSPECTED DYNAMITERS NOW ON TRIAL

Special to The Standard. Gloucester Bay, Aug. 2.—The trial of MacKenzie and Ross, the two U. M. W. men arrested on the charge of complicity in the blowing up of Mine Manager Simpson's house, was the outstanding feature in the events connected with the miners' strike today.

SITUATION IN SPAIN IS NOW BELIEVED TO BE IMPROVING

Barcelona Has Emerged From Her Isolation, and the Threatened Strike in Madrid is Apparently Averted—First Train Out of Catalonia Reaches French Frontier With Censored Reports of Insurrection

Paris, Aug. 2.—The internal situation in Spain tonight seems to be improved. Barcelona has emerged from her isolation and the threatened general strike at Madrid, appears to have been averted at least temporarily.

The first train out of Catalonia capital city since the beginning of the tragic events there, reached the French frontier tonight being censored and plainly inexact newspaper accounts of the insurrection and of the Catalonia. The train is shrouded in mystery. Several of the smaller cities are reported to be in the hands of the revolutionists and many villages have proclaimed the district a republic.

Troops are being steadily distributed throughout the rebellious districts and barring new serious outbreaks, the insurrectionists eventually will be forced to capitulate. It is said that the authorities are determined to crush the insurrection before the return from South Africa of Deputy Alejandro Leroux, chief of the republicans at Barcelona, whose period of exile

for political reasons was set aside by the chamber of deputies last April. Reports from San Felice, Palencia and Cassa de la Selva say that those places are still in the hands of the revolutionists. It is rumored that the Spanish gunboat Temerario has left for San Felice to aid the troops.

In striking contrast with the estimate of the victims of the disorders given by the Barcelona newspapers which arrived tonight at Cerebere is one of 5,000 emanating from private advices received from Madrid. This latter estimate, however, is labelled "perhaps exaggerated."

An official statement issued at Madrid tonight concerning the proposed general strike there, says that numerous masons failed to report for duty today, but it is explained that this was due to a fear of a clash with the unionists.

Spain's censorship tonight is more inexorable than ever. No news has been received from the various points in the north where the trade unions had planned a general strike for today and therefore the actual conditions there and elsewhere cannot be stated.

THAW'S LIFE AT ASYLUM LAID BARE

Yesterday's Proceedings Taken Up By Jerome Who Probes Record at Matewan.

White Plains, N. Y., Aug. 2.—How Harry K. Thaw conducted himself at the Mattawan Asylum for the Criminal Insane, a phase of his life not gone into before, was described today by Dr. Amos B. Baker, first assistant physician of the institution, the only witness called by District Attorney Jerome at the continuation of the hearing by which Thaw hopes to obtain his release from the asylum.

Dr. Baker had not been finished with his adjournment was taken. Aside from his testimony, a two-foot stack of case-bound books labeled "The People v. Harry K. Thaw" records of the murder trial—furnished all the evidence introduced by Mr. Jerome today.

He expects to be through with the State's alienists tomorrow when Charles Morschauser, Thaw's lawyer, will put his client on the stand, possibly late in the afternoon.

FASHIONABLE WEDDING AT GAGETOWN TOMORROW

Marriage of Mr. O. H. Warwick, St. John, to Miss Nina Bulyea Will Be Celebrated in Methodist Church—The Principal Guests.

A wedding of much interest to a large circle of friends in St. John and on the river will take place at Gagetown Methodist Church on Wednesday morning at 9:30 o'clock, when Miss Nina Kathleen Bulyea, youngest daughter of Mr. and Mrs. Jotham Purdy Bulyea, will be united in marriage to Mr. Orlando Henry Warwick, third son of O. H. Warwick of this city.

The ceremony will be performed by Rev. Henry Penna, pastor of the church. Miss Winifred Babbitt, cousin of the bride, will act as bridesmaid and Mr. David Ledingham will be best man. The bride will be given away by her father and will wear a gown of white messaline, with veil crowned with lilies of the valley. She will carry a bouquet of white sweet peas. The bridesmaid's dress will be of yellow messaline with black picture hat and bouquet of lavender sweet peas.

After the ceremony a reception will be held at the bride's home and a buffet luncheon served on the lawn. The bridal party will take the steamer Victoria for St. John and will go from here on a wedding tour to Montreal, Toronto, Niagara Falls and other points of interest. On their return to the city Mr. and Mrs. Warwick will reside at 51 Mecklenburg street. The bride will wear a traveling suit of golden brown Rajah silk, heavily braided, and hat to match.

The set-tem in which the popular young couple are held by their many friends has found expression in valuable gifts. Employees of O. H. Warwick Co., Ltd., are sending a parlor cabinet.

Among the guests who will attend are: Mr. O. H. Warwick, Dr. and Mrs. William Warwick, Mr. and Mrs. George L. Warwick, Mrs. Robinson, Miss Paterson, Miss McLeod, Mr. and Mrs. Frank Watson, Miss Sulen, Mr. and Mrs. Ray and Miss Ray, Mrs. Boston, Charles W. Warwick, brother of the groom, and Mr. Gordon Watson will act as ushers at the ceremony.

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