New-York Tribune.

VOL. LXI....No. 19,969. NEW-YORK, FRIDAY, JULY 19, 1901.—TWELVE PAGES.— Copyright, 1901, by The Tribune Association. PRICE THREE CENTS.

EARL RUSSELL GUILTY.

THREE MONTHS' IMPRISONMENT THE SENTENCE.

NO DEFENCE OFFERED — IMPOSING SCENES IN THE TRIAL BEFORE THE HOUSE OF LORDS.

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[BY CABLE TO THE TRIBUNE.]

London, July 19, 1 a. m.—The peeresses' matinee in the House of Lords was a dull performance, with only one dramatic scene. This was the supreme moment when Earl Russell, after pleading not guilty, reversed himself and pleaded guilty, appealing to the mercy of the court. There was nothing really interesting in the earlier stages of the trial.

The Royal Gallery, with its handsome mosaic pavement and its ceiling with panels illuminated with gilt, was crowded with privileged spectators. There were many peeresses in black and white, and many peers who did not wish to don their scarlet robes, and commoners not a few, among them Henry Labouchere, John Burns and a swarm of Conservative members.

The seats for the grand jury of peers were reserved on each side under the waterglass paintings by Maclise of "The Death of Nelson at Trafalgar" and "The Meeting of Wellington and Blücher After Waterloo," and before the throne were the chair of state for the Lord Chancellor and a row of woolsacks for the law lords. The benches and temporary seats were upholstered in scarlet leather, in keeping with the brilliant robes of the peers who would sit in judgment. It was an animated rather than a brilliant spectacle.

SPECTATORS AT THE TRIAL.

The Duke of Teck was the only royal personage present, and he sat near the American Ambassador, with Mr. Gully, Speaker of the House, hard by. Henry White sat on the opposite side, and almost directly in front of him was Earl Russell's second wife, in a handsome black gown and a picture hat, about ten feet from Judge Curler, who had performed the second marriage at Reno. She entered the gallery quietly with Earl Russell about the time when the peers began to fill up the benches assigned to them, half an hour in advance of the trial.

There was the largest muster of peers seen in the House of Lords since the Home Rule bill was thrown out. They were in scarlet and ermine, and were attended by officials in splendid costume, notably the Norroy King of Arms, in scarlet and gold, and Black Rod, with a large white wand.

The roll was called, and barons, bishops, viscounts, earls, marquises, dukes and archbishops answered to their names. The Prime Minister took his place among the grand jurors at the last moment.

The law lords led the way through the Prince's Chamber, with its panelled portraits of Henry VIII and his numerous wives, to the royal gallery. The junior barons followed them, with the Bishops of Winchester and Ripon and the earls and higher peers, including the Dukes of Wellington, Marlborough, Portland and Northumberland, and the Archbishop of York and the Prime Minister. The Lord Chancellor, with the macebearer and the pursebearer, brought the stately procession to an end.

A PICTURESQUE SPECTACLE.

Scarlet robes and golden sheen imparted the needed element of color. It was a brilliant spectacle, which I shall not forget for a long time. I had expected to be amused by the grotesqueness of the trial patterned after Lord Cardigan's case, but somehow I was impressed with the dignity and stateliness of the scene. All the eminent figures of the peerage were present, and the contrasting effects of scarlet and black were highly picturesque.

The trial opened with much dull recitative in melancholy cadence. Many documents, proclamations and commissions were read, and many obeisances were made to the throne by the clerks and officials. Finally Earl Russell, who had been standing in a gray frock coat near the bar, and occasionally glancing at his second wife's picture hat, was summoned by the gentleman usher in the full uniform of a British general to a seat within the inclosure. It was officially known as a stool, but in reality was an ordinary chair. The three low obeisances required of him were real, and he was in such hot haste to make them that he was ahead of time and had to repeat them. He remained motionless while the Lord Chancellor sternly arraigned him for bigamy.

It was a promising opening, but the lawyers spoiled it by their dreary pleadings in low voices, which from my own seat in the centre of the gallery I could only faintly hear. It was a long argument, droned out for over an hour, on the technical point that the offence of bigamy, being committed beyond the King's dominions, could not be brought within the cognizance of the House of Lords. The Lord Chancellor interposed an inaudible remark once in a while, and finally overruled abruptly the objection, being sustained by the row of law lords on the woolsacks.

LORD RUSSELL'S PLEA FOR MERCY.

The peeresses had been moving steadily toward the Norman porch, overcome with weariness and the sweltering heat, and the hall was half empty when the dramatic ending came, and Earl Russell, without changing color or betraying a trace of nervousness, withdrew his plea of not guilty and threw himself on the mercy of the court.

There was a sudden movement of surprise throughout the gallery, and the solid rows of peers, sweltering in their magnificent robes, seemed greatly relieved when Mr. Robson made a long but inaudible speech for mitigation of punishment, and Lord Russell himself followed it with a clear and really eloquent address, which helped him to command the sympathy of the spectators. His voice was melodious, his bearing manly and dignified, and there was a touch of pathos in his pleading which moved those who had been most antagonistic to him.

The lords filed out for their verdict, Lord Roberts being among the earliest, and after a short interval returned with stately pomp. The Lord Chancellor announced with a gentle voice a verdict of three months' imprisonment at Holloway Prison. The Lord Chancellor, after repeated efforts, succeeded in breaking across his knee the stout ash wand, in token that the royal commission was at an end, Lord Russell was joined by his second wife in her picture hat, and the quaint mediæval ceremony was closed.

NO CHANCE FOR DEFENCE.

No testimony was heard, although twenty witnesses had gathered in the centre of the gallery, expecting to be heard. Judge Curler was deprived of a remarkable opportunity of instructing the House of Lords and the peeresses respecting the fine points of Nevada divorce law. The case had been worked up so thoroughly by William Brown, the solicitor, who had visited America, that the defence could only

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MONGOLIA NOW RUSSIAN.

FRONTIER STATION FORTIFIED—SURVEYS FOR A PEKING ROAD.

London, July 19.—"Mongolia is now Russian," says a dispatch to "The Daily Express" from St. Petersburg. "Urga, a Chinese frontier station on the road to Peking, about two hundred miles south of Miakhta, has been fortified and garrisoned by Russian infantry and Cossacks.

"Surveying parties, escorted by troops, have penetrated as far as the edge of the Great Desert, to determine the route of a direct railway to Peking across the desert and the point where it will join the Mid-Siberian Railway extension, now being constructed around the south end of Lake Baikal."

FROM ALTAR TO POLLS.

A YONKERS ALDERMAN MARRIES AND WINS A POLITICAL VICTORY IN A FEW HOURS.

Through fearing that some constable from New-Rochelle with a warrant in his pocket to arrest him for whipping "Rattlesnake Pete" on July 4 was looking for him, Alderman John H. Southwicke came quietly to this city on Wednesday, got married and returned to Yonkers to work at the primaries for his friend, Mayor Leslie Sutherland. He carried his district, thus insuring Sutherland's nomination for County Clerk this fall, and then returned to his bride of but a few hours, whom he introduced to his aged mother and received the parental blessing. He postponed telling Mr. Deane, the bride's father, until yesterday.

Southwicke has always been a stanch friend and admirer of ex-Senator Burns, the Westchester County leader, and always carried his district for Burns. This year, however, his friend Mayor Leslie Sutherland, who is the leader of the ward faction, wanted the nomination for County Clerk, and to carry a majority of the Yonkers delegates he needed Southwicke's district. Meanwhile Southwicke became acquainted with Miss Loulou Deane, the daughter of Mr. Deane, the well known porous plaster manufacturer.

Parental opposition met the young people on both sides. On Tuesday morning Southwicke went to his office as usual. On a later train came Miss Deane and her friend, Miss Gertie Fulton. A messenger announced their arrival, and they were met by Southwicke and one of the officials from the railroad office. A hasty journey was made to "the Little Church Around the Corner," where the marriage ceremony was performed. After a dinner Southwicke suddenly thought of his promise to Sutherland to turn over his district to him. With his bride he returned to Yonkers. Mrs. Southwicke returned to her home, while Southwicke went to the polls. He had no trouble in winning his friends over, and the district sent delegates to the county convention favorable to Sutherland. Disappearing from the polls, Southwicke took his bride home.

Mrs. Southwicke was with her husband when he routed "Rattlesnake Pete" at Glen Island on July 4.

FAMILY'S MANY CAUSES OF GRIEF.

MAN WHOSE STEPFATHER AND SON DIE, STRUCK BY AN ELECTRIC CAR.

James F. Wiley, a widower, fifty-six years old, of No. 108 St. Nicholas-ave., was struck by a southbound electric car last evening at One-hundred-and-twenty-seventh-st., as he was crossing Eighth-ave. He was hurled several yards, and when picked up was unconscious. He was taken to the J. Hood Wright Hospital, where it was found that Mr. Wiley's collarbone had been broken, his left arm injured, and that he had several contusions. When he recovered consciousness the injured man was taken to his home at his own request.

According to the police, Mr. Wiley is a retired railroad man, having been connected with the Union Pacific Railway for upward of thirty years. He was at one time a superintendent. Mr. Wiley's stepfather, Stephen Baker, with whom he lived, died yesterday morning, and in the afternoon Mr. Wiley received a cable message from the Philippines announcing the death of his son, J. F. Wiley, jr., of the army. Mr. Wiley was on his way to telegraph the tidings to friends out of the city when he was struck.

ECUADOR'S CONSUL MURDERED.

REPRESENTATIVE AT VALPARAISO KILLED AND HIS EARS CUT OFF.

Valparaiso, July 18.—The Ecuadorian Consul-General in Valparaiso, A. Arias Sanchez, was assassinated to-day in the centre of the city. He was shot and stabbed, and his ears were cut off. It is supposed that the assassins are enemies of the present Alfaro administration in Ecuador. Several Ecuadorians have been arrested.

SAVED FROM DEATH UNDER HOOFS

TWO POLICEMEN BRAVELY PREVENT CRUSHING OF WOMAN AND CHILD BY RUNAWAY TEAM.

Except for the presence of mind and heroism of two policemen, a woman and a three-year-old girl would have been mangled under the hoofs of a team of runaway horses attached to a double truck last night. The truck was loaded with hides, and was moving along New-Bowery, when the horses became frightened at the rumble of an elevated train overhead and started at a wild gallop.

Florence Graham, three years old, of No. 35 New-Bowery, started to walk to the other side of the street from her home. Henry Waxberger, of No. 1,712 Second-ave., the driver of the truck, saw the danger of the child, and to add to his horror he saw a woman rush from the sidewalk and attempt to drag the child to safety. The woman, Lydia Cavernara, who lives at No. 38 New-Bowery, in reaching out for the girl lurched forward. Both fell to the ground.

Policemen Henry Hockmeister and Steven Ryan, both of the Oak-st. station, rushed into the street. Ryan grabbed the bridle of the horse on the left side and Hockmeister hauled the woman and child to safety. Ryan just succeeded in bringing the team to a standstill about two feet from Hockmeister and the rescued ones.

A large crowd cheered as the woman and girl were carried to the sidewalk. Mrs. Cavernara fainted in the arms of Hockmeister as he was carrying her from the street. When she revived she became hysterical. She had sustained a contusion of the right leg.

MR. HAY RETURNS TO NEW-HAMPSHIRE.

Washington, July 18.—Secretary Hay started for his summer home, at Newbury, N. H., to-day, expecting to be away from Washington until the fall, unless business requires his return earlier. Dr. Hill, the Assistant Secretary, will act as Secretary of State until August, when he will go on leave, and Mr. Adee, the Second Assistant Secretary, will take charge

COMPARTMENT CAR TO PITTSBURG VIA PENNSYLVANIA RAILROAD.

Pullman vestibule compartment car leaves New York (West 23rd St. Station) at 8:25 P. M. daily, via Pennsylvania Railroad.—Advt.

OIL SHIP IN FLAMES.

EIGHTY THOUSAND CASES OF OIL ON BOARD BOUND FOR ASIATIC PORTS.

BLAZING ALL THE AFTERNOON BEFORE HELP WAS SENT—CAPTAIN, CREW AND FRIENDS SAVED.

The full rigged ship Commodore T. H. Allen, outward bound for Hong-Kong, Shanghai and other Asiatic ports, with a carge of eighty thousand cases of oil, the property of the Standard Oil Company, caught fire in the Lower Bay yesterday afternoon. She was being towed to sea by the tug James A. Lawrence. The fire was discovered soon after 1 o'clock. The Lawrence and the pilot boat New-York continued to tow the vessel to get her out of the way of the shipping in the harbor, and took her ten miles outside of Sandy Hook. The tugs then towed her back again and beached her, bow on, off the government dock inside the Hook. The captain and the crew, consisting of twenty-three men, got off safe.

The Allen started from Long Island City, where she was loaded, in the morning. She passed Quarantine at 11:35. When at the junction of Gedney and South channels smoke was discovered pouring from her after hatch. In the excitement that followed the boat was allowed to drift ashore on a bar. The New-York and the Lawrence pulled her clear, and she proceeded down the bay. The two tugs, after the ship had been taken outside the Hook, turned streams of water on her, but with little effect.

Word was taken to Elwell & Co., at No. 21 State-st., her agents, that the vessel was on fire, but for several hours they refused to believe that it was anything more than the smoke from her donkey engine and did not send her any help. All the time the vessel was flying her flag union down, an unmistakable signal of distress. Not until after 4 o'clock did the agents believe that the ship was in danger, and it was 4:40 o'clock before they informed the authorities and the fireboat New-Yorker was started to help to extinguish the flames. The New-Yorker had twenty miles to steam before she could reach the Allen.

The crew, who had found refuge on the Lawrence, were taken off by the steam fishing boat Atlantic City, which was coming through the Shrewsbury River from Keyport, N. J., bound for Fulton Market, this city. The government launch Sardinia signalled to the Atlantic City and she drew near to the Lawrence. Captain Robert Merriman, commander of the Commodore T. H. Allen, offered him a dollar a head if he would take the crew back to New-York. He accepted the offer, and landed them all safely.

George Shephard, the boatswain of the Allen, and some other members of the crew were seen on the pier at Fulton-st. when the fishing boat arrived, at 9 p. m.

THE CAPTAIN DISCOVERS THE FLAMES.

"We had just finished dinner," said Shephard, "and the topmen were aloft setting the sails. The donkey engine was not working. The first that was known of the fire was when Captain Merriman called to the men aloft not to be frightened, to keep cool; that the ship was afire. He was not excited himself, and this, I suppose, gave the men confidence. The topsails, the fore-staysails and the jibs had been set, and they were still set when we were taken off, at 7 o'clock.

"We could see some smoke coming from the after hatch, but no flames, and we felt no heat. For fear of an explosion, the captain ordered us all on the Lawrence, which stood off for a while, waiting. When no explosion occurred we all went back, and stripped the ship of her furniture. We saved all our belongings and all the papers of the vessel. When we got outside the Hook we stayed aboard for a while, working the hand pumps and pouring the water into the hold. It did not seem to have any effect. Then the New-York and the Lawrence got out their hosepipes and poured streams into the hold. Several of the crew of the pilot boat went on the ship after she had been towed inside again and dropped the anchor, so that she would not be floated away when the tide rose. She lay when we left her in about eighteen feet of water, and it was about half tide.

"The captain, both mates and two Japs stayed on the Lawrence. I think the Japs were afraid to come to the city at night. There were several women on the Lawrence, friends of the captain, who had come to see him off. One of the mates had his wife on board, going to take her on the entire voyage. She got off, too, without any trouble."

LOOKING FOR HIS DOLLAR APIECE.

Captain Frederick Post, of the Atlantic City, said that he had not noticed the smoke from the burning vessel until after he had come out of the Shrewsbury.

"Then I saw there was something the matter," he said, "and turned quickly when the Sardinia signalled me. The ship was lying with about ten feet of freeboard, listing to port. I took the men from the Lawrence, and the captain promised to give me a dollar apiece for bringing them in. I wonder where I can go for my money?"

He was told to see Elwell & Co.

The sailors were much disgruntled. "Here we are, ashore again, and without a ship," said W. Jennie, A. B., "and we had such a fine voyage before us. A whole year on one vessel. It was too bad. Now we must go to the lodging houses again and wait for something else to come along."

Down the bay a fleet of tugs surrounded the vessel when the smoke began to pour from her forward hatch, as well as from the hatch aft. When the tug captains saw there was no salvage to be gained they pulled off; all except those who were supplied with fire apparatus. These remained to assist. The fireboat New-Yorker played a steady stream on the rigging, which was being attacked by the flames. The other tugs poured water into the hold, hoping to drown out the fire. Almost all of the cargo was under water by 10 o'clock, and it was thought that the greater part of it would be saved. Several holes were knocked in the sides of the ship and the water rushing through these helped the boats. At a late hour last night the tugs were still working, and it was thought that the vessel itself could be saved from complete loss. If the efforts of the tugs are successful, the ship will be pumped out and taken to a dock for repairs.

The Commodore T. H. Allen was built at Richmond, Me., in 1884. She is 2,216 tons register, 245.3 feet long, 41.7 feet beam, and 28.3 feet deep. Her cargo is valued at $76,000, and is fully insured. The vessel is owned by T. H. Southard & Son. Captain Merriman has an interest in her.

GIFT TO UNIVERSITY OF VIRGINIA.

IT RECEIVES $11,000 A YEAR FROM MRS. MARY A. CARROLL, OF BOSTON.

Richmond, Va., July 18 (Special).—The University of Virginia is to receive an income of $11,000 a year through the generosity of Mrs. Mary Austin Carroll, of Boston, as long as she lives. Mrs. Carroll's father, Arthur W. Austin, was an ardent admirer of Thomas Jefferson, the founder of the university, and when he died twenty years ago he left his estate of $400,000 to his only daughter as long as she lived, with the proviso that it should then go to the university. Mrs. Carroll, sharing her father's sentiment toward the South and the university, has decided to make the greater part of the income from the estate available at once. Professor George W. Miles returned to-night from Boston, where papers were executed under which the revenue from the estate in excess of $5,000 reserved for Mrs. Carroll will go to the university.

LIGHTNING DEALS DEATH.

ONE FISHERMAN KILLED, ANOTHER SHOCKED, IN WESTCHESTER.

A NEW-JERSEY EX-POSTMASTER STRUCK DEAD IN STREET—OTHERS SHOCKED MAY NOT LIVE.

Lightning bolts cost two lives, one in Westchester and one at Cherry Hill, N. J., yesterday, besides shocking several persons, some of whom may not recover, and doing considerable damage to property. The storms which accompanied the lightning in places where it struck caused the loss of property in many instances.

A violent thunderstorm, which left death and destruction in its path, visited Rockland County yesterday afternoon, killing George Eberling, a prominent shoe manufacturer of this city, and shocking his foreman, Edward Gross, besides demolishing several buildings and fatally injuring several horses and cows.

Early in the afternoon George Eberling and Edward Gross left their homes to go fishing in the Hackensack River, two miles below their homes. They were quite successful with their fishing. When the thunderstorm came up they became frightened, and rowed into a place along shore, where there was a good sized boathouse.

Here they sought shelter from the storm. A few minutes after they had entered it a lightning bolt came through the roof. Eberling was struck and instantly killed, and Gross was shocked into unconsciousness. After he had recovered he gave several weak cries, which were heard by people who were passing. They found Eberling's dead body lying on the floor, while Gross was helpless. Gross was taken to his home, where he is in a critical condition.

Coroner Smith, of West Nyack, took charge of Eberling's body. He was thirty-five years old, and is survived by a widow and one child.

Cherry Hill, N. J., July 18.—This village thought the experience of a little more than four years ago was to be repeated this afternoon. As four years ago, a storm came out of the west, but this time there was an absence of the tornado characteristics of the great storm of 1897. The wind was high for a few minutes, but it was driving straight ahead, and so did not twist buildings to pieces and tear big trees to atoms, as did the great storm. One man was killed by a bolt of lightning.

The storm came up suddenly out of an almost clear sky. The flashes of lightning were very vivid. They were almost continuous. For five minutes before the clouds obscured the sun the flashes almost blinded persons in the street. Then came the wind, rain and hail. Several trees were struck. The hotel of Max Hill was hit by a bolt, and damaged considerably. Mrs. Hill's first husband, Charles Friedman, was killed in the tornado of four years ago.

Frederick B. Lethbridge, formerly postmaster at New-Bridge, was hurrying along the street to get out of the rain. When he was near a cherry tree near the home of Mrs. Henry Burt a bolt hit the tree, and when halfway to the ground leaped from the tree to Mr. Lethbridge. He was killed instantly. Mrs. Burt was at a window, and saw the bolt hit Mr. Lethbridge. She fainted. She remained unconscious for a long time, and it was at first thought she had been shocked.

At Westwood and River Edge hailstones as large as robins' eggs fell. There were two washouts on the New-Jersey and New-York Railroad near Oradell. The engineer of one train ran his engine and train across one of them before he was aware of the danger, and the tracks sagged under the weight, but held.

Bloomfield, N. J., July 18.—Wright C. Davis, of Spruce-st., this city, was sitting at a window in his library on Wednesday night watching the play of the lightning, when a ball of fire shot out of the sky and fell beneath the window. Mr. Davis was thrown to the floor and stunned by the shock. He was unconscious for nearly an hour.

Lightning struck a telephone wire leading into the home of Dr. Jacob S. Wolfe, in Ella-st., Watsessing. The bolt ran along the wire, entered the house and smashed the telephone into kindling wood.

Joseph Loesch, employed at the Lappin Brake Shoe Works, in this town, had a narrow escape from being killed late on Wednesday night. Lightning struck a transmitter on an electric light pole in the yard of the works.

The wire leading into the factory was broken and Loesch started to pick it up. When his hand closed on the wire at a point where the insulation had been worn off, he uttered a cry of agony and was hurled a distance of ten feet, landing in a pile of scrap iron.

Charles H. Stagg saw the occurrence, and with difficulty wrested the wire from Loesch's hand. When he did so Loesch's body became rigid and it was thought he was dead. Physicians worked over him for an hour before he was restored to consciousness. His hand was burned to the bone.

Belvidere, July 18.—In a heavy thunderstorm yesterday Charles Westbrook, a prominent farmer living in the vicinity of Danville, Warren County, was struck by lightning while engaged in unloading hay. The lower part of his body and his limbs were completely paralyzed. He can take only liquid nourishment. His recovery is doubtful.

The large barn and outbuildings of John Cox, near the same place, were set on fire by lightning and destroyed. Mr. Cox's home narrowly escaped destruction, and the members of the family were severely shocked.

YOUNG GRIGGS IN DANGER.

SON OF FORMER ATTORNEY-GENERAL CLINGS TO OVERTURNED BOAT AS IT IS SWEPT THROUGH A CANYON.

Paterson, N. J., July 18 (Special).—Daniel Griggs, the son of former Attorney-General John W. Griggs, has recently had some thrilling experiences on the borders of Mexico, where he was sent by the International Boundary Commission with Chief Engineer Cunningham. About six weeks ago the two started down the Rio Grande River, which is the boundary line between Mexico and this country.

Soon after passing El Paso Mr. Cunningham was bitten by a moccasin snake, and his life was threatened. They pushed on, however, and about thirty miles below Eagle Pass Mr. Cunningham's boat was upset and he was drowned. Young Griggs was unable to recover the body, and he returned to Eagle Pass for assistance. In passing through a canyon Mr. Griggs's boat was upset and he was carried down the long canyon clinging to the side of the frail craft.

HOMESEEKERS' RUSH CONTINUES.

SEVENTY THOUSAND REGISTERED UP TO DATE—POPULISTS TALK OF FORMING A COLONY.

[BY TELEGRAPH TO THE TRIBUNE.]

Wichita, Kan., July 18.—This was a record breaking day in the registration of homeseekers at El Reno and Lawton, over twelve thousand persons placing their names in the wheels. This brings the total up to seventy thousand, with five more days to register. El Reno is flooded with Kansas, Missouri and Iowa people to-night. The Rock Island has been running in special trains from the North nearly every hour. On account of the conditions printed on their tickets, the homeseekers cannot get away until Friday, and the town is more congested to-night than it has been at any time since the rush began.

John H. Curran, secretary of the Kansas Populist State Committee, is authority for the statement that the Populist leaders are talking of coming here and establishing a town to be run on the co-operative plan. In the party, he says, will be John W. Breidenthal, Congressman Ridgely, Annie L. Diggs and other prominent Populists.

UNION MEN ARE ARRESTED.

BENCH WARRANTS SERVED ON ANSONIA MEN FOR INTERFERING WITH WORKMEN AT FARREL FOUNDRY.

Ansonia, Conn., July 18 (Special).—Alderman Stephen J. Charters, president of the local Carpenters' Union; Martin F. Driscoll, president of the Painters' Union, and Jason Wright, a striker, were arrested here to-night on bench warrants issued by Judge Shumway, of the Superior Court. The three men are charged with trying to persuade Alexander Valentine (colored), a striker, from returning to work in the Farrel Foundry and Machine Company shops. The warrants were served by Sheriff Dunham's deputies, and the men will be kept in custody until court sits at New-Haven to-morrow morning. Sheriff Dunham says that more arrests will follow as the sequel to the injunction against the strikers issued on Tuesday.

SEEKING TO ENJOIN STRIKERS.

INTEREST IN PROCEEDINGS BEGUN BY DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY.

Scranton, Penn., July 18 (Special).—The hearing in the injunction case of the Delaware, Lackawanna and Western Railroad Company against Car Builders' Association No. 7,304 was called before Judge Kelly to-day. Subpœnas have been served on nearly one hundred local merchants to prove that they have been asked to assist in declaring a boycott on the road. Great interest in the case is being manifested throughout the anthracite coal regions, where the union sentiment is so strong. This is the first time that the intervention of the court has been asked against strikers, and the court's action is awaited with interest. Should the decision be against the strikers, there is no doubt but it will have a big effect on the oft-recurring strikes. The general superintendent, T. E. Clarke; the master mechanic, Mr. Canfield, and the superintendent of motive power, Mr. Lloyd, were among the company officials who testified to-day that the repair work had been seriously hampered by the strikers, and told of the damage they had done and acts of violence performed on workmen. Several workmen testified to having been molested by the strikers. The hearings will continue for several days.

LOCKPORT MACHINISTS ENJOINED.

Buffalo, July 18.—Justice White, in the special term of the Supreme Court to-day granted an injunction against a union of striking machinists in Lockport, restraining them from interfering with, hindering, or in any way molesting the non-union men who are now working in the Holly Company's plant.

DOCTOR LONG INSENSIBLE.

HIS CRITICAL CONDITION THOUGHT TO BE DUE TO SOME DRUG.

Dr. Joseph Heimovitz, twenty-seven years old, of No. 79 Second-ave., was taken to Bellevue Hospital yesterday morning suffering from the effects of what the doctors there believe to be drug poisoning. One symptom was the enlargement of the thyroid cartilage, commonly called the Adam's apple, and it was at first thought that this was caused by strangulation. There was nothing, however, to bear out this theory, and it is now thought that the throat trouble was caused by the unusual action of some drug.

Dr. Heimovitz leased a floor in company with Dr. Jacob Glass, another physician. The two physicians are friends. They slept together in an extension, and used the larger rooms as offices. They did not quarrel, according to Mrs. Alexander Zingraff, who lives in the basement.

Mrs. Zingraff said yesterday that Dr. Glass had told her that Dr. Heimovitz had been disappointed in not hearing from his wife, who is now in the Catskill Mountains.

The two men went out Wednesday evening and were heard to return about 11 o'clock. No unusual noise was heard in the rooms. At 7 a. m. yesterday Dr. Glass rushed into the apartment of the Zingraffs and excitedly asked the husband to go for Dr. Theodore R. Burgtorf, of No. 93 Second-ave. He said that Dr. Heimovitz had been taken ill, and that he, Glass, couldn't find out what was the matter with him. Mrs. Zingraff went upstairs and found Dr. Heimovitz lying on the floor. Dr. Glass explained that on account of the heat the two had made a bed on the floor. Dr. Heimovitz was unconscious and breathing heavily.

Dr. Burgtorf and Dr. Glass worked over the unconscious man. About 11 o'clock Dr. Burgtorf admitted that he could do nothing for the patient and advised Mrs. Zingraff to call an ambulance.

At a late hour last night Dr. Heimovitz was still unconscious at Bellevue Hospital. The doctors there said that his condition was critical. There were no marks of physical violence on the unconscious man.

Jacob Levine, a druggist, of No. 144 Delancey-st., told detectives that Dr. Heimovitz had been a purchaser of both morphine and cocaine at his drug store. He did not know whether the doctor used the drugs himself or used them in his practice. He said he had heard that Dr. Heimovitz had had a similar attack about seven years ago.

HEROIC WORK OF MINERS.

HOW THEY PUT OUT A FIRE IN AN AIR SHAFT, CAUSED BY LIGHTNING.

[BY TELEGRAPH TO THE TRIBUNE.]

Wilkesbarre, Penn., July 18.—Five more men were enrolled in the list of heroes of the coal mines to-day. They are Mine Foremen Stephens and Roberts, and Frank Thomas, William Walker and James Griffith, miners, at the Stanton mine, of the Lehigh Valley and Wilkesbarre Coal Company. Their deed to-day in saving the mine from tremendous loss by fire ranks as one of the bravest in the history of the region. For five hours they worked with their lives in their hands, and came out alive.

Lightning struck the airshaft yesterday afternoon, but it was not known until midnight, when sparks were discovered at the top. It was on fire three hundred feet down. The mine is a gaseous one, and any minute an explosion was liable to occur. There was no way of getting at the fire from the top. Several lines of hose laid did little good, and the five men at 1 o'clock entered the mine. They expected to find the inside working on fire, but discovered the flames still busy, with the timbers 400 feet up the shaft. There was only one way to reach it, to be hauled up close underneath the fire by a rope passing through the flames.

Arrangements for this were made, and a steel rope, attached to the big drum in the engine house above, was lowered through the fire to the bottom of the shaft. Here Roberts and his men attached it to a big iron bucket. Extreme care had to be taken in the hoisting or the men would have been pulled up too far, and with the fire around them and a fall of 400 feet beneath would be certain death. Thomas Lawler was at the lever, the signals acted perfectly, and the five men were hoisted to a point a few feet beneath the fire. The uptake of the air carried the smoke above them, and they saw there was a chance. It was to hoist the bucket from the bottom of the shaft full of water, in which they would stand and throw on the water by pailfuls. This they did for five long hours, being blistered and burned by fire, struck by falling timbers, at every moment in danger of a horrible death, unable to see anything but the fire around them. After five hours they had conquered, and, faint and weak, were hauled to the surface. There the officials of the company thanked them publicly, and a crowd of admiring friends cheered them again and again.

You can find a delightful summer home along the Harlem Railroad. Inquire of any New-York Central ticket agent.—Advt.

STEEL STRIKE TO EXTEND

SHAFFER EXPECTS TO THROW IDLE EVERY SHEET MILL.

LITTLE BASIS FOR TALK OF ARBITRATION—NO PLANTS START WITH NEW MEN.

[BY TELEGRAPH TO THE TRIBUNE.]

Pittsburg, July 18.—The intimation last night that the strike had hardly begun is sustained by the facts of to-day. By the end of the week President Shaffer looks for the sheet workers at Vandergrift, Leechburg and Apollo to join the movement to throw idle every sheet mill in the country, union and non-union, controlled by the American Sheet Steel Company. President Shaffer has enough evidence in hand to justify the belief that the men will not work after Saturday at either of the three plants named, the largest and best probably owned by the sheet company. If this is accomplished the men will have won the hardest part of the fight, which they began last week.

These mills are undoubtedly the keystone of the non-union arch among the sheet plants. The men at all the plants were formerly members of the Amalgamated Association, but were badly beaten in a strike a few years ago, when George G. McMurtry, until then a staunch friend of organized labor, startled every one by declaring war on it. The history of that strike and of its companion movement at the Leechburg plant, close by, has rankled within the men ever since, so that it is easy enough to believe that the assurances received from those points by President Shaffer as to their intentions if the strike is prolonged, are sincere. With those plants in the list of idle mills, the activity of the sheet company would be reduced to the minimum.

From the workers' side of the case, the assistance of the men at Vandergrift, Leechburg and Apollo would crumble the non-union ranks, as they are the best plants in operation. That at Vandergrift is the model sheet plant of the world, and those at Leechburg and Apollo scarcely less important. If these men act at the end of the week it is expected that negotiations to reopen the wage question will begin at once. President Shaffer has declared, however, that he will permit no temporizing. He must be shown that there is an earnest desire to adjust the trouble before he will consent to reopen negotiations.

THE ARBITRATION TALK.

The proposition from Joseph Bishop, of the Ohio State Board of Arbitration, while made much of at large, is not regarded as important by President Shaffer. The statement is currently made and not denied in positive terms that the offer to act as mediator or to bring mediators into the case, by Mr. Bishop, was a roundabout effort of President McKinley and Senator Hanna to get into the case through other persons. The Ohio State Board of Arbitration seems to be an excellent medium, and the stories are generally believed to have a foundation in fact. However, neither President Shaffer nor Secretary Williams, who would probably have accurate information, would discuss the rumors that are persistent. President Shaffer dismisses the arbitration proposition politely but without much seriousness, giving the impression that he has no hope in that direction.

Not less important in the situation, if not actually more important than the contemplated strike of the non-union men at Vandergrift, Leechburg and Apollo, is the dim probability that the men at the city and Homestead plants of the Carnegie Steel Company will also join the strike on Saturday evening. President Shaffer states that, while such action would be appreciated, he is more concerned in the action of the sheet workers at Vandergrift, Leechburg and Apollo. However, outside of any statement from President Shaffer or any other Amalgamated Association man, it is undeniable that there is a strong current of feeling, not only at the Carnegie plants, but at all other steel mills.

THE STRIKE SPREADING.

The public mind seems to be moving along the line predicted by President Shaffer at the beginning of the strike, when he declared that without solicitation on the part of his organization the strike would spread from the sheet, tin plate and hoop plants into the general steel finishing plants of the United States Steel Corporation. The effect of a general suspension in the steel plants would be to terminate the struggle much earlier than otherwise. The mills to which this would do the most damage at this juncture are the structural and plate mills, which are crowded with orders. The general construction work, added to expansion of ship and boat building and car production, has added greatly to the consumption of structural shapes and plates.

A year ago the producing capacity of the sheet and structural plants was not less than 25 to 30 per cent in excess of the demand. To-day the mills are barely able to meet the demand, and when, as at present, the current consumption is active, are unable to keep even with orders. At the pace at which events are moving in the strike, another week or ten days will probably enable any one to put down his finger and mark the date of the end, approximately. The tinplate and sheet plants are more tightly closed than on the first day of the strike. The hoop plants are in the same position, as some of the admittedly non-union plants, notably the old Painter mill and the Solar works, of William Clark's Sons' Company, have been captured by the strikers.

NO IDLE PLANTS TO START UP.

The men are keeping a close watch upon all the idle plants, and so far have discovered nothing that looks like an intention to start with new men. There are stories current that this and that mill is to be put into operation, but no facts have been discovered. The Pittsburg attaches of the United States Steel Corporation refuse to give out a word, and the hundreds of watchers in every place where there is a steel mill idle or running have reported nothing suspicious. The only exciting spots are at the sheet plants at Wellsville, Ohio, and the W. Dewees Wood specialty sheet mills at McKeesport, where the strike took place last spring with so much excitement. An unsuccessful attempt was made to resume at Wellsville, and it is said the Wood plant will be running next Monday, either with the old men or imported workers. No attempts have been made at the Painter or Lindsay & McCutcheon hoop plants, and nothing that appears like preparation to resume has been discovered. There are no guards even at either plant, only a watchman.

But another week will give the situation an entirely different complexion, if to-day's expectations and rumors are carried out. Should the men at the Vandergrift, Apollo and Leechburg sheet plants strike, with the men at the Carnegie city and Homestead plants, and the Steel Corporation attempts to operate any of the idle plants in or close to Pittsburg, the situation will assume a threatening if not an actually dangerous aspect. It seems certain that early attempts to start the idle plants will bring trouble of some kind, and while violence is discouraged by the strike leaders, their influence might be insufficient with so many thousand idle men concentrating at any particular point. Another week will make the situation easier to under-