

STRIKE TIES UP COAST SHIPPING

Longshoremen Refuse to Work on Ships With Jap and Non-Union Crews.

VICTIM OF AUTO ACCIDENT

A Christian Endeavor Convention Rivals a Red Hot Political Meeting.

PORTLAND, June 30.—(Special.)—Refusing to work on vessels where Japanese sailors are employed, longshoremen of this city who were loading the steam schooners Northland, Aurelia and Johann Paulsen went on strike today, and it is declared a similar action will be had at all ports on the Pacific coast. It is understood that the strike will involve every steamship company employing non-union men, and the attitude of the longshoremen will have the effect of completely tying up eastwise shipping.

Mrs. Tanner's Body Goes East.—Helena, Mont., June 30.—(Special.)—James Tanner, commander-in-chief of the G. A. R., left today for Washington, taking the body of Mrs. Tanner, who was killed in the automobile accident last evening. The services were held at the Baptist church at noon, and were conducted by two local ministers and the department chaplain of G. A. R., and were largely attended.

Christian Endeavor Quarrel.—Lewiston, Idaho, June 30.—(Special.)—A jumpers over the election of officers at the Washington Christian Endeavor convention, now in session in this city, promises to disrupt preparations for the International Endeavor convention which is scheduled to convene in Seattle next year. Edgar Barth of Seattle, and Thomas H. Brewer of Lewiston, are the principal contestants. Barth, who declares that through the influence of the Plymouth Congregational church of Seattle, Lewiston people have taken a hand in the fight to see that the Plymouth church retains control of Endeavor work in Washington and Idaho. "The whole proceedings are disgraceful," Barth asserted. Barth, "and if the opposition carries the day it will certainly result in a disruption of the international convention in Seattle next year, when 20,000 delegates are expected from all over the world." Efforts to adjourn were without avail, and the convention continued in session throughout the noon hour. The morning session finally adjourned.

After Electing Officers.—The matter was taken out of the hands of the president and turned over to the convention as a whole. The original ticket went through, however, excepting for the election of a Lewiston man for treasurer. The following are the officers elected: F. Edgar Barth, Seattle, president; Minnie A. Gibson, Pullallup, secretary; George H. Frost, Lewiston, treasurer. Lewiston and Spokane delegates charge that delegates from societies in Puget Sound have formed a combination to ignore this section of the country.

Capitalist Drops Dead.—Portland, June 30.—(Special.)—William M. Graves, vice-president of the Diamond Match company, a resident of New York, dropped dead in a hotel here yesterday. The news of his death did not become a public matter until Mr. Graves was touring the Pacific Coast with his son and was on his way to Chicago to join Mrs. Graves.

Railroad to Gray's Harbor.—Tacoma, June 30.—(Special.)—Articles of incorporation were filed today of the Gray's Harbor and Columbia Railroad company, capitalized at \$1,000,000, to build a railway from Kalama westward through Cowlitz, Kalikakum and Pacific counties, to the Pacific ocean, with branch northward to a terminus on Gray's harbor. Chester Thomas, A. F. Albertson, F. A. Rice, D. A. Young and H. H. Seal are named as trustees for the first six months.

New Trial for Hazard.—Los Angeles, June 30.—E. L. Hazard the local real estate man convicted of assault upon Lulu Rowland, the 16-year-old girl who, with her sister Mabel, and Roy, a public nuisance, were lost in the wreck of the Valencia, was today granted a new trial by Judge Smith on the ground of newly discovered evidence. The former trial the father of the Rowland girls testified that Lulu was under the age of 16. He has since made affidavit that this testimony was untrue and other evidence along the same line has been adduced.

THE HENLEY REGATTA.—Town Crowded for the Great Carnival Commencing Monday.

Henley, June 30.—This riverside town is again crowded for the great boating carnival which commences Monday. The entries exceed the average and good contests are assured in most of the events. The draw occurred today. W. B. West, of Philadelphia, was pitted against Roy Adams of Australia, in the preliminary heat for the diamond sculls. Adams has been showing fine form in practice for the grand challenge cup, the argonauts of Toronto were drawn against first trinity, Cambridge.

INTERNATIONAL TENNIS.

Wimbledon, Eng., June 30.—In the ladies doubles international tennis championship games today, May Sutton and Mrs. Hilliard beat Miss Carver and Miss Beaton by 6-0, 6-3. W. Hilliard and May Sutton beat G. E. Stoward and Miss Pinckey in the second round of the open mixed doubles by 6-3, 6-1.

MOTO BOAT RACES.

College Point, L. I., June 30.—The motor boat Sule was the first of twelve similar craft which started in the race of the Knickerbocker Boat Club of New York from Marblehead, Mass., last Thursday, to cross the English line here today. She was followed by the Unome, Sis, May, Davy Jones and Gertrude in the order named.

HOT TIME OVER ICE.

Toledo, O., June 30.—There was a sensational scene in common police court yesterday when attorneys for two of the convicted ice men argued a motion to set aside the sentence on the ground that defendants pleaded guilty on the promise of the court that leniency would be shown, that the court is prejudiced in passing sentence and that the law is unconstitutional. Judge Kinkadee threw the motion out of court and from the bench vigorously assailed the attorneys for the defendants. Both sides used language not often heard in a court room. The court has reduced the fines and imprisonment of each of the five ice dealers to \$2,500 and six months in jail and are not permitted to give bonds.

MUTINY IN TURK'S ARMY.

Forts Open Fire on Mutineers and a Few Hundred Are Killed.

Hodeida, Turkish Arabia, June 30.—Another mutiny has been started among the Turkish army reserves in Yemen province. Sixteen battalions demanded that they be retrained, and the commander-in-chief, Marshal Fezi Paasha, ordered the forts to open fire on the mutineers, who surrendered after a few hundred of them had been killed. The rebel Arab forces are advancing in Amran and an important engagement is reported to have been fought, both sides sustaining heavy losses.

TRUST TO CONTROL ALL FARM PRODUCE

Twenty Million Dollars Subscribed to Do Away With Middlemen's Profits.

NEW YORK, June 30.—The Herald says: "Backed by unlimited capital and supported by many prominent financiers of the country, an organization known as the American Farm Products Company has been established for the purpose of taking control of all dairy products, chickens and eggs. It is asserted by those at the head of the company that it will bring about an increased and uniform price to the consumers. The commission merchants' profit will be eliminated and the great corporation will take the responsibility of delivering butter and milk from the hands of the farmer to the hands of the consumer. At the head of the concern are a score of the wealthiest men in America, who have already put in \$20,000,000 and are prepared to furnish additional millions as they are required. Among Eastern capitalists interested in the trust are Levi P. Morton, Thomas F. Ryan, Harry Payne Whitney, Anthony Brady, E. J. Berwind, Kuhn, Loeb & Co., and several other large banking houses and individual capitalists."

U. S. BATTLESHIP LAUNCHED.

Warship New Hampshire Given the Water at Camden.

Camden, N. J., June 30.—The battleship New Hampshire was launched today at the yard of the New York Shipbuilding company in this city. Miss Hazel McLane, daughter of Governor McLane, of New Hampshire christened the battleship.

The battleship New Hampshire will be a powerful addition to Uncle Sam's navy. She is of 15,000 tons burden, with a length of 480 feet and extreme breadth of 74 feet 10 inches. She will be required to steam 18 knots for four consecutive hours. The main battery of the New Hampshire will consist of four 12-inch breech-loading rifles and twelve 7-inch breech-loading rifles. In the secondary battery will be twenty 3-inch rapid-fire guns, twelve 3-pounder semi-automatics, four 1-pounder semi-automatics, two 1/2-inch field pieces, two 30-calibre automatics and two 30-calibre machine guns.

The hull of the battleship is of steel throughout. It is protected at the water-line by a complete belt of armor 9 feet 3 inches wide, having a maximum thickness of 11 inches for about 200 feet amidships. Forward and aft of this the maximum thickness is nine inches within the limit of magazines, from which point the thickness is gradually decreased to four inches at the stem and stern. The 12-inch batteries extend from the protected deck to about four feet above the main deck, and consist of ten inches of armor in front and seven and one half in the rear above the gun deck.

The engines are of the vertical twin-screw, four cylinder, triple-expansion type, of a combined horse-power of 16,500. There are two large boilers, placed in six water-tight compartments. There are three funnels, each 100 feet high above the base line.

NOTABLES DEAD IN GREAT TRAIN WRECK

A Terrible Collision on the London and South-western Railway Early Yesterday Morning

23 KILLED OUTRIGHT—MANY INJURED

List of the Victims Contains the Names of a Great Many Prominent in North America

Salisbury, Eng., July 1.—Driving at a mad pace over the London and Southwestern railway, the American line express, carrying forty-three of the steamer New York's passengers from Plymouth to London, plunged from the track just after passing the station here at 1:57 o'clock this morning, and mangled to death in its wreckage twenty-three passengers, who sailed from New York June 23, and four of the trainmen. Besides those to whom death came speedily a dozen persons were injured, some of them seriously.

The late hour of the New York's arrival at Plymouth saved many lives. She carried more than 60 travelers for London, but many of them elected to travel on comfortably to Southampton, in preference to the late landing at Plymouth, and the long night ride across the country. If the New York had made a faster passage the sombre roster of the dead and injured would have been larger. The big American liner reached Plymouth at 9:35 o'clock Saturday night and half an hour later there was a tender alongside to receive passengers for England. Several who had planned to embark and packed their baggage decided at the last moment to remain aboard. It was

A Fatal Decision though not dictated by any fear. The run across the Atlantic had been pleasant. There were cheery partings when the passengers for London transferred to the waiting tender, which waited there in the Devonport landing, where the train was being made up. The train consisted of a powerful express engine, three first class corridor coaches and one combination guard's van and buffet. The passengers were soon entrained and at 11:30 the express pulled out. It was given a clear track and right-of-way on the run of 230 miles to London, on which the express generally maintains an average speed of a mile a minute. Driver Robins quickly gave the engine her head and the special was speeding swiftly through the night. It ran on safely and without incident until it entered the long railway yard at Salisbury when the passengers noted that

The Coaches Began Swaying from side to side. Suddenly, at the end of the long platform, when the track begins to curve towards the bridge spanning Fisherton street, the main avenue of the city, the giant engine leaped from the track to the destruction of its trailing coaches and many of their occupants. The engine leaped across the adjoining track, striking with terrible force and destroying the guard's van of a milk train, that was slowly steaming in the opposite direction, killing a guard occupying the van.

Lurching forward, the locomotive plunged against the standards and girders of the bridge. The bridge withstood the impact, and the battered engine rebounding, crashed into another engine standing on a track, overturned and stopped, the wreckage of the two engines interlocked in a great mass of broken or twisted steel and iron. Throughout the wild plunging of the engine, Engineer Robins remained in his cab. Lumps of twisted and charred body were found grilling over the firebox. The first coach shot over the engine, the first coach having wrecked the connections, and careened onward until it was hurled against the parapet of the bridge and smashed into fragments, killing or maiming almost every occupant. One man was pitched through a window, cleared the parapet and fell dead in the street below. The second coach lurched forward and rolled towards a stationary train and practically destroyed itself before its wild flight was ended.

The Third Coach dashed forward with the rest, left the rails and encountered some obstruction, overturned and collapsed. The guards van and buffet, the rear-most car of the train, was saved by the courage and quickness of Guard Richardson. With the first shock, Richardson jumped forward and set the brakes and saved himself and comrades. The van ploughed forward, injuring some of its occupants but, practically maintained its equilibrium.

A Terrible Impact The surviving passengers and trainmen describe the sound of the wreck as like the discharge of a series of heavy guns of varied calibre, and when the crash of the wreck was past there came calls of the injured, some shrieking with pain and fear and others meaning as it bewildered by the impact. Relief came quickly, and although it was hours before the last body was dragged from the wreck, the police, attracted by the noise, called ambulances and surgeons and warned the hospitals and prepared to receive the injured.

The railway yard quickly filled with police, doctors, nurses, trainmen and volunteers. The darkness and incredible destruction made the work of rescue exceedingly difficult. Lamps and torches were brought to light the desolate scene.

Morning at Salisbury Salisbury, where, built two hundred years before Columbus discovered America, rings its chimneys tonight for a score of American who met their tragic fate under the very shadow of its beautiful spire, when the boat train from Plymouth, freighted with people wealthy and well-known, who were hurrying with great speed to the world's capital, collided with a milk train at 2 o'clock this morning. One searches in vain for eyewitnesses who might give from mental photographs the details of the disaster. There were not half a dozen men on the platform at the time. These included Night Inspector Spicer, who was there to signal and telegraph trains passing Salisbury. Looking at his watch he noted the time 1:57, when a great noise, the result of the impact, gave the first intimation that a tragedy had occurred. The Salisbury police and doctors hurried to the infirmary where the injured now lie, were at the scene as well as several post office employees who always watch for the crossing over the bridge over the railway.

Mr. McEneaney, Mr. McEneaney had accompanied Mr. McDonald abroad and both were killed in the wreck. PIPON, C. A., of Toronto, Ont.—Mr. Pipon was the agent of the American Line at Toronto, where he had been prominent in shipping and financial circles for some years. He was 53 years of age and leaves a wife and child. SENTELL, CHARLES E., New York City; SENTELL, MISS BLANCHE, New York City; SENTELL, MISS GERTRUDE; SENTELL, MRS. E. W., New York City—Charles E. Sentell was a lawyer with offices in the financial district of New York and resided at 271 Devcor street, Brooklyn. The only survivor of the family party are his young son, E. W. Sentell, whose wife was killed.

SMITH, MRS. WALTER W., of Dayton, O.; SMITH, MISS ELEANOR W.; SMITH, GERARD, Dayton, O.—Mrs. W. W. Smith, who with her daughter, aged 35, and son, Gerard, aged 11, were killed in the wreck, was the widow of the former senior partner in the turbine water wheel manufacturing firm of Smith & Waite, which was some years ago incorporated. The son Gerard would have graduated from Yale next year. WAITE, MRS. LILLIAN HURD, New York—Mrs. Waite was a fashionable milliner with a shop at 425 Fifth avenue, and was a native of Springfield, Ill. GOEPPINGER, LOUIS—Address unobtainable. KEELER, JAMES—Address unobtainable. THOMPSON, W. H.—Address unobtainable. All three of the above passengers had made the trip in the second cabin. The injured The Americans injured at Salisbury are: Allen, G. H. V., New York—Mr. Allen's name does not appear in the New York city directory. Critchell, Robert S., Chicago—Mr. Critchell is about 63 years old, a member of the firm of Critchell, Miller, Whitney & Barber, insurance agents, and an officer of the Union League Club. Grestwood, Miss I. S.—Address unobtainable. Hitchock, Miss May, of New York—Miss Hitchock is the daughter of Mrs. L. X. Hitchock, who was killed. Koch, Mrs. Frank W., Allentown, Pa.—Mrs. Koch is the wife of Mr. Koch, who was killed.

A STRANGE STORY.

Women Writes From Bellingham Telling of Alleged Murder.

New Westminster, June 27.—(Special.)—The Columbian has received a letter from Mary Evans, Bellingham, in which the woman alleges that both she and her husband were recently kidnapped from the hotel and taken down the river in a boat, and her husband was tied, weighted with shot and thrown overboard; while she was beaten and released on condition that she left the country. The kidnappers are, she states, a band of self-styled protectors of lawfully married men, who are determined to get rid of such women as the writer. The provincial police are investigating.

Two hundred acres of land at Blackie Spit, one of the headlands of Mud Bay, have been purchased by C. M. Beecher of the British Columbia Mills; and Great Northern Railway surveyors have been running lines through the property. As there is very little timber on the land, and J. Hendry of the Vancouver-Westminster branch of the Great Northern is head of the purchasing company, the matter is causing much speculation.

WEALTH IN BULKLEY.

A Company Formed to Work Claims in the Northern Valley.

Indications point to the early development of a large mineral belt situated near the well known Bulkley valley and about 50 miles from Ootona lake, says the Columbian. Two miners named Lampman and Gregor were in town yesterday, en route to the northern district, after having formed a company in Everett, Washington, for the purpose of developing claims in the Bulkley valley. The stock that was taken from the ledge realized, when assayed, from \$7.20 to \$17, and that there is an unlimited quantity of the ore in sight. They will take in the new men to work on the claims during the balance of the summer.

CONGRESS ADJOURNS AFTER STRENUOUS SESSION

Many Important Matters Finally Settled During Last Hours of House.

WASHINGTON, June 30.—The first session of the fifty-ninth congress adjourned today. It has been a strenuous session from the start. The measure which caused the greatest debate in the railway rate bill, begun with the session. Its consideration continued throughout. The pure food enactment and the meat inspection provision are also important changes in the attitude both towards the producers and consumers of the country. A uniform and more strict method of naturalizing aliens was enacted. The immunity of those from prosecution who leave evidence for the government was made the subject of a bill. The bill removing the internal revenue tax on alcohol was also passed. The type of the Panama canal was fixed, thus settling a question which has perplexed both the professional and lay mind. The President's lock level canal was adopted.

The President has issued a set of important regulations, at the instance of Secretary of State Root, governing appointments and promotions in the consular service. These regulations provide for promotions based entirely upon efficiency records, while original appointments are to be made only to the two lower grades of the service. The President last night at 11:15 signed the railroad rate bill. He also signed the naturalization bill and the bill for the construction of a local canal across the Isthmus of Panama.

The house amended the resolutions of the senate making the rate bill effective sixty days after June 23, 1906. As the rate bill passed it became effective the time it was approved.

LIGHTNING OPERATORS.

Champion Knights of the Key Centred For Prizes.

Boston, June 30.—David J. Ellington, of New York, won the title of world's champion telegraph operator and the silver trophy offered by Andrew Carnegie at the international tournament of telegraphers held at Tremont Temple this city yesterday and last night. Ellington won first place in four of the classes. The decisions were announced this morning. The most notable performance in any individual class was made by Richard C. Bartley of Philadelphia, a Pennsylvania railroad operator. In the class for railroad operators, Bartley sent twenty ordinary railroad messages in nine minutes, 36 seconds, reducing the previous world's record of 11 minutes and 12 seconds made by himself three years ago.

The prize for receiving railroad messages went to Wm. I. Eganister of the Pennsylvania railroad force of Philadelphia.

Ellington, the winner of the Carnegie cup, won first place in the class for broker work, shared first honors with E. J. Finn of the Boston Postal Telegraph office team match, and also won first place in the international sending and receiving straight press matter.

The prize for receiving press matter sent in code was won by E. J. Coleman of the Providence office of the Associated Press. Charles Edney, of Boston, won second place in several classes.

MRS. THAW TO BE PRINCIPAL WITNESS

Will Appear in Her Husband's Defence and Tell Startling Tale.

A DETECTIVE'S STORY

Strange Woman Makes Sensation by Fainting at White's Funeral.

NEW YORK, June 30.—The declaration attributed to counsel for Harry K. Thaw that Mrs. Thaw will be the principal witness for the defence at her husband's trial for the murder of Stanford White and that she will tell a "thrilling and tremendous story, opening the eyes of New Yorkers and people all over the world," attracted the greatest attention in any of the published developments in the case today. Second in interest was the statement of a private detective that he and others had been hired some time ago by White to learn the identity of several men whom he believed to be shadowing him. The detective says he found the men were employed by Thaw to watch his principal, he says. Mr. White exclaimed: "I suspected it all along. This man Thaw is crazy. He imagines that I have done him some wrong." Mr. White talked along in this strain for some time, denying that he had wronged Thaw in any way and declaring that his early friendship for the Nesbit girl before she became Mrs. Thaw, practically was a fatherly interest. The detective said White talked of applying to the authorities to have Thaw's detectives taken off his trail.

Thaw spent a restless time in his cell last night owing to the intense heat in the city prison. He was visited early today by Mrs. Thaw, who remained with him for an hour and a half.

Strange Woman Fainted Mrs. Thaw, widow of Stanford White, victim of Mrs. Thaw, in St. James, Long Island, a strange woman made a scene by fainting. White's widow and kinship sat at the front of the little church, and this woman slipped into a back pew. During the short services she wept bitterly. As the body was being carried from the church she collapsed altogether. It is the intention of the district attorney's office to establish, if possible, that instead of White pursuing Mrs. Thaw the pursuit was on the other side. Friends of White, who say he avoided the woman and that there are notes in existence to prove she invited him to meet her, and sought his company, Mrs. Thaw, it is charged, met White by an appointment at her room, making at the Hotel Martin on Wednesday or Thursday night of last week and dined with him. The meal lasted three hours.

The present notoriety of Mrs. Thaw recalls the fact that while Evelyn Nesbit was a chorus girl, she was mentioned in a complaint for a divorce suit brought by the second Mrs. George W. Lederer, formerly Adèle Rice, which is still in the courts. At that time Mrs. Nesbit was frequently in the company of a theatrical manager who, it is said, introduced her to Stanford White.

Police Investigation As the proceedings in the grand jury are secret no announcement of the testimony is expected. The district attorney's office completed the examination of the more important witnesses so far discovered, and it directed its attention to the investigation of the relations existing between Evelyn Nesbit and Stanford White prior to the girl's marriage and the attitude assumed by Thaw after he had made her his wife.

"I am investigating every story regarding the life of the parties to the tragedy," Mr. Nott said. "There are many of them. I set a new tale every minute and so far discovered nothing nor the force of this office has been able to substantiate one of them. "The report that White made an insulting remark about Mrs. Thaw on the night of the shooting which was overheard by her brother-in-law, is so far as I have been able to learn. "I am perfectly satisfied nothing that happened Monday night had anything to do with the shooting. The deed was planned before that time."

Mrs. Thaw seems to be living on the excitement of the moment. It is said at the Lorraine, where she is staying, that she sleeps little and every possible moment of her time has so far been taken up with consultations with her friends and with the lawyers employed by her husband. She looked even more overworn yesterday than on the day before.

MACARONI FACTORY BURNS.—Yongestown, O., June 30.—The large building occupied by the Youngest Macaroni company was burned last night. The company's loss is placed at \$210,000.

OXFORD COACH CONDEMNED.—Daily Graphic Strongly Disapproves of Fletcher's Stand.

London, June 30.—The Daily Graphic today expresses strong disapproval of the proposition of Mr. Fletcher, the Oxford rowing coach to exclude all Americans from competing in the Henley Regatta, and says that it would be wiser to organize some joint association here and in the United States to establish and popularize the common definition of an amateur athlete.