

NAVAL PARTY IN FATAL COLLISION ON THE POTOMAC

Yacht Dolphin Cuts a Sixty-foot Gasoline Launch in Two.

MISS HELEN TAFT A RIVER GUEST

Social Event Given by Secretary of the Navy George von L. Meyer and Mrs. Meyer Interrupted by Unfortunate Disaster.

In the darkness that hung over the Potomac last night at 9:20 o'clock, near the docks at Alexandria, the U. S. S. Dolphin, bearing a merry party of picnickers, among whom were Miss Helen Taft, Mrs. George von L. Meyer, the Misses Meyer, and about thirty others, crashed into the Culprit Fay, a 60-foot launch, and, cutting the frail craft in two, sent one man to his death, while the other two occupants were saved with the greatest difficulty.

The Dolphin is the official yacht of the Secretary of the Navy, George von L. Meyer, and the party aboard were the guests of Mrs. Meyer and the Misses Meyer. Included in the list of Mrs. Meyer's guests were Assistant Secretary of the Navy Winthrop and Mrs. Winthrop and two members of the diplomatic corps.

GOES DOWN WITH LAUNCH.

The Dolphin was not injured, although the accident considerably affected some of the ladies aboard. The crumpled and telescoped launch is at the bottom of the river, as is also the body of Alexander Yellowlee, a white man, who was in the engine-room when the collision occurred.

The Dolphin had set out from the navy yard pier at 4:30 o'clock in the afternoon, with Capt. G. W. Laws in command, and sailed down the river to Stumps Neck, about five miles below Indian Head. On the return trip they reached Alexandria shortly after 9 o'clock and all was going merrily aboard, just as the Culprit Fay, a power boat, bearing William A. Butler, machinist of the navy yard, residing at 2129 N street northwest, John G. Lindsay, tiller and roofer, of the same address, and Yellowlee, an employe of Lindsay's and formerly living at 223 H street northeast, sailed down the river at the rate of ten miles an hour.

The launch was headed across the river from Alexandria, pointing slightly down stream. The Dolphin was sailing full steam ahead, at from twelve to fifteen knots, and the launch was about to cross her bow. The man on the lookout on the Dolphin's crosspost sent out a warning cry to the men in the launch, and for a moment they changed their course. The Dolphin, too, in order to avoid a collision, veered off two points. But, according to the statement of those on board the Dolphin, the launch resumed her course and sailed directly into the path of the big vessel.

Launch Sank Instantly. The fragile little craft met the Dolphin between the bow and the pilot house on the port side and instantly sank. With a cry the jockies on the war vessel lowered two boats and hurried to the rescue of the men. The searchlight of the vessel was turned on the scene, and two men were seen struggling in the water. Lindsay, the owner of the launch, was a good swimmer, but exhausted with excitement and shock, was seized by the rescue party from the Dolphin, one of whom grasped his arm as he was sinking. Yellowlee could not swim, and Lindsay says he was clutched by the drowning man and both went to the bottom. After a struggle under the water, Lindsay shook off the grip of the drowning man and rose to the surface, where he was rescued.

Butler, who is Lindsay's son-in-law, could not swim, but grasped a piece of the floating wreckage of the launch and was floated by the rollers in the dinghy reached him. The rescue party was in charge of Lieut. Leahy, and in fifteen minutes after the launch was struck the rescued men and the party were back on the Dolphin, which cruised around the scene of the disaster for nearly an hour in the hope that Yellowlee might have kept afloat.

The party on the Dolphin maintained remarkable composure in the face of the horror of the accident.

On a Fishing Crater. Yellowlee was about forty-five years of age, was unmarried, and had been for some time in the employ of Lindsay. The launch party was bound down the river on a fishing cruise, to be gone until after Memorial Day. Those on board the Dolphin say there were no lights visible on the launch, while Lindsay says they were showing six lights besides those in the cabin. Lindsay says he did not see the Dolphin until she was on top of him, and he was at the helm.

Butler, it is said, was asleep in the cabin when the collision occurred. Two steam launches came from Alexandria to the scene of the accident and assisted in the search for the body of Yellowlee.

CHIC DUCHESS DRAWS ICY STARE OF QUEEN

London, May 27.—Queen Mary is evidently determined to lose no occasion for showing her disapproval of the extremes in dress. Her own skirts are noticeably full and her hats are smaller and dowdier than ever.

At the last court a few ladies who ventured to disregard her edict in regard to tight skirts received only the slightest salutation, while a duchess who appeared in a sheath-like garment, which was too décolleté for Queen Mary's ideas was the recipient of a stony stare from the indignant royal spouse.

HAMMOND ON WAY.

Special Envoy to Coronation Leaves for London.

Special to The Washington Herald. New York, May 27.—John Hays Hammond, special ambassador of the United States to Great Britain at the coronation of King George V, sailed for London on the White Star liner Cedric today with Mrs. Hammond, his sister, Miss M. E. Hammond, and the four Hammond children, John Hays Hammond, Jr., Harrie, Richard, and Natalie.

THOUSANDS RUSH TO VIEW RUINS OF CONEY ISLAND

Curious Throng at Scene of \$1,000,000 Disaster.

WILL NOT REBUILD PARK

Special to The Washington Herald.

New York, May 27.—A shift in the wind shortly after 4 o'clock this morning was all that saved the greater part of Coney Island from destruction.

As it was, Dreamland, the largest amusement park on the island, with its lofty tower, far-reaching pier, wide walks, and picturesque quadrangle of show places, was razed to a flat waste of ashes and twisted metal.

The fire spread on both sides of Dreamland along Surf avenue, and through the ocean front, until an area of fifteen acres, once occupied by hotels, concert halls, and other amusement places, was a blackened, smoking field of embers. It burned itself out for lack of material to feed on when the wind ceased to carry it east and west and trained the flames toward the sea.

Property loss will probably reach a sum in excess of \$1,000,000, and 2,000 persons are thrown out of employment just at the beginning of the season. Only a very small percentage of the loss is covered by insurance.

It is altogether unlikely that Dreamland will be rebuilt.

It was the greatest and most thrilling spectacle ever staged at Coney Island, with a wild animal climax, when a lion and two panthers escaped from the burning arena and ran into the crowded streets, that made even the best of the spectators go white under the red glare of the flames.

Animals are killed. All three of the wild beasts were hunted down and shot to death.

Capt. Ferrari, who owned the animal show, and Capt. Jack Bonavita, who lost his right arm in an encounter with a lion at Dreamland several years ago, and ten trainers were sleeping in rooms above the arena.

Bonavita saw the red glare of the flames and took in the situation at a glance. Lights were switched on but the animals were all excited and could not be brought to obey the shouted commands of the trainers and enter the traveling cages.

Black Prince, the handsomest lion in the show, unmanageable and untamable but yet a favorite with Bonavita, was induced to enter a traveling cage, but jumped out again and was at large in the building.

Bonavita caught him by the mane with his one hand and hung on.

At this moment the lights failed and the arena was in darkness. Bonavita struggled with Black Prince and shouted orders.

The big cat, scenting danger, began to give voice to his fears, the lions roared, the tigers and panthers screamed, and the others yelling or barking. Much to the surprise of Bonavita, Black Prince did not attempt to attack him, but pressed close against his body.

The fire was coming closer, the heat growing unbearable, and the smoke suffocating in the animal arena. It was useless to try and transfer the beasts to traveling cages in such a turmoil, and Bonavita shouted to the trainers to throw the lions into the large rack, which is gained by inclosed runways from all the cages.

His order was misunderstood. Bonavita wanted to have the lions thrown into the huge cage first, so that the trainers could shoot them and then let in tigers, leopards, and other animals separately and shoot them.

Instead the doors of the cages were thrown open and the lions, tigers, black panthers, and other animals dashed out and ran to the large rack. In a moment they were engaged in a battle royal, and Bonavita, still trying to save Black Prince, gave the order for the men to fire on the animals.

The animals were roaring, yelling, snarling, and tearing at one another with claw and fang, while their eyes shone in the darkness like dull red embers of luminous points against the shadow of mane or tawny hide.

Bonavita declares it was the wildest scene he ever witnessed.

Shots from rifles and automatic pistols sounded above the screaming of the animals, and the crowd outside, held back by a cordon of mounted police, had their first glimpse of the situation. With the flames sweeping almost in all the doors, and in the belief that all the dangerous cats had been killed, Bonavita held out for Black Prince, who he still held out of the door. The lion pulled back and broke away. Bonavita made a grab for him, but with a leap, Black Prince passed like a shadow through the door and disappeared.

Rescue to Elephants. Bonavita then remembered the best loved of all the animals, Little Hippo, the educated baby elephant belonging to Frank Hockett. A few days ago Hockett called that he was to have a parade in London during the coronation ceremonies and to have Little Hippo shipped to him on Monday.

Little Hippo was standing at his usual place, waving his body from side to side and swinging his trunk. Bonavita tried to get Little Hippo to follow him from the building, but the little elephant put his head in a corner and refused to move and laid down, as though to quietly wait his end.

REBELS ATTACK DIAZ ON TRAIN; THIRTY KILLED

Anarchy Spreads Under Rule of Insurrecto Mobs.

RIOTERS LOOT PUEBLA

Lawlessness Follows Change from Old Regime.

Special to The Washington Herald.

Mexico City, May 27.—The sensational exit of Diaz was punctuated by an incident worthy of the reputation of the aged "Lion of Oaxaca."

The train on which the former President was fleeing from the country he had ruled for thirty years was attacked by a force of 700 rebels near Teapayahuaco.

Diaz occupied the middle section of the train. Federal troops filled the other two sections. When the train came to a stop, instead of ordering it to retreat or make a dash for this city, the aged warrior leaped from his car with a revolver in each hand, followed by his son, Col. Diaz, and maneuvered his inferior force of 300 men with such skill that the rebels were driven off, leaving thirty dead on the field.

The remainder of the trip was made without incident.

Diaz is now in Vera Cruz at the home of J. B. Body, a prominent American, and will sail on the steamer Yptranga May 31.

Fifteen persons were killed in the riots at San Luis Potosi yesterday, when a mob of 2,000 tried to get into the penitentiary to release political prisoners. Many were wounded. Twelve thousand dollars' damage was done by the mob.

Encarnacion Ypina has been elected provisional governor there in place of the regular governor, Cavasa, who resigned. The federalists in Potosi are resting on their arms, expecting more trouble.

Guadalupe is quiet after a stormy night, but the suburbs of Puebla were looted yesterday by 200 rebels.

R. C. Clarke, of Taylorville, Ill., was shot dead in this city by Larry Martin today.

Provisional Gov. Gonzalez has arrived at Zacatecas and will take office tomorrow.

Five hundred rebels, part of the band of Anahuac, entered this city to-night and are quartered in the barracks.

Lawlessness is spreading throughout the country, even worse than when the rebellion was in full swing.

Fighting went on last night at Durango, Orizaba, Sultepec, and Zacapuam. The latter town is in the state of Mexico and near this city.

Dispatches from Aguila, Chilpancingo, Guadalupe, Mazatlan, Manzanillo, Colim, Guadalupe, and Zacapuam state that there are no crops and the people are facing a famine, a calamity worse than war. The inhabitants of the stricken districts are asking aid of the government.

Funds Were Increased. Limantour, the last of the Cientificos, in his resignation, calls attention to the fact that when he assumed office the treasury was empty, whereas it now contains \$6,000,000 pesos in available cash with no floating debt to speak of; that the credit of the republic is better than ever before and taxes lower.

De la Barra's public utterances so far have rung in a man waiting to hear his master's voice, despite the fact that Madero has said the new President shall have a free rein. Nothing will be done here until Madero arrives, probably Tuesday night, when a meeting of rebel leaders from all parts of the country will be held to decide upon a plan of government.

De la Barra received the diplomats today at noon. Harry La in Wilson, United States Ambassador, and dean of the corps, made a brief address of congratulation.

Madero's manifesto last night has not made a favorable impression. It is the belief that he is playing for the support of the lower classes instead of the thinking men who sided with him in the early stages of the fight.

Many men who opposed Diaz, and are remaining in office, regret that he has left the country.

Jose B. Flores, the millionaire, who formerly opposed Diaz, said: "The time will come when these people, on bended knees, will beg Diaz to return, possibly not to office, but as the country's adviser, when men like Madero have had a little minute of power and prove failures."

REBEL SENTENCED.

Insurrecto Court Finds Lopes Guilty of Desertion.

Special to The Washington Herald. Aguila, Mexico, May 27.—Charged with deserting his army in the face of an enemy, "Red" Lopes, the bandit-insurrecto soldier, who led in the fighting when this town was captured, has been sentenced to eight years' imprisonment by an insurrecto court-martial.

THE STORY OF GOULD AND HIS CONTROL OF VIRGINIA POWER PLANTS



FRANK J. GOULD.

Gould's Progress as Virginia's Traction King

1902—Buys an interest in the old Virginia Passenger and Power Company, of Richmond.

1903—Begins extension of lines to Richmond and vicinity.

1904—Litigation over control of properties begins between George E. Fisher and Gould, resulting in appointment of receivers.

1907—Organizes Fredericksburg Power Company and secures control of water power in Rappahannock River.

1908—Gould wins long fight with Fisher and becomes master of traction and power situation in Richmond.

1909—Acquires charter for the newly organized and renamed Virginia Railway and Power Co.

1910—Wins fight against the Richmond, Fredericksburg and Potomac Railroad and secures amendment to charter of Richmond and Chesapeake Railway that gives right to build trolley line to Washington. Takes over Petersburg Railway and water power control of Appomattox River.

1911—Buys control of Norfolk and Portsmouth Traction Company. Announces the merger of Richmond and Norfolk interests.

GOIRAN IS NAMED MINISTER OF WAR

Successor to Eerteaux Chosen by Fallieres.

Paris, May 27.—President Fallieres today signed the nomination of Gen. Goiran as minister of war in place of the late M. Eerteaux, who was killed on the aviation field at Issy last Sunday morning at the start of the Paris-Madrid race.

Some of the radical Socialists objected to the appointment of a military man as successor to a civilian minister, but Premier Monis was firm and carried his point. He was supported in the nomination by M. Delcasse, the minister of marine.

Gen. Goiran was born at Nice in 1847, thirteen years before his association with France. He selected French citizenship when the option was offered of becoming a Frenchman or an Italian. His brother accepted Italian citizenship, and is now a retired general in the Italian army.

Gen. Goiran and Antoine Monis, Jr., son of the prime minister, will represent the government at the start of the Paris-Rome-Turin flight organized by the Petit Journal. The aviators will start from Rome early Sunday morning.

Young Monis was slightly injured at the start of the Paris-Madrid race last Sunday.

DYNAMITER'S DESIRE IS QUICKLY GRANTED

Special to The Washington Herald. Rockville, Md., May 27.—Just as William Davis, colored, declared that he "would just as soon be in hell as any place else," when cautioned to be more careful in ramming a charge of dynamite at a quarry on the farm of Richard H. Cissel, near Derwenton, yesterday afternoon, the dynamite exploded and he was instantly killed.

The trunk and fragments of other portions of the body were found. Davis, in the opinion of fellow-workmen, was using too much force in packing the explosive. He failed to heed the warning, however.

A number of other workmen, within twenty-five feet of Davis, were unhurt.

How He Came to Get a Foothold in the State. His Additions Made by Degrees.

HIS \$20,000,000 MERGER IS COMPLETE

A Network of Roads Which Will Unite Washington with Richmond and Norfolk and May Offer Power and Light to District People.

Frank J. Gould is the traction and power king of Virginia.

His citadels are Richmond, the capital; Norfolk, the principal seaport; Portsmouth, its next-door neighbor; Petersburg, on the Appomattox, and Fredericksburg, on the Rappahannock.

Every time a citizen of one of these prosperous communities boards a street car or switches on an electric light he pays his tribute to the business sagacity and resultant power of the youngest son of Jay Gould.

And this is but the beginning. Frank Gould is but little more than thirty years old. Already he has doubled the \$12,000,000 which was his share of his father's great estate. It has taken him nine years to overcome the obstacles that have stood against the advance of his power in Virginia. It has only been two years since the litigation ensnaring his interests in Richmond was swept from the courts and his Virginia Railway and Power Company received its charter. It has only been two months since his purchase of control of the Norfolk and Portsmouth Traction Company. Now comes the merger of these two powerful corporations.

Not only does he own all the street railways and lighting companies in these cities, but every drop of rain that falls into the three principal rivers of Eastern Virginia—the James, Rappahannock, and Appomattox—goes to swell the water power that the State has conceded to this young New York financier.

This water power Mr. Gould is developing through three great plants—one on the James, near Richmond; one on the Appomattox, near Petersburg, and one at Fredericksburg, on the Rappahannock. The combined power of these three plants when completed will be great enough to run all the trolley systems and light most of the cities in the State.

The writing on the wall is in letters that all may read.

FIRST OF GOULD'S CAMPAIGN.

The merger of his Norfolk and Richmond interests is but the first step in Gould's campaign. From traction king he intends to become electric emperor. The great fortunes made through the development of steam railroads are no longer to be duplicated. Man has a new and as yet but little appreciated slave in electricity. In this mystic fluid lie all the potentialities of future material progress. When the usefulness of this miraculous current shall have been developed in full, Gould or his heirs will be among the few farsighted enough to have secured, through the acquisition of water power rights, control of that inexhaustible supply of energy by which an equally inexhaustible supply of electricity may be generated, and electricity means money.

In the meantime, young Gould's Virginia water power will be turned into current to operate the great system of railway he is planning from Washington to Norfolk; to run new mills and factories; to light the homes of many hundreds of thousands in Virginia, and what is of special interest here, to furnish the current for an electric lighting company in competition with the corporation now operating in Washington.

Trolley Road Into Washington. Ever since Gould carried the power of his name and millions into Virginia nine years ago, Washington has heard the rumor of an electric highway to Richmond and thence to Norfolk by way of Petersburg. The years passed in slow succession, and nothing was done beyond the preliminary survey of the prospective route between the capitals, Washington's interest in the project slackened. It began to look like a pleasant dream.

And then, when hope was about abandoned, Gould's Virginia projects sprang into action with a large A, and the reason for the long delay became known. Now that Gould has cleared the obstacles from the path of his traction plans, action, swift, direct, and unobstructed may be expected.

Gould's entry into Virginia and his long struggle to secure absolute control of the traction and power interests of which he is now virtually sole master is an interesting story. To understand his operations one must know something of the beginning and development of the electric railways of Richmond.

How Gould Entered Richmond. In 1857 the first trolley line of any importance in the world was put in operation in Richmond. This was the Clay street line, with about thirteen miles of track. The company found the experiment an almost instant success. It quickly bought up the old Main street horse car line and electrified it.

Early in the '90s George E. Fisher and other New York capitalists bought control of the company operating these lines under the name of the Virginia Passenger and Power Company. Fisher took

Continued on Page 5, Column 1.

CORELLI RETURNS TO GAY SOCIETY

Author Tires of Hermit's Life in Stratford-on-Avon.

London, May 27.—One of the jokes of the season is Marie Corelli's sudden entry into society. After her hermitic life at Stratford-on-Avon for many years she yearned for social triumphs and came to London.

She made her debut in a frivolous, festive mood at the fancy dress ball of the Royal Institute of Water Color Painters on Thursday night, where she waited with heedless youths, many of whom were journalists, a profession which she abhors.

Women writers and artists who were present were distinctly annoyed at hearing her announce that she did not care to meet women and only wanted to see men.

It was promised that Miss Corelli would appear as Mme. Rucalmer, and there was some un concealed disappointment when she appeared as herself in a black evening dress.

Seven Rebels Executed. Tucson, Ariz., May 27.—Court-martialed and sentenced to death upon conviction of robbery and looting charges, seven "liberals" or insurrecto socialists, were executed today at the town of Altur in Northwestern Sonora. All were officials of the insurrecto force which came to the Altur district about two months ago from Mexicali, Lower California.

BALTIMORE GIRL WEDS.

Berlin is Scene of First American Marriage in Years. Berlin, May 27.—The first wedding of an American girl in Berlin in several years took place today. Miss Mabel McClintock Payne, of Baltimore, was married to Baron Ernest von Schlotbe at the Old Garrison Church. The baron is a landowner and a lieutenant in the Kaiser's Grenadiers.

The ushers were five brother officers and the bridesmaids were five German girls. There were no Americans present except the daughter of Ambassador Hill.