

HEUREUX TALKS

THINKS UNITED STATES KNEW OF JIMINEZ PLANS.

RIDICULES THE REVOLUTION

TELLS HOW HE EXECUTED NEARLY ALL HIS PRISONERS

Expects that the British Government Will Punish Jiminez—Discusses His Own Policy as President of the Dominican Republic.

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CAPE HAITIEN, HAITI, June 9.—President Ulysse Heureux of the republic of Dominica, believes he has discovered proof that the steamer Fanita, formerly of the Clyde line, which was used by Senores Jiminez and Morales in their unsuccessful attempt to overthrow the Dominican government, left the United States with the countenance of the American government, under a mere pretense of taking munitions of war to Cuba.

President Heureux arrived here to-day on the Dominican gunboat Restauracion, about noon, from Great Inagua. While there, he personally made a charge of piracy against Jiminez, who had previously been released on bail under a charge of having violated the navigation laws. A Dominican agent was left at Matichewtown to look after the case until an advocate can be sent to San Domingo to push the prosecution.

The correspondent of the Associated Press paid his respects to President Heureux on board the gunboat this afternoon and had a long and important interview with him. General Heureux talked with the greatest apparent freedom as to the recent revolutionary attempt, ridiculing Jiminez and the preparations of the latter.

"Jiminez," General Heureux said, "is an able merchant and financier, but a poor politician. Now, politics is my trade. His plans were pure, and such ramifications of the plot as existed in the provinces were not at all serious."

General Heureux said he had been warned by an official to whom Jiminez offered a post that Jiminez was conspiring against him. The official carried the letter from Jiminez to the president. The latter showed the correspondent notes he had made of the results of his investigation and also a bundle of incriminating papers taken from prisoners and from the bodies of the slain at Monte Cristi. It was in this connection that he developed the striking fact of his belief that he has discovered that the Fanita left the United States with the countenance of the American government, under a mere pretense of sailing for Cuba.

He has obtained a partial list of her cargo, which included several cannon, many rifles, many thousands of cartridges, military accoutrements, saddles and uniforms. The vessel was taken to Matichewtown and the expedition from the United States went under assumed names, Jiminez calling himself General Rafael Rodriguez.

President Heureux coolly, but as if enjoying a capital story, told how the revolution was nipped in the bud, and how he had summarily executed nearly all the prisoners, reserving only those who, he thought might be used in obtaining further information about the conspirator. He described the flight of Jiminez as "cowardly" but he said distinctly that he would make no claim against the United States government, believing that the government had been misled, through no fault of its own. Moreover, he said he recognized the futility of a feeble country like his making a demand which he could not enforce against so powerful a neighbor.

The papers seized, however, seemed to show, he declared, that the leader of the expedition had arranged to notify the American government by a secret code immediately after the movement was successful. He also showed, he continued, that Jiminez visited officials in Washington frequently during the six weeks that elapsed after he left Haiti.

General Heureux expects that the English authorities will punish Jiminez. His own general policy he discussed frankly, declaring that further negotiations with the United States regarding reciprocity depended now on the definition of the state department at Washington would give of the "moral support" it had promised in the event of European powers demanding the return of the most favored nation status and the San Domingo's refusing compliance.

"I have always been," he said, "and am still, desirous of favoring foreign investment in my country to the greatest extent possible. We are a poor country and must continue to progress or we will recede as rapidly as Hayti is doing."

CORPUS CHRISTI PROCESSION.

The Event One of Unusual Splendor Yesterday—Troops Sabre a Few Rowdies.

MADRID, June 9.—The procession of Corpus Christi was one of unusual splendor. Besides the triumphal car conveying the sacrament, it included a unique innovation, a likeness of Our Lady of Guadalupe, a magnificent shrine, Columbus, Pizarro and Hernandez Cortes, as well as other heroes and discoverers of the New World, invariably visited before starting on their voyages.

The procession left the cathedral at 5 o'clock, and traversed the streets without incident, but on its arrival at the Puerto del Sol, a number of hoodlums insulted the church emblems.

The police and troops lining the square ashered a few of the crowd, causing a panic in the crowd, mainly composed of women and children, who were stampeded in all directions. Many women were hurt and others lacerated. A few children were trampled, but escaped more serious injury almost miraculously.

There is great effervescence of popular emotion and disturbances are quite possible at the next with a summer brooch the size of a saucer.

"These frilled and voluminous skirts suggest that the dear old crinolines will have to be called in to bear the heat and burden of the day."

"Children are worn and hair nets are seen daily. The small sunshades once thought so elegant are again, and the girls are even tucking roses in their hair just behind the ear."

"The only thing I miss are the elastic side boots without any heels, and white stockings."

Klosterer Comes Home Crippled. SUMNER, MO., June 9.—(Special.) Dr. J. W. Hardy, of this place, who started to the Alaskan gold fields last February, returned to his home here this morning. He found neither youth, gold nor glory, but did find a broken leg. He fell into a saw pit on Lake Underman. He says he is glad to get back to old Missouri.

Katy Conductor Has a Mishap. SEDALIA, MO., June 9.—(Special.) Henry Reed, a Katy conductor, stepped from his train at Booneville, Mo., to view a wreck, which turned with him, breaking his leg at the ankle.

CHICAGO CONGRESSMEN.

All of the Six Who Represent the Windy City Were Renominated Yesterday.

CHICAGO, June 9.—Congressional district conventions held by the Republicans of Cook county to-day resulted as follows: First district—James R. Mann, renominated.

Second district—William R. Lorimer, renominated.

Sixth district—Henry Sherman Boutell, renominated.

PLURALITIES PILING UP.

Republican Victory in Oregon Even More Decisive Than Early Reports Indicated.

PORTLAND, ORE., June 9.—Practically complete returns from every county in the state except Curry, Lake, Harney and Malheur, give the following result: Governor—Geor. Republican, 39,835; King, Fusionist, 30,683. Geor's plurality, 9,252. Complete returns will increase Geor's plurality.

For congressman in the First district, Tongue, Republican, has 2,300 plurality over Veatch.

In the Second district, Moody, Republican, has a plurality of 6,54 over Donaldson, Fusion.

The plurality of Mason, Republican, for mayor of Portland, is 5,241.

Nebraska Prohibitionists.

LINCOLN, NEB., June 9.—The prohibition state convention, after effecting permanent organization and appointing committees decided to adjourn until to-morrow when a state ticket will be nominated and platform adopted.

CARROLL COUNTY MURDER.

Frank Wooden, a Well-to-Do Farmer, Shot and Killed by Frank Sperry, a Neighbor.

CHILLICOTHE, MO., June 9.—(Special.) Word came to this city to-day of a killing twelve miles south of Chillicothe, just over the line in which Frank Wooden, a well-to-do farmer, was shot and killed by Frank Sperry, another farmer. There was an old feud between the two. They met this morning and renewed the trouble and Sperry charged Wooden with a gun.

Wooden's wife being a cousin of Sperry's, she was present and saw the shooting. She reported, went to the authorities. The parties were related by marriage. Wooden's wife being a cousin of Sperry's, she was present and saw the shooting. She reported, went to the authorities. The parties were related by marriage.

Hogan Gang Indicted.

COLUMBUS, O., June 9.—Timothy Hogan, Richard Burns and Frank Baxter, of the famous Hogan gang, small box robbers and check raisers, were indicted by the United States grand jury to-day. Hogan pleaded guilty and was sentenced to five years on each of the two indictments. Burns and Baxter pleaded not guilty and will stand trial.

Soldiers to Suppress a Feud.

FRANKFORT, KY., June 9.—Fifty soldiers were ordered to suppress a feud between General Forester, who this afternoon ordered to London, Ky. Thence they will go to Manchester, to suppress the Howard-Baker feud.

Bartley Sentence Affirmed.

LINCOLN, NEB., June 9.—The twenty-year penitentiary sentence of ex-State Treasurer Joseph R. Bartley to-day was affirmed by the supreme court. Bartley was convicted of stealing \$200,000 state funds.

THOMAS ROSE INJURED.

Founder of the Town of Rosedale Thrown From a Sleigh in a Runaway.

Thomas Rose, a pioneer citizen of Wyandotte county, for whom the town of Rosedale was named, and father of Postmaster Rose, of that city, was seriously injured last night by being thrown from his sleigh in a runaway.

Harold D. Martin, 12 years old, was drowned while swimming in Brush creek at Troost avenue shortly after 4 o'clock yesterday afternoon. Young Martin had gone to the creek with four companions about his own age. The boys were playing ball in the shallow water when Martin, beyond his depth and began to sink.

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RACED FOR THE CROSSING.

A Rock Island and a Milwaukee Freight Train Cause a Smashup Just Across the River.

A Rock Island and a Milwaukee freight train came together early yesterday morning at the Rock Island crossing, where they collided and blocked the Hannibal, Rock Island and Milwaukee roads until noon. Several loaded freight cars were demolished and piled up on the track and the Rock Island engine, which had been damaged considerably. The officials of the roads were reticent about giving out any details, but it is said the wreck was caused by the trains racing for the crossing. The Rock Island uses the Hannibal crossing.

Switchman Clark's Injuries Fatal.

Moses Clark, a switchman, who was run over by a train on the Pittsburg & Gulf road, Sunday, and had both legs cut off, died at St. Joseph's hospital at 11 o'clock last night. Clark lived at 566 Heim avenue. He leaves a wife and five children.

Kaiser's New Order.

The Kaiser has issued the most amazing sartorial decree to his officers since despatching them to the front. It has gone forth that all officers are to wear uniforms until they please the emperor to say otherwise. The emperor's order is lined with satin to match. The color is to be black, and the buttons are to be of a dark blue. The emperor's order is lined with satin to match. The color is to be black, and the buttons are to be of a dark blue.

FORTUNES MADE BY WAR

SHREWDLITTLE TRICK CONCERNING THE BATTLE OF WATERLOO.

How the Rothschilds Got Their Start—Golden Opportunities During the Struggle Between the North and South.

We are accustomed to regard war as the exclusive opportunity of the soldier, but it has made fortunes as well as reputations; the struggle for victory at the front has had its parallel in the equally fierce struggle for wealth on the Stock exchange.

It was Waterloo that made secure the fame of Wellington as a soldier. It was Waterloo that made secure the fortune of the Rothschild dynasty of the Rothschilds.

Shrewd old Nathan Rothschild had sold for years the right to sell at 2 1/2 cents, this rise, and those which followed forcing it to 6 cents, and affecting the price of all dry goods.

Having foreseen the condition that war would necessarily create, he had bought the Iron Duke not knowing him, fancied he must be either a spy or possible assassin, and threatened to hang him if he again appeared near headquarters.

The day of the great battle Rothschild, and his horse on the hill of York, watched the struggle of the nations, and when at last he saw that the French would not even wait for the call for troops, began the manufacture of overcoats and army cloths.

He knew neither of these matters, and for shipment when the president's call for men came, and these uniforms were made, he had a good stock of work well managed that frauds of this sort would be high impossible.

It was not until the price of cotton had made blockade running profitable to English ship owners, that the Rothschilds were transferred to the sea.

Not in Proportion to Service.

It has been said that the purchase of arms added greatly to the private means of certain officials. The works at Springfield, Mass., were not able to meet the sudden demand, and agents were sent abroad to buy rifles from various European countries.

The aggregate cost of these muskets exceeded \$2,000,000. They were in fact, the Rothschild's first big business.

The moneyed return in war time is not in proportion to the service rendered. It would seem that the man who stays quietly at home, and during the war, makes a fortune, is doing more for his country than the man who is engaged in the fighting.

Perhaps there is no better illustration of this than the case of Captain John Ericsson, who invented and built the famous monitor, which was the first iron-plated vessel.

W. E. LATHEY DEAD.

Ex-First Assistant Prosecuting Attorney Under W. T. Jamison Suddenly Passes Away.

W. E. Lathey, ex-first assistant prosecuting attorney under W. T. Jamison, died suddenly last night at his home, 1249 Broadway, New York city.

Mr. Lathey was about 55 years old. He was one of the best known lawyers in the city. He came to Kansas City several years ago from Kansas, and soon took a leading part in local politics. He was one of the organizers of the first Kansas City Republican club.

Other Deaths and Funerals.

Leona L. Hulet, 23 years old, died at her home, 302 East Fourth street, from pneumonia yesterday. Funeral services will be held at 2:30 o'clock to-morrow at the residence, 302 East Fourth street.

Edward L. Fetters, 21 years old, a waiter whose home was at McGee street, died at the city hospital yesterday. The body will be sent to the home of his father, in Fairfield, Ill., this morning for burial.

The body of Thomas Casey, who died at 3400 North Broadway, Tuesday, will be buried at his home, 302 East Fourth street, to-morrow. The hour has not been set.

George L. Smith, the infant daughter of the late George L. Smith, died at the home of her parents, 223 Brooklynn avenue, yesterday. Funeral services will be held at the city hospital at 11 o'clock this morning and afterwards the body will be taken to Elmwood cemetery, where it will be placed in a receiving vault.

A little group of the friends who had known Thomas G. Radcliffe in life gathered about his body yesterday morning and held a short and simple funeral service, and then they accompanied the body to the city cemetery, where it was buried.

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WOMEN'S

I will guarantee that my Kidney Cure will cure 90 per cent. of all forms of kidney troubles...

At all druggists, 25c. a vial. Order to Health and medicine, 1500 Arch st., Phila.

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NAVIGATING WARSHIPS

IMPORTANCE OF THE POSITION OF NAVIGATOR AND ITS DUTIES.

Involves a Responsibility That Taxes the Capabilities of an Officer Most Severely—Demands a Thorough Training.

It is doubtful if any office in the navy, aside from an absolute command, involves as vast a responsibility as that of navigator of a man-of-war. The duties of this important station in former years fell to officers of the rank of master, but with the abolition of that grade its affairs devolved upon lieutenant holders, the highest numbers on the list.

Upon the navigator of a warship depends not only the task of shaping the vessel's course for any point across the sea to which her destination may direct, but also the duty of piloting her in and out of harbor and selecting a safe anchorage for her in every port visited during the period of her cruise.

Hence it follows that, combined with a thorough nautical training, the competent navigator must be possessed of a vast fund of geographical, meteorological and hydrographical knowledge. While at sea he must know the vessel's position to a degree, which necessitates his taking frequent observations of the celestial bodies and making solutions of intricate problems in geometry and trigonometry, such as constantly arise through variations brought about through innumerable causes from her given course.

An Important Element.

Unquestionably, the most important element in navigation, because of its infallibility under ordinary conditions, in determining the latitude, longitude and error in the ship's compass, is that which is known in maritime phraseology as "nautical astronomy." With the aid of a sextant or quadrant for measuring the altitude of the celestial bodies above the horizon or their distance from each other, a timepiece for marking the instant of observation, and a chronometer to show the time at the first meridian, the navigator can, by the use of the tables, pass, the navigator can readily determine his position with the utmost exactitude.

The average voyage is more or less characterized by erroneous estimates in distances sailed, in varying currents, careless steering, North or South, and innumerable other obstacles, and upon the navigator rests the responsibility of adjusting such errors. In long passages across the open sea the navigator is governed by a few other considerations, such as the cover the required distance in the shortest time, the consumption of fuel and the wear and tear of the vessel that is possible.

Arrangement of Ballast.

With these objects in view the navigator must, prior to sailing, superintend personally the stowing of the ballast, the arrangement of ballast, water, provisions, stores, etc., and the inspection and adjustment of the motive machinery of the ship, all of which features, severally and collectively, greatly affect her speed and seaworthiness. Next, the responsibility of adjusting such errors. In long passages across the open sea the navigator is governed by a few other considerations, such as the cover the required distance in the shortest time, the consumption of fuel and the wear and tear of the vessel that is possible.

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