

Miss Mickey's Presence of Mind Was the Feature of the Launching

HAD NOT THE FAIR SPONSOR POSSESSED MARVELOUS SELF-COMMAND THE CHRISTENING OF THE NEBRASKA MIGHT HAVE ENDED IN A FIASCO

Section with the launching of the Nebraska yesterday, it must be said that the Antelope state may well be proud of her fair daughter, Miss Marie Nane Mickey, the Nebraska's sponsor. For had it not been for her rare presence of mind, her wonderfully calm self-possession and evident sense of the grave responsibility that rested on her young shoulders, the greatest event in Seattle's history might have ended in as lamentable a fiasco as attended the launching of the Connecticut in the Brooklyn navy yard last week, which ship left her ways without the baptism of wine.

Christening party stood shocked into silence and inaction by the premature motion of the immense structure of steel, she reached for the ribbons upon which the champagne was swung, seized the bottle, pluckily leaning over the edge of the 15-foot platform and, just in the nick of time, struck the christening bottle full upon the steel plate of the bow, shattering the glass into a thousand bits and sending the baptismal flood of golden wine sparkling and bubbling down the sides of the bow, as the Nebraska glided majestically from her ways and into the sea. Nor did the self-possessed girl forget, in the surprise of the moment, to cry out the christening sentence: "I christen thee Nebraska!" Her full, round voice showed hardly a tremor as the words rang out, clear and sweet and perfectly audible to the 200 people on the platform below.

pany are happy than the first of the important events in the life of the new fighter has successfully ended. Assistant Manager Hibbs, who has been constantly watching every move in the construction of the big ship, was one of the happiest men in the city this morning. He said that the launching could not have come off more successfully if it had been in his power to regulate every move. Robert Moran was receiving congratulations all the morning and expressing his unbounded pleasure at the happy turn of affairs. Inasmuch as the big new fighter took the water nearly 13 minutes earlier than was intended, many of the office employees of the company missed the big event. Every man in the office staid at his post until the last thing and some of them staid at the telephones a little too long. When they reached the yards the Nebraska had been launched. The explanation from the company as to how the vessel left the ways too early is that the crushing blocks under the fore popper, or support of the ship as she set on the ways, was rigged a little too high and the vessel was given more of an incline plane to run down than was at first intended. As a result the strain on the supports was too great and it was decided to send her off earlier. The start of the Nebraska was gradual. Had it not been for the grinding of timbers and the noise of saws, no one would have known that the ship was to take the baptismal plunge. Gradually she gathered momentum and, when she struck the water she was traveling

ship she shot like a dove, narrowly missing the projecting wharf at the south pier. Immediately upon the Nebraska leaving the ways, Robert Moran presented Miss Marie Nane Mickey with a beautiful gold watch as a souvenir of the successful launching. Miss Mickey received the souvenir with dignity and thanked Mr. Moran for the gift that is valuable to her in many ways. The ceremony was truly an impressive and fitting termination to a most successful day. Early this morning the Nebraska was towed back to the slip and plans are being made for putting on her packet of armor. Today the yards are closed and the workmen are busy cleaning the debris of yesterday. The stands have been taken down and all the lumber and material not needed in the work is being removed. Aboard the ship is another crew preparing for the next period in the history of the vessel. Monday morning the crews will again take charge of her and the armor plate put into position. The remaining pieces of her engines and propeller plates will be installed and the work rushed for her trial trip. This is the next most important event and to the builders, it is the most important of all, as it proves whether she is up to the standard required by the government. The Nebraska is designed to make 19 knots or more, and if she falls back of this her builders will be required

to forfeit a certain amount of the contract price. The contract contains penalty clauses as follows: Deductions to be made at the rate of \$300 a day for non-completion within the contract time during the first month next succeeding the expiration thereof, and \$400 a day for every working day thereafter. If the vessel fails to reach the speed of 15 knots per hour, guaranteed by the builders, deductions from the price of the vessel are to be made at the rate of \$50,000 per quarter knot for speed between 19 and 18 1/2, and \$100,000 per quarter knot for speed between 18 1/2 and 18 knots. After a satisfactory trial, the vessel is conditionally accepted by the government, but a large amount of the contract price is retained and held by the government until the vessel has been finally tried by the government. The final trial is to take place within six months after the date of the preliminary or conditional acceptance of the vessel. The builders have guaranteed that the aggregate weight of the propelling machinery shall not exceed 1,730 tons. The contract provides that if this total weight is exceeded, a deduction of \$500 a ton shall be made from the contract price of the vessel for each ton in excess weight over that stipulated, and that should said total weight be exceeded by 5 per cent, a further deduction of \$10,000 is to be made from the contract price. The big yards are almost deserted today. Scarcely the cleaning up crews are at work and no visitors are allowed. Many people have called at the offices today asking for permission to see the Nebraska at the slip, but they have been refused, as it is dangerous of having the work of preparing for putting on armor plate rushed without delay. Last evening the Nebraska was a beautiful sight as she lay moored to her buoy. She was illuminated by hundreds of electric lights and she looked a blaze of glory.

H. B. BEECHER'S RELATIVES SAY HE'S IRRESPONSIBLE

Frank B. Sayre, attorney for Henry B. Beecher, son of the Rev. Henry Ward Beecher, who brought suit in the superior court Thursday for divorce from his wife in Brooklyn on ground of desertion, denied to a Star reporter this morning the charge made in telegraphic dispatches from New York to the effect that his client is regarded by his relatives as erratic to the point of irresponsibility. Mr. Sayre says that while he has seen very little of his client, he has observed nothing in his actions or appearance to indicate mental weakness. According to a press dispatch William B. Beecher, a brother of the plaintiff, said in a New York interview: "We heard rumors last summer, but the idea of divorce seemed preposterous. There was never any trouble between him and Mrs. Beecher. For months he has been suffering from a recurrence of nervous trouble which, I fear, makes him hardly accountable for his actions. I think the reported divorce proceedings are the product of his mental condition."

"IDEA OF DIVORCE SEEMS PREPOSTEROUS," DECLARES BROTHER IN NEW YORK—NO CAUSE FOR ACTION AGAINST WEALTHY WIFE—SEATTLE LAWYER DEFENDS CLIENT The dispatch also states that while H. B. Beecher was a member of the insurance firm of Beecher, Schenk & Co., in New York in 1896, he was tried on a charge of forgery and acquitted. A friend of Mrs. Beecher, the wife from whom Beecher seeks divorce, is credited in the dispatch with having said: "If it is true that Mr. Beecher has been allowed to sue Mrs. Beecher for divorce in Seattle, it is a reflection on the laws of the state of Washington. It is an outrage that Mr. Beecher should be permitted to go to Washington and bring suit for divorce on the grounds of desertion. Mrs. Beecher is a woman of lovable character and has suffered torture through domestic troubles. It is a shame that at her time of life this thing should be done." In regard to this latter point, as to why Beecher charged desertion when he himself was the one to leave Mrs. Beecher and come west, Mr. Sayre said: "My client explained that point clearly and made no preposterous charge, if what he told me is true. He claims that his wife refused to come west with him under circumstances, which constitutes desertion. My client is ill at the present time, and, while I am not conversant with the details of his case, I believe that he has at least technical grounds for securing the divorce he desires." According to advices from the east, Mrs. Beecher is very wealthy in her own right, owning valuable property in Brooklyn and other eastern cities. She has for several months been living with her brother, Seligee Benedict, a New York insurance man of prominence, and she is now visiting in Connecticut. The couple have two grown children, a son and a daughter.

THE ONLY PICTURE OF THE CHRISTENING



Miss Mickey poisoning the bottle of champagne in her hand ready to dash it against the Nebraska's bow. The picture was snapped in Seattle to secure an actual photograph of the launching showing Miss Mickey, the sponsor, in the very act of dashing the bottle of champagne against the battleship's bow, the big ship herself and the cheering crowds on the stands below. The picture taken from this photograph was printed in yesterday's issue and is reprinted today in order that special attention may be called to the difficulties attending the publication of such a picture. Also, in the hurry and bustle of getting the cut made from the photograph yesterday the engravers did not have time to reverse the negative, so that it appeared in The Star reversed. Today, however, the picture shows the scene exactly as it was enacted. The picture shows the big battleship's bow, with only Miss Mickey and her father on the christening stand, and Miss Mickey with the bottle of baptismal wine poised in her hand. The picture was snapped

BATTLE BEGINS

REPORTS RECEIVED IN PARIS SAY THE FIGHTING ABOUT MUKDEN IS ON FULL TILT AND THAT OYAMA IS RUSHING BIG GUNS FROM PORT ARTHUR TO THE SCENE

(By Scripps News Ass'n.) LONDON, Oct. 8.—Several Paris papers this morning received reports that a battle at Mukden had begun. The reports received some confirmation, but nothing official was obtained. The Star prints a dispatch from Tientsin stating that Field Marshal Oyama has ordered big guns rushed to Liao Yang from Port Arthur.

WILL DISCUSS THE WAR BIRMINGHAM, Eng., Oct. 8.—The Post today asserts that a special emissary of the kaiser arrived at London yesterday, conveying to Lord Lansdowne the main points of the correspondence which passed between the kaiser and the czar regarding the possibilities in the immediate future of the far east.

JAPS CAPTURE RUSSIAN VESSELS ROME, Oct. 8.—The newspaper Giornale di Roma reports that Admiral Kamimura's squadron, while cruising off Vladivostok, captured several Russian merchantmen.

LAUNCHING PICTURES The Star's launching picture, published in this issue, is the only one that was taken during yesterday's launching showing Miss Mickey on the point of dashing the bottle of champagne against the Nebraska's bow. Any readers of The Star desiring copies of the photograph from which this cut was made can get them by phoning their order to Webster & Stevens, staff photographers for The Star, No. 489 Arcade building.

PAUL GILMORE AGTOR SUED Frank B. Fanning, an actor, filed suit in the superior court today against Paul Gilmore of the "Mum and Humming Bird" company, to recover \$750 damages for breach of contract. The plaintiff claims that Gilmore agreed to give him \$45 a week salary if he would join the company here last spring. He did so, he says, but Gilmore would not fulfill his contract, even though Fanning had bought costumes for the part he was to play in the production.

WHAT IT COST WESTBURY, N. Y., Oct. 8.—The millionaire's automobile race today on the 26-mile triangular course, on Long Island, for the William K. Vanderbilt, Jr., cup, cost life of a machinist and resulted in a millionaire being seriously hurt. The dead: PAUL MUSSELL, injured: George Arents, Jr., milliner, alive: Wipner—Heath, American.

WILL SUE ON BOND? Although J. Brown, charged with conducting a swindling gambling game, is known to have jumped his bonds several weeks ago, Prosecuting Attorney Scott has as yet taken no step to declare his \$1,000 bail forfeited. Brown was to have been tried September 12, but was not in the city at that time. He was released on bonds once before while awaiting trial on the same charge, but his bondsmen withdrew from the bond and he tried to take French leave, but was forced to return. Notwithstanding this fact, he was allowed to again furnish bonds. Brown's bondsmen are George W.

HOW THE STAR GOT THE NEWS



THE STAR'S "DISPATCH BOAT" BUFFALO. One of the most important aids The Star had in giving its readers a complete and accurate account of yesterday's launching so soon after the Nebraska took her maiden dip was its "dispatch boat" the Buffalo, which was chartered for the day from its owner, Mr. Woodhouse, of the firm of Dabney & Woodhouse. With the aid of this swift and comfortable little craft the three Star men on board of her were able to cover almost every detail of the launching, which it would have been impossible to do on land, owing to the immense crowds within the yards. The Star's dispatch boat was equipped with typewriters, writing tables, and had a good supply of messenger boys on board, who would rush "copy" to The Star office whenever the launch touched land. Through the courtesy of Lieut. Van Boskerck, who had charge of the harbor patrol during the launching, the "dispatch boat" was permitted to run in and out of the lines, and go anywhere in fact where there was apt to be any "news." The Star's dispatch boat was the only one in the bay yesterday, and had any accidents, such as the overcrowding of the excursion steamers or collapsing of wharves occurred, The Star was the only paper in this city prepared to get the news in the shortest possible time. The Star's enterprise received a handsome compliment from the crew of the Nebraska when she floated out into the harbor. The dispatch boat, as soon as the Nebraska was clear of the ways, headed directly for her and The Star men on board gave the crew a rousing cheer, to which the men on board answered, lustily cheering The Star. The dispatch boat was in charge of Capt. George A. Crockett, formerly master of the Pacific Coast company's steamer Bonita.

ROAD TO PT. ANGELES AN ASSURED FACT

THE STORIES OF HARRIMAN'S INVASION OF THE OLYMPIC PENINSULA, PRINTED IN THE STAR SEVERAL MONTHS AGO, ARE VERIFIED BY NOTED FINANCIER

W. W. Belvin, president of the British-American Finance company, was in the city yesterday and briefly outlined the plans of extending the Harriman lines from Portland to connect with the Port Angeles Eastern at Junction City. This is exactly as outlined exclusively by The Star in a series of articles beginning on June 25 and covering a detailed account of the route of the proposed extension on July 4. On June 25 The Star published the story of the \$4,000,000 bond issue secured by Mr. Belvin in New York and Boston for the purpose of building the lines into the Olympic peninsula and invading the territory in which the Northern Pacific has been so secretly working. The \$4,000,000 bond issue was the beginning of the financing of the line to Portland. Mr. Belvin announced yesterday that the road is bonded for \$5,000,000 and \$6,000,000 more of stock would be issued to build the 300 miles of line. Work will begin as soon as certain rights of way have been secured and it is promised to have the road ready for service by January 1, 1906. The project has been financed and everything is in readiness for the work. As outlined by The Star last June, the road will be projected from Port Angeles to Junction City, thence to Olympia and to Portland. It will connect with the Oregon Railway & Navigation company and the Southern Pacific at Portland, and with the proposed extension of the Chicago, Milwaukee & St. Paul at Olympia. Port Angeles will then become a city of great prominence in a commercial way. The British-American Finance company has already taken over the Port Angeles Eastern. All the necessary wharfage rights and terminal facilities at Port Angeles have been secured, and only a few miles of right-of-way remain. The construction of the road from Port Angeles to Junction City will be very easy. Southward from Junction City many difficulties will be encountered, but none that are insurmountable. From Olympia the road will follow the old grade of the Union Pacific into Vancouver, Wash., where a ferry will be built across the Columbia river. The O. R. & N. has a branch line from Portland along the east bank of the Willamette river, which is the only way of getting into the city. This line was built almost to the Columbia river three years ago and no object for it could be given, except only that the company desired to cover its right-of-way to the river in order to prevent anyone else from getting possession of it. It is now apparent that the O. R. & N. was beginning in its plan to reach the Columbia river in order to make the southern terminus for the ferry to cross the river at this point. Just where the other terminus of the ferry will be cannot be ascertained at this time, but conditions indicate that it will be at a point about a mile west of Vancouver on the Washington side. On the Washington side of the river about half a mile west of Vancouver there is a single pier for the monster bridge the Union Pacific intended to build across the river. Whether this bridge will ever be built is hard to tell, but the rush of business is liable to make it imperative. The work will be gigantic, as at this point the river is so deep in places that it would be impossible to construct the piers.

FIVE DIVORCES

The following divorces were granted in the superior court this morning by Judge Richardson: Mrs. Minnie May Bishop from Cook Bishop, on the ground of desertion; Mrs. Lydia Sterling from George Sterling, on the ground of non-support; Mrs. Maggie Geisert from Christian Geisert, on the ground of drunkenness; Mrs. Nellie Galloway from Oscar Galloway, on the ground of drunkenness; Richard Downey from Malena Downey, on the ground of desertion.