

## CAPTAIN IS AT FAULT

Blame for Wreck of Paris Lies at the Door of Frederick Watkins.  
SHIPMASTER CANNOT ACCOUNT FOR ERROR  
Confesses that the Steamer Was Eighteen Miles Out of Its Bearings.  
CALCULATIONS BASED ON WRONG PREMISES  
Local Inspectors Cancel the Captain's License for Two Years.  
FURTHER MISTAKES OF NAVIGATOR SHOWN  
Due Attention to Influence of Tides Was Apparently Lacking and Omission to Observe Fog on Land is Also Dwelt Upon.

NEW YORK, July 10.—The report of the captain of the stranding of the Paris was made public today by the local Board of Steamboat Inspectors. Captain Watkins makes no attempt to evade responsibility for the accident, but says the stranding of the ship was due to an unaccountable error made by himself. The accident, he says, was due to a lack of thought on his part, but resulted from a mistake he made in calculating the position of the ship.

The local inspectors have suspended Captain Watkins' license as master of ocean steamers for two years. Captain Watkins is still in charge of the Paris and is acting in the interests of the underwriters, to whom the ship was turned over by the American line officials.

The report of the captain of the Paris made under oath is as follows: "I was master of the steamship Paris when she left Southampton at noon on May 20 last, bound for New York via Cherbourg, and at 5:21 o'clock p. m. of the same day she arrived at Cherbourg. Having taken on board forty-five more passengers and their baggage, we sailed for New York at 5:52 p. m. At 6:33 p. m. Cape La Hogue was abeam and at 7:15 p. m. the Casquets lighthouse was abeam.

"At 7:55 a. m. on May 21 land was suddenly seen ahead and reported. The helm was immediately put hard to starboard and the port engine was put full speed astern, but directly afterward the vessel struck on the rocks, which proved to be about a cable's length from the beach. It was discovered to be thick over the sea, although there was no fog at land. Although the vessel's light, which had not previously been seen, appeared bright and clear about thirty-five minutes after the vessel struck.

"We reversed the engine's speed, but the vessel remained fast and we then fired distress signals and swung out the boats. Assistance arrived and shortly after daylight the passengers, mails and baggage were sent ashore to Kilmouth. At daylight we ascertained the ship's position by crew bearings. St. Anthony's light bearing N. E. by N., a buoy off the Manacles rock N. E. by N. 1-4.

"During the day the vessel began to make water in various compartments and such water has increased until it is in every compartment. Practically the whole of the cargo was discharged, a large portion undamaged and efforts by the underwriters and owners have been made at great expense to get the vessel off, but she is still on the rocks and is full of water fore and aft. No lives were lost or any personal injury caused by the accident.

## ARBITRATION IS REJECTED

VIENNA, July 10.—The United States government has declined the proposal of the government of Austro-Hungary to arbitrate the claims for damages arising from the death of Austro-Hungarian subjects during the riots at Hazleton, Pa., in September, 1897.

WASHINGTON, July 10.—The officials here confirm the advice from Vienna that a plan of arbitration proposed as a means of settling claims growing out of the Hazleton riots had been rejected by the United States. This probably disposes of the matter, according to the view held here, as it has run the entire gamut of diplomatic negotiation and all of the plans of settlement, including the last one of arbitration, have come to naught.

At the outset the State department called the matter to the attention of the governor of Pennsylvania, who in turn awaited the action of the jury at Hazleton, which tried the sheriff on the charge of murder. The jury acquitted the sheriff, whereupon the Pennsylvania authorities held that they could not recognize a responsibility which a jury had held did not exist.

The State department took a similar view, whereupon Austria-Hungary proposed arbitration of the claims. It is said this last offer is rejected, which seems to close the matter, as the claims are hardly considered of sufficient importance to justify Austria-Hungary to go beyond the diplomatic representations it has already made.

DE WOLF HOPPER MAKES A HIT  
Presents Sousa's Comic Opera, "El Capitán," in London to an Immense House.

LONDON, July 10.—At the Lyric theater this afternoon before a crowded audience, De Wolf Hopper made his London debut in Sousa's comic opera, "El Capitán." Though it was one of the hottest nights of the season, the attention given the performance was unflagging and the cordiality and sincerity with which the company and the opera were received, was most remarkable. Not only was the curtain rung up repeatedly in response to encores, but Mr. Hopper's timely and modest speech at the close was received in a fashion that testified to personal favor.

## FATAL LOSS OF TRAIN ORDER

Running Schedule is Mistaken and Train Pauses in Path of Special.

NINE COACHES ARE OCCUPIED BY TEACHERS  
Freight Train Displays No Warning Lights and Passenger Locomotive Plunges Into Its Rear—Two Women Are Killed.

STOCKTON, Cal., July 10.—A Burlington special train of nine coaches on the way from St. Louis to Los Angeles, loaded with teachers to attend the National Educational association convention, now in session at Los Angeles, crashed into a freight train within 300 yards of the depot at Newman, Stanislaus county, this morning, with the result that two women were killed and thirteen passengers injured. The list of the killed and injured:

Killed: MISS ADDIE HARRIS, No. 3025 Dillon street, St. Louis.  
MISS LENA THOMAS, Seneca Falls, N. Y. Injured: Miss Clara Morehouse, No. 211 Upton avenue, Battle Creek, Mich.  
Miss May Oliver, 2232 Virginia avenue, St. Louis.  
Miss Helena England, 5282 Washington street, St. Louis.  
Miss Sallie R. Smith, 3694 West Pine street, St. Louis.  
Miss Gertrude Rosenberg, 1119 Rutgers street, St. Louis.  
Miss Luella A. Wehmeir, 353 Ackerlax street, St. Louis.  
Edwin D. Luckey, 1332 Union Boulevard, St. Louis.  
Robert G. Mills, Lake Creston, S. D.  
Miss G. L. Morse, Philadelphia.  
Calvin Bullock, St. Louis.

With the exception of Robert Mills, who was injured about the head, though not fatally, none of the injuries are at all serious, the greater part consisting of slight bruises, or merely shocks.

The special was in charge of S. R. Drury of the Chicago, Burlington & Quincy railway, and was going at the rate of forty miles an hour, and the freight train was taking water on the main track. The freight train immediately took fire and an empty coach, way car, and three flat cars were burned. There were no baggage cars between the locomotive of the special and the tourist sleeper, so that when the crash came the tender of the locomotive crashed into the sleeper, killing the two women in the forward berth and injuring thirteen other occupants of the same car. None of the other coaches left the track.

One Woman Instantly Killed.  
Miss Harris was instantly killed, the side of her head being crushed in. She was taken out dead. Mrs. Thomas, an elderly woman, lived about five minutes after being taken from the wreck, but did not speak.

A telephone message states that the freight train should have taken the siding at Ingomar, but that the orders had been picked up by some outsider whose name could not be learned. The Burlington special had the right of way over the Southern Pacific track, and the statement is also made that there was no light out back of the freight train, which consisted of twenty-eight cars. The train officials all refuse to talk or make any statement whatever.

## MILLIONS SPEAK FOR PEACE

Ambassador White Answers the Message of Christian Endeavorers.

READING PRODUCES AN ANIMATED SCENE  
Messages and Assurances of Sympathy Are Exchanged with Canadian and British—Successful Session Comes to an End.

Detroit, July 10.—The eighteenth international convention of Christian Endeavor closed tonight amid scenes of impressive solemnity attending the utterances of "the last word" by the president and secretary in each of the great tents respectively, following responses from each state and country represented and last exclamations from Bishop Vincent of Kansas and Evangelist Chapman of New York. The following telegrams and cables were read in both tents, the reading of the cablegram from Rev. Andrew D. White, president of the American Peace commissioners at The Hague, bringing out storms of applause.

To the American Peace Commission, The Hague: Twenty-eight thousand American and Canadian and Christian Endeavorers assembled in international session in Detroit, representing 2,000,000 enthusiastic for peace and arbitration. Great peace meetings. All wish you godspeed.

To His Excellency Lord Minto, Ottawa, Canada: The Christian Endeavorers of Canada greet you in the name of the great republic assembled, representing 2,500,000 of young people, are drawing closer the bonds of international fellowship and pray for God's blessing upon yourself and your great dominion.

To Her Majesty, Queen Victoria, Windsor, England: Tens of thousands of Canadian and American Christian Endeavorers, in international convention assembled in Detroit, rejoice in your long and glorious reign and pray for God's blessing upon you. Thousands of Endeavorers next July will cross the ocean to the convention in London with love and reverence in their hearts for you.

OTTAWA, Ont., July 10.—Francis E. Clarke, President of the International Convention of Christian Endeavorers, his excellency, the governor general, desires me to express his warm and most sincere thanks for your very kind and cordial message of good will to himself and the Dominion of Canada.

At all previous meetings the audiences assembled quietly, but this evening for some time before the calling to order of the two great gatherings tents Endeavor and Williston were abuzz with sounds and scenes. The state, provincial and friendly gatherings were grouped in designated bunches, divided about equally between the two sections. Each had its own particular rally car and each delegation took pleasure in making it known to the extent of its lung power. The delegations which were not shouting were singing. Music Conductor Foster finally made himself heard without aid of any other aid, and all the voices were turned into the inspiring volume of "Holy, Holy, Lord God Almighty!" with much improved effect.

## CONDITION OF THE WEATHER

Forecast for Nebraska—Increasing Cloudiness and Cooler; Followed by Showers.

Hour.	Temp.	Hour.	Temp.
5 a. m.	69	3 p. m.	87
6 a. m.	70	4 p. m.	88
7 a. m.	71	5 p. m.	89
8 a. m.	73	6 p. m.	91
9 a. m.	77	7 p. m.	92
10 a. m.	80	8 p. m.	90
11 a. m.	82	9 p. m.	88
12 a. m.	85	10 p. m.	85

## JONES WILL BE CHAIRMAN

Ex-Governor Stone Denies the Report that the Senator from Arkansas Will Resign.

NEW YORK, July 10.—Ex-Governor Stone of Missouri, who has been for some time the central figure in democracy, said tonight there was no truth in the report that Senator Jones of Arkansas intends to resign the chairmanship and that Senator Martin of Virginia is likely to succeed him.

Ex-Governor Stone denied the report that the Senator from Arkansas will resign. He said that he had come to New York to see Augustus Van Wyck and other prominent New York legislators and that he would not admit to the meeting of the national committee in Chicago.

## KANSAS CITY UP IN ARMS

Report that the Burlington Proposes to Reduce the Omaha Differential Raises a Row.

KANSAS CITY, Mo., July 10.—(Special Telegram)—The report was in circulation in commercial circles today that the Burlington contemplated reducing the present Omaha differential on packing house products in Kansas City from 6 to 2 cents and all of Kansas City's commercial institutions are preparing to register vigorous protests.

## GRAIN FREIGHT RATES GO UP

Presidents of Big Railroads Decide on a 5-Cent Per 100-Pound Advance to Seaboard.

CHICAGO, July 10.—After considering the question four days the presidents of all the big railroads between Chicago and the Atlantic seaboard have agreed that on and after August 1 Chicago shippers must pay from 3 to 5 cents more on the 100 pounds for the transportation of their grain to the eastern markets.

## DEATH DUE TO A FIST

John DeMollins Receives Fatal Fracture of Skull in a Street Fight.

CHARLES MOORE, HACK DRIVER, IS UNDER ARREST, CHARGED WITH MURDER.

## NO PROVOCATION IS KNOWN FOR ASSAULT

Assailants Escape Through Saloon with Detective Force on Trail.

## ARREST SPOILS THEIR PLAN TO LEAVE CITY

Neither the Accused Nor His Companions Offer Any Statement—Witnesses Are on Hand, However, Who Saw the Blow Struck.

John DeMollins, familiarly known as "Oyster Johnnie," died at the Clarkson Memorial hospital this morning at 12:30 o'clock. Death resulted from a fracture of the skull caused by being knocked down on a stone sidewalk in front of the Turf Exchange saloon, 1306 Douglas street.

Three men, whose names the police have withheld, were near when the blow that felled DeMollins was struck. The stories they tell agree at important points. They say that Moore, Atkins and Shannon were walking west on Douglas street, past the saloon, when DeMollins stepped from the doorway and walked along in front of them. Without a word being spoken Moore ran past DeMollins and turning, faced him. Then he landed two blows on DeMollins' face, the first being struck with the left hand. The second punch lifted the man's head at such an angle that a knockout blow was easy to place and Moore delivered a straight-from-the-shoulder punch on the chin.

DeMollins fell like a groggy pugilist. His head struck the curb and he rolled into the gutter unconscious. Moore, followed by his companions, ran into the saloon and out of the back door.

## WOMAN IS LEFT TO HER FATE

Finkelstein's Wife with Her Child is Burned to Death in an Effort to Save Husband.

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## FIRE IN MONTANA

Fierce Blaze Near Anaconda Which Can Be Seen Over a Hundred Miles Away.

ST. PAUL, Minn., July 10.—An Anaconda, Mont. special to Dispatch says: A forest fire broke out in the mountains west of Anaconda in the vicinity of Mount Haggin yesterday and is still raging.

The fire originated six miles west of Anaconda, near the base of the mountains, from the campfire of some picnickers. It spread rapidly through the forest on the sides of the mountain, both east and west. Before sundown over 1,500 cords of wood owned by three poor woodchoppers, the work of a year, were consumed. The fire was visible many miles away.

At midnight the sight was brilliant with the snow-capped peak of Mount Haggin towering heavenward above the mass of flames, which then covered several thousand acres. The mountain sides are heavily wooded and there are no prospects of rain. The fire must burn its way out, either to perpetual snow or to the timber line.

FOREST FIRES IN MONTANA  
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