New-York Tribune.

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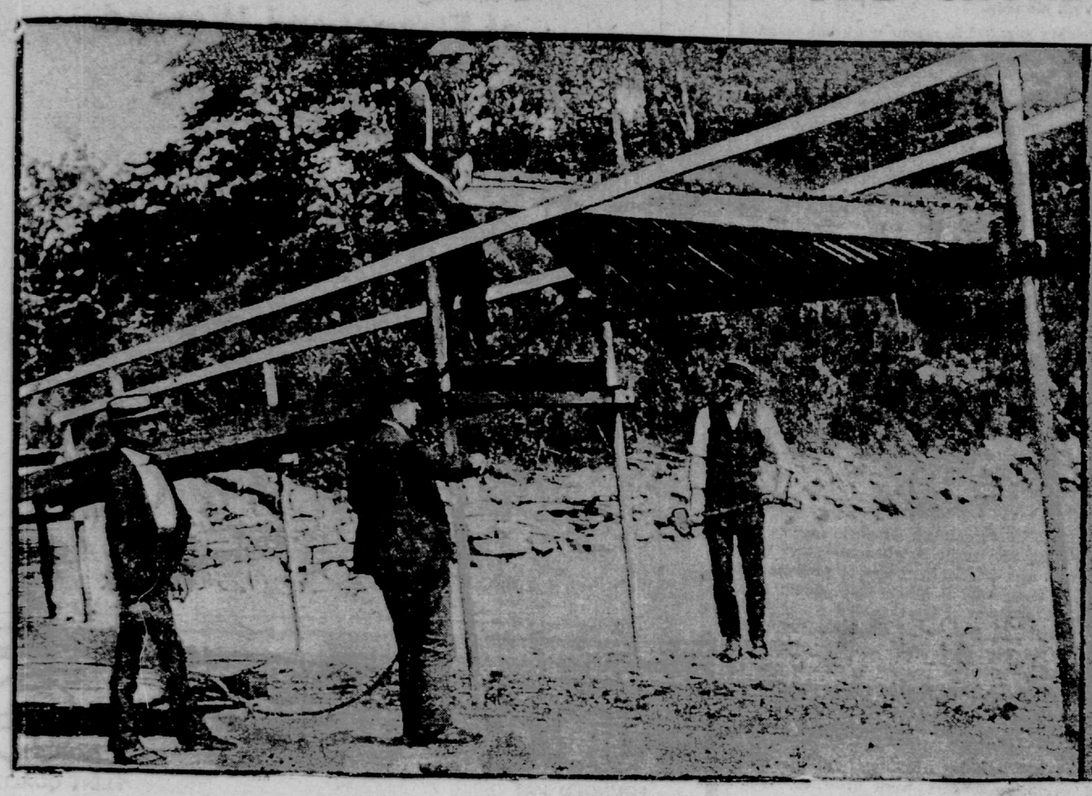
GLIMPSES OF THE SHORE ROAD WAR AT OYSTER BAY.



HIGHWAY COMMISSIONER HAWXHURST, CONSTABLE "JACK" M'QUAIDE AND GEORGE MERVIN WRECKING THE MAXWELL PIER.

MR. WHITNEY'S GARDEN WALL, WITHIN TWO FEET OF HIGH WATER MARK. VILLAGE AUTHORITIES CLAIM 49 FEET ABOVE HIGH WATER.

HIGHWAY COMMISSIONER HAWXHURST AND HIS FORCE OF PIER WRECKERS STANDING IN THE BREACH OF THE J. WEST ROOSEVELT DOCK.

KILLED ON SWITCHBACK

WOMAN'S BODY DRAGGED.

Thousands at Fort George See Accident—Proprietor Arrested.

Several thousand pleasure seekers at Fort George, and other spectators on the Speedway, saw a young woman jolted out of a swiftly speeding car on a switchback railway at 193d street and Amsterdam avenue yesterday afternoon, and her body dragged up and down the inclines until she was killed. The switchback is on the side of a steep hill running from the Speedway up to Amsterdam avenue, and the accident was in plain sight of persons who were only a few feet away, but helpless to attempt a rescue.

Laughing with excitement the young woman, who was Miss Katherine Rosebroth, nineteen years old, of No. 302 East 89th street, and a girl friend, seated themselves in a car and were pushed off at the top of a sixty-foot runway. Then as the car travelled downward with increased momentum, the girls screamed with pleasure, until, with a jolt, the car struck the bottom of an upward incline.

Miss Rosebroth, who had been trying to adjust her ruffled dress, was half raised in her seat when the car shot up the hill. The upward jolt threw her backward out of the car. Her dress caught in the back of the seat.

For the rest of the way up and down the runways her body was dragged.

Employes of the place rushed to the foot of the last incline and tried to stop the car, but it was moving too rapidly, and threw them heavily to the ground. The car then went on to a raised runway which has a cable running up it, to which the cars automatically fasten themselves when they reach it. The car began to ascend the incline, dragging the body after it. Then the dress gave way, and the lifeless form of the girl dropped between the ties and fell twenty feet to the ground.

MANY SAW ACCIDENT.

It had no sooner done so than another car, with all seats filled, which had been started before the accident took place, rushed over the spot where the body had been. The occupants of this car had been forced to witness the tragedy, as they had followed the other vehicle on its circuitous way. There were two women in the second car, and both fainted on reaching the starting point.

Surrounding the switchback are beer gardens, in which were seated hundreds of persons, who saw the accident. The screams of women drew the attention of hundreds in the Speedway below, where they had been watching the usual exhibition of fast horses, while on the top of the hill, which is Amsterdam avenue, were others, who gazed at the sight.

When the car from which Miss Rosebroth fell returned to the shed from which it started, Miss Jennie Ryan, of No. 647 St. Ann's avenue, and a little girl about two years old, both of whom had accompanied the young woman, were helped from the car. Miss Ryan was hysterical and fainted repeatedly.

Policemen were hurriedly called and an ambulance was summoned from the Washington Heights Hospital. Dr. Bernstein went to the foot of the incline and pulled out the body of the young woman. She was dead, and the surgeon said that her skull had been fractured several times and her legs and ribs broken. Death, he thought, had been instantaneous, as her neck was also broken.

The police then began an investigation, and finally arrested James Thoms, fifty-six years old, of No. 70 Washington Terrace, the owner of the switchback. He was locked up in the West 152d street station, charged with homicide.

Coroner Harburger soon reached the scene of the accident. He said afterward that he had learned of four persons being injured in a similar way when the switchback was first opened, about a month ago. He said that at the inquest he would make a thorough investigation and find out just who was to blame. He then gave permission for the girl's body to be taken to her home.

SAYS GIRL DIED AT ONCE.

Employes of the place argued that the accident would not have been fatal had not the girl's dress caught in the seat of the car, but James La Sarona, of No. 158 West 28th street, and Daniel Schagnon, of No. 136 West 28th street, who were seated in the front seat of the car, differed with them.

"The first I knew of the accident," La Sarona said, "was when I heard the girls behind us scream, and I turned just in time to see Miss Rosebroth fall over the back of the car. I yelled to her to hold on, but just then I saw her face, and I knew she was dead. Her head struck the tracks with terrific force, and she showed no signs of life as the car went around. I tried to get into the back seat so as to pull her back into the car, but it was going so fast and bumping up and down so that I found I could not keep my balance."

The switchback was closed immediately after the accident, and it is said that it will not be reopened this season. It is one of the fastest affairs of the kind in Fort George, and the incline upon which the cars start presents a declivity of about sixty feet. It is estimated that when the cars strike the upward turn at the foot of the incline they are travelling more than forty miles an hour.

OFFICERS LOST IN FOG.

WHALEBOAT TO RESCUE.

Battleship Maine's Launch Hits Reef in Newport Harbor.

[By Telegraph to The Tribune.]

New London, Conn., Aug. 5.—When the cruiser Denver, Captain Colwell, arrived here from Newport at noon to-day she brought news of the rescue of a party aboard the battleship Maine's launch, which was stranded on a ledge in Newport Harbor last night. A boxing exhibition at the training station ended about 10 o'clock, and the Alabama's representative, who had a 20-round bout with a Kearsarge man for the championship of the fleet, was victorious. Attending the bout were officers from various warships in port, among them several from the battleships Maine and Missouri, who started to return to their respective ships in one of the Maine's steam launches. Two women, relatives of some of the officers, were also aboard the launch, bound for Jamestown wharf.

The launch left the training station about 10:15 o'clock in a heavy fog, and had reached a point opposite the lighthouse, where she ran upon a ledge, and efforts of the crew to dislodge her were futile. The tide was fast receding, and when it was found the launch was fast on the rocks the regulation distress signal, five blasts of the whistle, was sounded at short intervals, but passing launches and other steamers paid no heed to the calls for assistance.

The occupants of the launch had about concluded that they would be prisoners on the reef all night when a whaleboat from the cruiser Denver appeared. The signals of distress had been noticed by Captain Colwell, who was half a mile away. In a short space of time the shipwrecked party was transferred to the Denver's boat and the rescuers started the return to their ship. The fog was so dense that they rowed in a circle, and after half an hour's steady work they brought up against the Maine's launch, which they had just abandoned.

A second start was made, and this time the rescuers were aided by the Denver's searchlights, Captain Colwell having become anxious at the whaleboat's prolonged absence. When the Denver was reached the rescued officers and women were transferred to one of that cruiser's launches and taken to their respective ships and landings.

The officers and crew of the Maine's launch say they should have received aid long before they did, as launches passed very close to them while they were sounding their distress signals. The Kentucky's launch, they say, steamed within a few feet of them and totally ignored their repeated danger calls.

SAILORS FIGHT ON SHIP.

Seaman on Battleship Alabama Wins Fleet Championship.

[By Telegraph to The Tribune.]

Newport, R. I., Aug. 5.—Seaman Tag, of the Battleship Alabama, and Seaman Condon, of the Kearsarge, fought six rounds in the big barracks at the training station last night for the middleweight championship of the North Atlantic fleet. A purse of $50 was offered by the athletic board of the fleet, of which Flag Lieutenant W. S. Crossley is chairman.

Tag was the aggressor from the start, and received the decision at the end of a fast bout. At one time it was necessary to change the position of the ring, on account of the wet floor. Fleet Paymaster G. W. Simpson acted as timekeeper of the fight, and Lieutenants Rawlins and Pauline were the referees. After the fight Tag was carried on board the Alabama on the shoulders of his shipmates. A large sum of money changed hands as a result of the fight.

HAROLD VANDERBILT ENGAGED?

Boston Hears That He Will Marry Miss Eleanora Sears.

[By Telegraph to The Tribune.]

Boston, Aug. 5.—A rumor is current here that the engagement will soon be announced of Miss Eleanora Sears, of Boston, noted as an expert tennis player, and Harold S. Vanderbilt. Miss Sears is with her parents, Mr. and Mrs. Frederick Sears, jr., at their Storrow Hill estate, Beverly Farms, and society is noting with interest the marked attention being paid her by Mr. Vanderbilt, who is spending a few weeks at Beverly Farms, the guest of Harold Tweed. Miss Sears soon goes to Newport to visit friends.

MRS. THOMAS W. LAWSON DEAD.

Scituate, Mass., Aug. 5.—Mrs. Thomas W. Lawson, wife of the Boston financier, died at Dreamwold, Mr. Lawson's summer home here, to-day. Mrs. Lawson had been suffering from heart disease since June 26. With the exception of her son Arnold, all of Mrs. Lawson's children and her husband were at her bedside when the end came. Arnold Lawson arrived home shortly afterward. Mrs. Lawson, before her marriage to Mr. Lawson, in 1878, was a Miss Goodwillie, of Cambridge.

Equinox Sparkling Ginger Champagne. True Ginger Flavor. Try it.—Advt.

SUNDAY SHUT-DOWN AT ELLIS ISLAND.

TWENTY-FIVE HUNDRED IMMIGRANTS FORCED TO SLEEP ABOARD SHIP—6,000 TO BE HANDLED TO-DAY.

In compliance with a recent ruling of the Department of Commerce and Labor, Ellis Island was shut down all day yesterday, and will be so on all Sundays hereafter for the next three months, much to the discomfiture of the thousands of immigrants coming in on the big ships that dock Sundays. Last night nearly 2,500 steerage passengers slept between decks on four big liners which reached their piers and discharged the first and second class passengers.

Three of these, the Cunarder Umbria, the Celtic, of the White Star Line, and the Columbia, of the Anchor Line, docked before noon. La Gascogne, of the French line, got to her dock last night. At midnight the Grosser Kurfuerst, from Cherbourg; the Bluecher, from Dover and Boulogne, and the Nieuw Amsterdam, of the Holland-America Line, were in port. The number of steerage passengers on these will bring the total to be handled this morning close up to six thousand.

This will make a busy day on Ellis Island. Harry Balfe, the head of the commissary department, has made elaborate preparations for giving breakfast to over twenty-five hundred hungry aliens. Never before in the history of Ellis Island have so many prospective citizens sat down to a breakfast at one time. In addition to the 2,500 breakfasts served there will be about five hundred luncheon boxes prepared for those who will leave the city on early trains for the West.

Boatmen along the river front reaped a harvest yesterday by conveying friends and relatives alongside of liners, so that they could converse with the newly arrived aliens. At the head of each pier a guard was stationed to prevent any immigrant from escaping in the night. The government imposes a fine on a steamship company of $200 for each alien who escapes.

The order to close down Ellis Island on Sundays was vigorously opposed by the steamship companies. They contended that during the voyage the steerage quarters are comfortable enough, but when the ships are alongside the piers all air is shut off, and consequently there must be suffering among the detained passengers. Despite the opposition the order was not rescinded, and Commissioner Watchorn, before sailing for Europe a few days ago, said that it would not be rescinded.

One Sunday a few months ago Commissioner Watchorn gave the employes on the island a rest on account of the unusual rush of immigrants to this country. They were overworked then. The following day about five thousand aliens were in port. Shortly after this rush Commissioner Watchorn took up the Sunday question and got a ruling from the department ordering the island closed on Sunday for three months in the year.

ARREST AT OYSTER BAY.

Guards Find Lawyer on President's Grounds at Night.

[By Telegraph to The Tribune.]

Oyster Bay, Aug. 5.—Karl Cook, who said he was a lawyer, of Washington, forty years old, was arrested shortly after midnight this morning at Sagamore Hill by President Roosevelt's Secret Service guards.

When arraigned before Squire Franklin this morning Cook said he had walked to Oyster Bay from Brooklyn and that he came here to escape service at court. When he was asked what kind of a court proceeding he was attempting to avoid, Cook gravely replied that it was an inquiry into his own sanity.

"But I received the summons by mail, so I was not bound to obey it," he hastened to explain.

Cook was not able to tell why he wished to see the President, nor were the Secret Service guards certain that he knew that he was trespassing on Mr. Roosevelt's place. Justice Franklin fined him $5, and in default of payment committed him to the county jail at Mineola for five days.

President and Mrs. Roosevelt attended morning service to-day at Christ Episcopal Church.

Washington, Aug. 5.—Nothing is known here of Karl Cook, arrested at Oyster Bay to-day by secret service officers.

TWO BROTHERS DROWNED

Boat Overturned the Second Time After a First Rescue.

In spite of attempts at rescue, and in sight of hundreds of persons, William Jacobs, twenty-three years old, of No. 96 Howard street, Newark, and his brother, Abraham, seventeen years old, of No. 436 Bank street, Newark, were drowned in the Middle Lake of Branch Brook Park, in that city, yesterday afternoon. The bodies were recovered soon after and removed to Mullin's morgue, where they were identified later.

The brothers had been rowing for some time, and were near the western shore of the lake, when they were hailed by William H. Nichols, of South 12th street, who had a camera and suggested taking their pictures. When the elder brother stood up in the boat to pose for the camera the small craft overturned and the occupants were thrown into the water.

Neither could swim, and they floundered about in the water until Nichols realized their plight, and, jumping into the water, reached them, and after a hard struggle got them into the boat, which was about half filled with water. Nichols, much weakened by his task, struck off for shore when he saw more help coming, but as he let go the boat it overturned again, throwing the unconscious brothers into the lake. They sank to the bottom and were dead when taken out.

DIES IN PULLMAN BERTH.

Curtis Hillyer, seventy-eight years old, a retired lawyer, died suddenly from heart disease in his berth in a Pullman car yesterday while the transport Maryland was conveying the train from Mott Haven to Jersey City. He was returning from Maine to his home, at No. 1618 21st street, Washington, N. W. His son Edward, who accompanied him, took charge of the body, which was sent to Washington.

BRIDGE PLAZA WRECK.

Auto Hit by Trolley Car—Chauffeur Was Confused.

A large touring car, in which were A. M. Harbaugh, the owner, of No. 127 Riverside Drive, his wife and Henry Linkey, chauffeur, of No. 128 West 66th street, was struck by a 14th street car at the Brooklyn plaza of the Williamsburg Bridge early yesterday morning and totally wrecked. The machine was shoved along nearly thirty feet. Had it overturned its occupants would probably have been ground to death.

The chauffeur had become confused by the bright lights on the plaza. Instead of turning at the right place to reach the roadway, Linkey drove through Roebling street, which crosses the centre of the plaza, and ran his machine on to one of the tracks of the Metropolitan Street Railway Company just as the 14th street car, in charge of William Kelly, came along.

As soon as the chauffeur ran on the track he saw that his way was blocked by the ropes stretched through the plaza to regulate traffic. He quickly stopped the machine and tried to back, but before he could do so the trolley crashed into it. The auto was thrown ahead for some distance, but remained right side up. When the car again smashed into the machine it was pushed along and wrecked, the wheels being torn off.

Patrolman Brennan, of the Williamsburg Bridge station, after assisting Mr. and Mrs. Harbaugh and the chauffeur from the wrecked machine, found that beyond the shock they had received all were uninjured.

DEEPEST GAS WELL IN THE WORLD.

[By Telegraph to The Tribune.]

Pittsburg, Aug. 5.—To test the lower sands, which no well drillers have ever reached, the Carnegie Steel Company will drill the deepest well in the world for natural gas. It will be 6,000 feet deep, and is expected to prove whether or not there is a great gas sand lying under the surface of this gas territory. This will be more than 1,000 feet deeper than the deepest well now in existence. In order to drill it, a special steel derrick has been built just outside the town of Waynesburg. If it proves successful, a number of others may be drilled. Government geologists are taking much interest in the undertaking and will watch its progress with care.

NEW YORKER DIES IN COLORADO.

[By Telegraph to The Tribune.]

Colorado Springs, Col., Aug. 5.—Carlton King, of New York, is dead at Fort Collins, Col., at the age of thirty-five years. He attended the Elks' convention in Denver and contracted a cold which resulted in pneumonia. He was sick two weeks. He came to Colorado from New York four months ago and was made president and manager of the Northern Electric Company, the largest power and light company in the state. The body will be shipped to New York for burial.

MR. ROOT'S VISIT TO SAO PAULO.

Sao Paulo, Brazil, Aug. 5.—Secretary Root to-day visited the coffee plantation of Senhor Elias, at Chaves. Passing through Campinas at 10 o'clock this morning, Mr. Root was warmly welcomed by the populace. He and his party returned here this evening.

18 HOURS TO CHICAGO
PENNSYLVANIA SPECIAL
via Pennsylvania Railroad; rock ballast, dustless roadbed. Leaves New York 3:55 P. M., arrives Chicago 8:55 A. M. Other fast trains to Chicago and St. Louis.—Advt.

THREE HUNDRED LOST.

ITALIAN STEAMER SUNK.

The Sirio Wrecked Near Cape Palos—Captain Commits Suicide.

Cartagena, Aug. 5.—Three hundred emigrants were drowned last evening off Cape Palos. The Italian steamship Sirio, from Genoa for Cadiz, Montevideo and Buenos Ayres, with about eight hundred persons on board, was wrecked off Hormigas Island. Most of those lost were Italians and Spaniards. The captain of the steamer committed suicide. He attributed the wreck to his own imprudence. The Bishop of Sao Pablo, Brazil, was drowned while blessing the passengers of the Sirio. The Archbishop of Sao Pedro was saved.

The remainder of the passengers and the officers and crew got away in the ship's boats, or were rescued by means of boats from shore. A number of fishermen who made attempts at rescue were drowned by the overturning of a boat.

Those rescued from the vessel are now at Cape Palos in a pitiable condition, being without food or clothing.

The Sirio, which was owned by the Navigazione Italia, of Genoa, struck a rocky reef known as Bajos Hormigas and sank soon after, stern first. Hormigas Island lies about two and a half miles to the eastward of Cape Palos.

Before he committed suicide the captain said the steamer had 645 passengers on board and that her crew numbered 127 men. The Sirio had 570 passengers when she left Genoa, but additional Spanish passengers were taken on board at Barcelona, where the vessel touched a few hours before she struck.

The disaster occurred at 5 o'clock yesterday afternoon. The steamer was threading a difficult passage through the Hormigas group, where the Bajos Hormigas Reef is a continual menace to navigation. The vessel began to settle rapidly as soon as she struck, and a terrible scene of confusion and panic followed. The fishermen along the coast sought to render every assistance in their power, and sent out boats which brought many survivors ashore. Most of the officers and crew of the Sirio are among the saved.

The survivors are camping in the main square of the town at Cape Palos. Here there are harrowing scenes, as the stricken families anxiously seek members among the rescued. A mother who lost her three children went insane. The doctor of the Sirio gave up his wife and child as lost, but they were finally brought in by one of the rescuing boats. One of the boats sent out by the fishermen brought in twenty-four passengers.

The condition of the survivors is deplorable. They have lost everything, and are without money, food or clothing. The maritime authorities of Cartagena have sent a tug to the scene carrying relief supplies. The buildings of a circus and the poorhouse are being used as temporary quarters.

The latest reports from the cape say that three boats have just brought in a number of rescued.

From the broken narratives of the survivors it would appear that it was the intention of the captain of the Sirio, after leaving Barcelona, to call at Cadiz before proceeding to Brazil. The captain, in order to shorten the route, decided to pass as close as possible to the rocky ledges surrounding the Hormigas Islands. While running at full speed the Sirio crashed upon the rocks. A few minutes later the vessel began to sink by the stern. The passengers rushed forward, fighting for places in the bow of the boat. Many fell and were trampled to death. Dozens of men and women threw themselves into the sea. A young mother, who was carrying her baby, was advised to abandon the child and try to save herself. This she refused to do. Both were afterward rescued.

The captain and officers of the Sirio endeavored in vain to restore a semblance of order and

Continued on second page.

MINNEAPOLIS OR ST. PAUL AND RETURN
Via New York Central, $27.75; via West Shore, $25.75. August 10, 11 and 12. Stop over at Chicago and Niagara Falls. Call on nearest New York Central or West Shore ticket agent.—Advt.

THE STRIKE MAY FAIL.

RUSSIANS NOT UNITED.

Railway Employes Hesitate—Printers Return to Work.

St. Petersburg, Aug. 6.—The fate of the general strike, which has affected close to seventy thousand in St. Petersburg, probably will be decided to-day with an adverse expression of public opinion. The lack of union among the leaders of the proletariat organizations is a factor against success.

The railroad men, upon whom the entire movement depends, are still working full time. The leaders of the railroad organizations are hesitating about issuing a call for a tie-up. They fear being deserted by their followers, who are no more responsive to the avowed pretext of this strike—namely, sympathy with the mutineers of Sveaborg, Cronstadt and Reval—than they were to the similar reasons given for the abortive strike last November. The railroad men have been intimidated by the recent law-making strikes affecting communications penal offences.

The council of workmen, which met secretly at Terioki, Finland, continued its session till a late hour yesterday morning. The deputies were so incensed at the timidity displayed by the railroad men that the decided to resort, if necessary, to blowing up bridges and destruction of the roadbeds to bring the transportation service to a standstill. Representatives of all the revolutionary parties and emissaries from Moscow, Kieff, Riga, Odessa and other cities were present at the meeting. The telegraphers thus far have been appealed to in vain. A final meeting of the council was still going on at 1:30 o'clock this morning.

The first break in the ranks of the St. Petersburg strikers occurred yesterday, when the printers decided to return to work. The employes of several streetcar lines and river ferries have resumed work.

A steady downpour of rain all day long prevented the open air gatherings scheduled for the day in St. Petersburg, and the consequent possibility of collisions and disorders. The day was without incident except for the departure for Cronstadt of the 18th Naval Equipage. There were many drunken men among these sailors.

Telegrams from the interior throw little light on the manner in which the country may be expected to respond to to-day's call for a strike. There has been no cessation in the number of robberies and murders in the interior.

The government attaches much importance to the declaration of the Poles in the Minsk congress against the principle of expropriation and in favor of acquiescing in the dissolution of the lower house and preparing for new elections. This action is regarded in administrative circles as almost equivalent to the withdrawal of the propertied classes of Poland from the revolutionary movement.

The "Novoe Vremya," which is the only newspaper appearing except in dodger form, devoted a large part of its space this morning to an article prophesying war between Japan and the United States, and predicting a sure and speedy Japanese victory, the seizure of the Philippines and Hawaii and the occupation by the Japanese of California.

A collision between strikers and policemen occurred at the railroad station at Sestroretsk, a suburb of St. Petersburg, at 8 o'clock Saturday night. One policeman was killed. The garrison at Sestroretsk has been strengthened.

SEBASTOPOL WIRES CUT.

Alarming Signs at Odessa—Cossacks Guard the City.

Odessa, Aug. 5.—Telegraphic communication between here and Sebastopol has been interrupted for the last forty-eight hours. Governor General Kaulbars has not yet returned from Sebastopol.

Flashlight signals were exchanged at midnight last night between the roof of the commandant's residence here and a destroyer a few miles at sea. The destroyer started at full speed toward the Crimea.

There is apprehension here of impending trouble. For the first time in two weeks Cossacks appeared in town last night, forming