

PARIS STRUCK BY ROCK

Big American Liner Lies on Coast of Cornwall

STEAMER GOES ASTRAY IN A HEAVY FOG

Several Hundred Passengers Are Safely Transferred to the Shore.

CREW SHOWS DISCIPLINE AND COURAGE

Women and Children Enter Boats First Without Hurry or Alarm.

PILOT BOAT DISPLAYS A TARDY WARNING

Vessel Strikes Within Sight of Mast of Ill-Fated Moberg, but Absence of Wind Saves It from a Similar End.

(Copyright, 1899, by Press Publishing Co.) LONDON, May 21.—(New York World Cablegram—Special Telegram.)—The captain of the Paris wires from Falmouth this morning:

"There is not the slightest ground for cause for excitement or alarm. Every one was landed safely. The Paris is lying in perfectly smooth water and refloating is probably only a matter of a few hours."

The lower end of Paris struck the lower end of the dangerous Manacles and but for the calm sea the result of the accident might have been appalling. The weather seems quite settled, so the captain's prediction of its refloating is likely to be realized. The passengers all speak in the most grateful terms of the conduct of the captain and crew in the emergency. There was no sign of panic after the first shock had passed. Mr. Southworth of New York says: "The moon was shining brightly at 9 o'clock when the steamer struck. It seemed to rise a little, quivered and grated over a solid substance and came to a sudden standstill. The shock suggested the ship striking a derelict or some object lying low in the water. The stewards promptly aroused the passengers with cries of 'All hands on deck by the captain's orders.' There was the usual display of individuality, some passengers rushing up in their nightclothes, but no panic. One man came up wearing only his drawers and his wife came from the wrecked Atlantic liner Moberg, giving him a very grotesque appearance. When his wife sent him for his clothes he dressed in full sight of the women in the music room. Being assured the ship was firmly fixed, as if resting on a flat rock, the passengers waited with a mixture of when daylight broke at 4 o'clock we saw half a mile to the east the masts of the ill-fated Moberg above water. It seemed as if the Paris was further out of its course than the Moberg, having evidently passed between the Moberg and the shore."

Mrs. Spalding of Chicago was in the fore part of the ship. She aroused her maid, a colored girl, urging her to dress quickly. The girl replied she preferred to die comfortably in bed, saying: "Why not die here if we must die?" Captain Scott of the ship Kenross passed near the Manacles about the time of the Paris stranding. He said he could see Falmouth lighthouse, five and a half miles away, and heard the warning bell of the Manacles buoy. He says there was a misty rain, but no fog, and Falmouth light was not obscured. Mrs. Davis of Chicago stated that the stewardess assured her there was no danger, so she remained in her cabin with her three children until the boats were ready to take them off.

Associated Press Story.

FALMOUTH, May 21.—The American liner steamer Paris, Captain Watkins, from Southampton and Cherbourg, for New York, struck on an outlying ridge of the Manacles early this morning at a point half a mile from where the wrecked Atlantic liner Moberg lies and five miles from Falmouth. The Paris, which sailed from Southampton yesterday, called at Cherbourg and picked up fifty passengers en route. At 6 o'clock last evening, soon after 1 o'clock this morning, at high tide and in a dense fog, it ran ashore. From the first there was no danger. Life boats and tugs were soon literally swarming around the vessel to render assistance. A majority of the passengers, who numbered 350, were brought to Falmouth, where they obtained lodgings for the night. Captain Watkins reported that the ship was lying comfortably in smooth water and that there was no occasion for any alarm reports. He reported the passengers and crew all well. The first intimation of the vessel striking the rocks was a slight grating sound, which was followed by a second and more pronounced shock. The lookout shouted that there was something looming ahead, but before there was time to reverse the engines the ship had gone on the rocks, 200 yards from the shore. Assistance was summoned by means of rockets and the coast guards promptly telephoned to the life saving station for boats. A majority of the passengers were not aware that an accident had occurred until they were called up by the stewards. On reaching the deck they found the ship's boats in perfect readiness for their reception. The sea was perfectly calm and the air so discomforting that the passengers experienced was caused by the slight rain that was falling at the time. Owing to the calmness of the sea, the boats could be managed with entire safety. Perfect order prevailed aboard the vessel. Captain Watkins stood on the bridge giving orders and his perfect self-possession and calmness of demeanor had a reassuring effect upon the passengers. In accordance with the instruction of the captain, the women and children were the first to be taken to the shore. Such perfect order was maintained that a passenger described the scene as simply a slow procession of women and children walking in single file to the boats.

Warning Comes Too Late.

It is said that a Falmouth pilot boat showed a warning signal to the Paris, telling the captain that he would put the vessel on top of the Moberg if he did not alter the course of the ship. The warning, however, came too late and the Paris struck on a ridge to the westward of the Manacles. It is suggested that as this is only their second trip from Cherbourg, the officers of the Paris were not familiar with the course.

The crew of the Paris is still aboard the vessel. It is believed that the steamer has a large rent in its bottom in the forward part of the ship. Tugs are standing by and will assist in an effort to get it off the rocks. Further details of the disaster show that

GRANTED NO POWER TO ACT

Filipino Commissioners Must Refer Everything to Aguinaldo.

THEIR ACTS NOT CONSIDERED BINDING

Major Hobbs's Expedition Pushes on Up the Rio Grande and the Natives Receive It in a Friendly Manner.

MANILA, May 22.—11 a. m.—The Filipino commissioners, who arrived here on Saturday to negotiate with the United States commissioners, held a conference this morning with Messrs. Schurman, Worcester and Denby. They say they are without power to bind the so-called Filipino government in any particular and can only refer any results of the present negotiations to Aguinaldo.

Water Enters the Hold.

When Captain Watkins returned from his trip ashore he learned that there was already considerable water in the hold, and the tugs which had arrived stood by in readiness for any emergency. All the passengers were transferred to the tug Dragon, but the water in the hold continued to rise nothing with them. They were landed at Falmouth shortly after 7 o'clock, the local agents of the American line meeting them and providing them with every care, quartering them at the various hotels and the Salter's Home.

When the Paris struck the tide was within an hour of the flood, and this proved insufficient to raise it off the rocks. Hundreds of people viewed the scene during the day.

The passengers are lavish in their praise of the admirable behavior of the officers of the Paris and declare that it was due to their self-possession that no accident occurred to anyone. Perfect discipline, they say, was maintained throughout.

It is stated that those in charge of the Paris were perfectly confident that they were pursuing the proper course that the vessel was steaming eighteen or nineteen knots an hour when it struck.

There will be little danger to the steamer if the long calm continues, but should the wind blow from the east or southeast the consequences might be serious. The tugs left the scene at about 5 o'clock.

In connection with the accident to the Paris, it will be of interest to mariners and travelers to hear that persistent agitation since the wreck of the Moberg has at last induced the Trinity Brethren, who last week they promised to erect a gas-lighted, automatic sound-producing buoy on the Manacles in place of the useless bell buoy now there.

Groups of men on lighters have gone to the stranded steamer to take off the belongings of the passengers. It is reported that two forward compartments of the Paris are full of water.

Story of the Passengers.

Thomas Allen of London, a passenger on the Paris, on his way to New York, said: "I heard a grating sound and then several thumps on the rocks shook the ship. The vessel then seemed to stop dead. A few minutes later I heard someone calling 'All hands on deck.' I roused my chum, who was sleeping, and went on deck. We were told to secure our life belts, and we returned below and got them. We were not allowed to return to the deck at that time. All were kept waiting below. At the first summons a few of the passengers appeared on the deck, and as soon as they discovered that there was no danger they returned to their rooms and made themselves ready to leave the ship. The passengers all behaved in the best possible manner. There was no screaming on the part of the women, and the most perfect order was maintained. We were kept waiting below for an hour. Coffee and biscuits were served and then we entered the ship's boats. Steam tugs brought us to Falmouth."

When the passengers of the Paris were many poor female emigrants, mostly foreigners. All have been safely housed in the Sailors' Home here.

One of the women describes her experiences as follows:

WASHINGTON, May 21.—A Sentinel special from Calumet, Mich., says that that city is all excitement over a sermon delivered by Rev. H. C. Hunt at the Congregational church today. Mr. Hunter took occasion to criticize the national administration for its Philippine policy and its course during the Spanish war. Charles Tommas, a volunteer in the fourth Michigan, was in the audience, and he interrupted the pastor, saying: "Any man who talks like that is a traitor to his flag and I refuse to listen to him." He then left the church.

REGULATIONS FOR THE PROVINCES.

Announcements Concerning Internal Affairs of Our New Possessions.

WASHINGTON, May 21.—The Commercial Cable company has issued the following notice: "The cables between Manila and New York, through Assistant Secretary of War McKinley, has made the following important announcements relating to the internal affairs of the several islands under the military control of the United States:

First.—Collected duties shall be the general port under military jurisdiction are directed to perform the duties heretofore imposed in United States consular or consular officers to said territory, as far as concerns stamps, vessels, clearances, etc."

Second.—No vessel is to be allowed to clear from any port in Cuba or Porto Rico for another port until all its cargo is landed or accounted for.

Third.—Cooper's wares in shops, also hoops and headings, are only required to pay a duty of 12 cents per 100 kilos into Porto Rico.

Fourth.—The president directs that hereafter when the importation of beer takes place in barrels the certificates shall be datable on 20 per cent of gross weight instead of 18 per cent as formerly. When the importation is effected in bottles or flasks packed in wooden cases or barrels, shippers will be relieved from the exaction of paying duty on the cans, bottles and flasks. Only the net weight of the liquid is to be taken into account, and receipts payable only according to the proper classification that they come under.

Fifth.—The objects of the Philippines, as well as Cuba and Porto Rico, heretofore for assessment of duty the currency of the invoices must be reduced to the money of account of the United States. The prominent of the values of foreign coins, as proclaimed by the secretary of the treasury on the 1st day of January, April, July and October of each year. Full descriptive invoices must be made out hereafter.

Plans for Currency Reform. WASHINGTON, May 21.—It is understood that the house republican caucus committee appointed to frame a scheme of currency reform has agreed upon a measure along the following lines:

The redemption of all obligations of the government in gold on demand. Greenbacks, when once redeemed for gold, to be issued only for gold. Permitting national banks to issue notes to the par value of their government bonds deposited in the treasury, instead of 90 per cent, as at present. Permitting the minimum capital of national banks to be \$25,000 instead of \$50,000, as at present.

Americans Dine with Royalty. BRUSSELS, May 21.—Last evening Archbishop Ireland, accompanied by Bellamy Storer, United States minister designated to Spain, and Mrs. Storer, dined at the royal palace at Lachen with King Leopold, Queen Marie Henriette and the other members of the royal family. His majesty was most courteous, showing an unusual interest in the archbishop. Before going to the palace, Bishop Ireland preached in the Collegiate church of St. Gudule, the first in Belgium, before a distinguished audience, including the Countess de Flandre, mother of Prince Albert of Belgium, the heir presumptive.

FIRE DESTROYS DAWSON CITY

Most of the Business Portion of the Town is Completely Wiped Out.

VICTORIA, B. C., May 21.—The main portion of the city of Dawson was destroyed by fire April 29, resulting in a loss of \$4,000,000. In all 111 buildings, including the Bank of British North America, were burned. The news was brought down by L. S. Hume, a son of Mayor Hume of Seattle, J. Tobias and a third party, who left Dawson on April 21 and made their way out to Lake La Barge in a canoe and thence over the ice, having a fierce trip.

Tobias reports the fire occurred on the 26th in the very heart of the business center of the city, starting near the opera house on the west end and spreading with unusual rapidity. It was driven by strong north wind, destroying everything in its way on that street down to and including Donstoe & Smith's establishment. The fire then took in all the water front buildings above the street, which was completed in fair shape for use in a few hours. The cars to South Omaha are running this morning without any interruption.

Mayor Moore acted in response to a notice served upon him by the Union Pacific and Burlington roads, to the effect that engineers of both companies had examined the structure and had found it unsafe. The railroad declared that they would not hold themselves responsible for any loss of life or damage to property caused by the continued use of the viaduct. There was therefore nothing left for the city authorities to do but close it to traffic.

Mayor Moore and City Attorney Connell both interpret the notice as simply an acknowledgment of the fact that the viaduct was unsafe and a message to the lives and limbs of its users. Mayor Moore said to The Bee last night that he believed further it was a play to gain time, that the roads had known the condition of the viaduct a long time ago. He stated, however, that there would be a meeting of the Board of Public Works today to take the matter up and that nothing would be left undone by the city authorities to bring about the immediate construction of a new viaduct.

City Attorney Connell said last night that he apprehended complications between the companies and the city over the use of a new viaduct. He believed the companies would proceed with its construction as soon as the material could be procured, according to the plans agreed upon about six weeks ago. The mayor was not so sanguine.

Text of the Notice. The notice served by the two railroads was in full as follows:

OMAHA, Neb., May 21, 1899.—Dear Sir: We have been advised this morning by the chief engineer of the Union Pacific Railroad company that, after examination of the Sixteenth street viaduct in the city of Omaha has just been completed and that as a result of such examination he is of the opinion that the present condition of the viaduct is such that it is unsafe for its present use; its present condition dangerous to life and property; and that travel thereon is prohibited and prevented.

We send this information to you at the earliest possible moment so that you can take such steps in the matter of closing said viaduct or adopt such other procedure as you may deem you have the power under the laws and the ordinances of the city of Omaha to do, and as will best protect and preserve the safety of the public.

HORACE G. BURT, President U. P. R. Co. G. W. HOLDRIDGE, Gen. Mgr. B. & M. R. R. in Nebraska.

Mayor Moore, while he believed the above communication was simply served in order that the companies could take their time in completing with the order to build a new viaduct, now about six years old, and still believed of the responsibility for accidents that were certain to occur if the use of the present viaduct were continued, did not hesitate to accept service of it and taking preliminary steps against the loss of life. At the present time he blamed the railroads for taking the attitude they do, after the matter has been wrangled over for so long. He said it was entirely against his will that the railroads were given permission recently to repair the dangerous structure and intimated that the council had refused to protect the city's interests fully in doing so.

A new viaduct to replace the one barricaded yesterday was ordered by the city almost six years ago, but the companies passing under it have found ways to delay compliance with the order up to the present time. About two weeks ago the city engineer and the engineers of the roads agreed upon plans for a new viaduct, which the roads were ordered to build forthwith.

Representatives of the roads then pleaded that the material could not be brought to the city for some time and asked for permission to repair the viaduct for a temporary continuance of its use, pending the arrival of the material for a new one. This permission was granted by the city council; and the work was set on foot by the mayor and then passed over the veto.

A day or two since City Engineer Rosewater served notice on the roads that the viaduct was unsafe and that the city would not be responsible for any accident resulting from its use. This seems to have moved the roads to order an examination by their own engineers, who, as indicated in the notice, found the same condition of affairs as reported by the city engineer. The roads then answered by serving the notice given above, in which they held themselves free from any responsibility.

MAKES WAR ON WHITE HATS

Negro Takes Speedy but Indiscriminate Revenge for Imagined Slight to His Wife.

ST. LOUIS, May 21.—A special to the Republic from Joplin, Mo., says: Andrew Woods, a negro barber, was killed in Main street at noon today and three white men were accidentally shot in the melee.

Do Witt Leonard, foreman of the Chicago Consolidated mines, and one of his men were walking along North Main street, Sunday morning, when Leonard was asked by a white man who was going to church, whereupon she struck him a stunning blow with her fist knocking him off the sidewalk. He returned the blow and sent him away with several companions.

Woods was overtaken in the next block and asked her justly if he was going to church, whereupon she struck him a stunning blow with her fist knocking him off the sidewalk. He returned the blow and sent him away with several companions.

Woods was overtaken in the next block and asked her justly if he was going to church, whereupon she struck him a stunning blow with her fist knocking him off the sidewalk. He returned the blow and sent him away with several companions.

Woods was overtaken in the next block and asked her justly if he was going to church, whereupon she struck him a stunning blow with her fist knocking him off the sidewalk. He returned the blow and sent him away with several companions.

Woods was overtaken in the next block and asked her justly if he was going to church, whereupon she struck him a stunning blow with her fist knocking him off the sidewalk. He returned the blow and sent him away with several companions.

Woods was overtaken in the next block and asked her justly if he was going to church, whereupon she struck him a stunning blow with her fist knocking him off the sidewalk. He returned the blow and sent him away with several companions.

Woods was overtaken in the next block and asked her justly if he was going to church, whereupon she struck him a stunning blow with her fist knocking him off the sidewalk. He returned the blow and sent him away with several companions.

Woods was overtaken in the next block and asked her justly if he was going to church, whereupon she struck him a stunning blow with her fist knocking him off the sidewalk. He returned the blow and sent him away with several companions.

Woods was overtaken in the next block and asked her justly if he was going to church, whereupon she struck him a stunning blow with her fist knocking him off the sidewalk. He returned the blow and sent him away with several companions.

Woods was overtaken in the next block and asked her justly if he was going to church, whereupon she struck him a stunning blow with her fist knocking him off the sidewalk. He returned the blow and sent him away with several companions.

Woods was overtaken in the next block and asked her justly if he was going to church, whereupon she struck him a stunning blow with her fist knocking him off the sidewalk. He returned the blow and sent him away with several companions.

MAYOR CLOSES THE VIADUCT

Orders the Bridge Over the Railroads on Sixteenth Street Barred.

ONLY FOOT PASSENGERS MAY CROSS IT

Action Taken in Response to a Notice from the Railroad Companies that They Hold the Structure to Be Unsafe.

Late yesterday afternoon the police, on order of Mayor Moore, barricaded the sixteenth street viaduct against all but foot passengers. When the barricade was erected the street cars accumulated on both sides of the viaduct and their traffic was suspended. The company immediately began the construction of a connection with the viaduct on the west end, which was completed in fair shape for use in a few hours. The cars to South Omaha are running this morning without any interruption.

Mayor Moore acted in response to a notice served upon him by the Union Pacific and Burlington roads, to the effect that engineers of both companies had examined the structure and had found it unsafe. The railroad declared that they would not hold themselves responsible for any loss of life or damage to property caused by the continued use of the viaduct. There was therefore nothing left for the city authorities to do but close it to traffic.

Mayor Moore and City Attorney Connell both interpret the notice as simply an acknowledgment of the fact that the viaduct was unsafe and a message to the lives and limbs of its users. Mayor Moore said to The Bee last night that he believed further it was a play to gain time, that the roads had known the condition of the viaduct a long time ago. He stated, however, that there would be a meeting of the Board of Public Works today to take the matter up and that nothing would be left undone by the city authorities to bring about the immediate construction of a new viaduct.

City Attorney Connell said last night that he apprehended complications between the companies and the city over the use of a new viaduct. He believed the companies would proceed with its construction as soon as the material could be procured, according to the plans agreed upon about six weeks ago. The mayor was not so sanguine.

Text of the Notice. The notice served by the two railroads was in full as follows:

OMAHA, Neb., May 21, 1899.—Dear Sir: We have been advised this morning by the chief engineer of the Union Pacific Railroad company that, after examination of the Sixteenth street viaduct in the city of Omaha has just been completed and that as a result of such examination he is of the opinion that the present condition of the viaduct is such that it is unsafe for its present use; its present condition dangerous to life and property; and that travel thereon is prohibited and prevented.

We send this information to you at the earliest possible moment so that you can take such steps in the matter of closing said viaduct or adopt such other procedure as you may deem you have the power under the laws and the ordinances of the city of Omaha to do, and as will best protect and preserve the safety of the public.

HORACE G. BURT, President U. P. R. Co. G. W. HOLDRIDGE, Gen. Mgr. B. & M. R. R. in Nebraska.

Mayor Moore, while he believed the above communication was simply served in order that the companies could take their time in completing with the order to build a new viaduct, now about six years old, and still believed of the responsibility for accidents that were certain to occur if the use of the present viaduct were continued, did not hesitate to accept service of it and taking preliminary steps against the loss of life. At the present time he blamed the railroads for taking the attitude they do, after the matter has been wrangled over for so long. He said it was entirely against his will that the railroads were given permission recently to repair the dangerous structure and intimated that the council had refused to protect the city's interests fully in doing so.

A new viaduct to replace the one barricaded yesterday was ordered by the city almost six years ago, but the companies passing under it have found ways to delay compliance with the order up to the present time. About two weeks ago the city engineer and the engineers of the roads agreed upon plans for a new viaduct, which the roads were ordered to build forthwith.

Representatives of the roads then pleaded that the material could not be brought to the city for some time and asked for permission to repair the viaduct for a temporary continuance of its use, pending the arrival of the material for a new one. This permission was granted by the city council; and the work was set on foot by the mayor and then passed over the veto.

A day or two since City Engineer Rosewater served notice on the roads that the viaduct was unsafe and that the city would not be responsible for any accident resulting from its use. This seems to have moved the roads to order an examination by their own engineers, who, as indicated in the notice, found the same condition of affairs as reported by the city engineer. The roads then answered by serving the notice given above, in which they held themselves free from any responsibility.

NEGRO TAKES SPEEDY BUT INDISCRIMINATE REVENGE FOR IMAGINED SLIGHT TO HIS WIFE.

ST. LOUIS, May 21.—A special to the Republic from Joplin, Mo., says: Andrew Woods, a negro barber, was killed in Main street at noon today and three white men were accidentally shot in the melee.

Do Witt Leonard, foreman of the Chicago Consolidated mines, and one of his men were walking along North Main street, Sunday morning, when Leonard was asked by a white man who was going to church, whereupon she struck him a stunning blow with her fist knocking him off the sidewalk. He returned the blow and sent him away with several companions.

Woods was overtaken in the next block and asked her justly if he was going to church, whereupon she struck him a stunning blow with her fist knocking him off the sidewalk. He returned the blow and sent him away with several companions.

Woods was overtaken in the next block and asked her justly if he was going to church, whereupon she struck him a stunning blow with her fist knocking him off the sidewalk. He returned the blow and sent him away with several companions.

Woods was overtaken in the next block and asked her justly if he was going to church, whereupon she struck him a stunning blow with her fist knocking him off the sidewalk. He returned the blow and sent him away with several companions.

Woods was overtaken in the next block and asked her justly if he was going to church, whereupon she struck him a stunning blow with her fist knocking him off the sidewalk. He returned the blow and sent him away with several companions.

Woods was overtaken in the next block and asked her justly if he was going to church, whereupon she struck him a stunning blow with her fist knocking him off the sidewalk. He returned the blow and sent him away with several companions.

Woods was overtaken in the next block and asked her justly if he was going to church, whereupon she struck him a stunning blow with her fist knocking him off the sidewalk. He returned the blow and sent him away with several companions.

Woods was overtaken in the next block and asked her justly if he was going to church, whereupon she struck him a stunning blow with her fist knocking him off the sidewalk. He returned the blow and sent him away with several companions.

Woods was overtaken in the next block and asked her justly if he was going to church, whereupon she struck him a stunning blow with her fist knocking him off the sidewalk. He returned the blow and sent him away with several companions.

Woods was overtaken in the next block and asked her justly if he was going to church, whereupon she struck him a stunning blow with her fist knocking him off the sidewalk. He returned the blow and sent him away with several companions.

Woods was overtaken in the next block and asked her justly if he was going to church, whereupon she struck him a stunning blow with her fist knocking him off the sidewalk. He returned the blow and sent him away with several companions.

Woods was overtaken in the next block and asked her justly if he was going to church, whereupon she struck him a stunning blow with her fist knocking him off the sidewalk. He returned the blow and sent him away with several companions.

CONDITION OF THE WEATHER

Forecast for Nebraska—Generally Fair; Variable Winds. Yesterday's temperature at Omaha:

Table with 2 columns: Hour, Temperature. Rows for 5 a.m., 9 a.m., 1 p.m., 5 p.m., 9 p.m., 12 m.

REINA MERCEDES IS IN PORT

Reclaimed Spanish Steamer Passes in the Capes in Tow of Two Tugs.

NEWPORT NEWS, May 21.—The Spanish cruiser Reina Mercedes arrived in Hampton Roads this afternoon at 2:30 o'clock in tow of the Merritt company's wrecking tugs I. J. Merritt and Rescue and accompanied by the steamer S. T. Morgan. It is now anchored nearly two miles off Old Point Comfort, where it will be held in quarantine for five days.

National Quarantine Officer Pettus boarded the vessel this afternoon, but no one from the cruiser has come ashore. It was not deemed necessary to detain the cruiser at Fisherman's island. Large crowds from Newport News, Norfolk and Hampton went to Old Point this afternoon to see the cruiser, and hundreds went out to the vessel in launches. Excursion rates will be made by local transportation companies, which will attract thousands of visitors to Old Point while the vessel is there.

The vessel was uneventful, with the exception of the very quick time made. The expedition was in charge of Captain Merritt, who was aboard the tug Rescue, and it was due to its pulling ability that the cruiser was not delayed three or four days before it arrived at the quarantine station. The tug Rescue left at once for New York, where permission to land the crew was refused. The cruiser will be held at quarantine five days. When that time is out the vessel will come up to the Norfolk navy yard. Arrangements have already been made here to give a rousing maritime demonstration in its honor. When it came into the roads it was flying from the stern two flags, one representing the country to which it now belongs, and the other representing the company which saved it from the briny deep.

On its bow there appears the only thing to indicate that it ever sailed under any other flag than that which floated over its capstern. It carries a Spanish ensign.

JILT LOVER EMPTIES GUN

Levi Moore Mortally Wounds Three Women in Venting His Resentment Against One.

KANSAS CITY, May 21.—Levi Moore, a clerk in the city market, shot and fatally wounded Jennie Campbell, Mrs. Emma Landis and Mrs. Anna Meek at 6 o'clock this morning in a jealous rage. The Campbell woman had deserted Moore for another man. He had required her to return to him, but she had refused to do so. Moore had written her a long letter, but she had not answered his letter, and this morning Moore armed himself and went to her rooming house in Wyandotte street. Mrs. Campbell answered the ring at the door and when Moore angrily demanded his picture she ran back into the house. Moore followed her back into the house, where she was screaming through the house.

In Mrs. Landis' room she appealed for help. This further enraged Moore and he fired two shots at Mrs. Landis, one taking effect in the abdomen. Into another room Moore followed in the Campbell woman. Mrs. Meek awakened by the shots, arose from bed just as Moore entered her room. Without a moment's warning he opened fire upon her, one shot piercing her back.

At this Moore ran from the house and down the street flourishing a revolver at the women. He shot at Mrs. Meek, but missed his mark and was arrested a moment later when he snapped his now empty revolver at a policeman.

When removed to the hospital half an hour later Mrs. Meek was completely paralyzed. All are considered mortally wounded. Moore follows insanity. He is 28 years of age and has a wife and child in Anniston, Ala. Mrs. Campbell, who is 32 years of age, is a divorced woman. Mrs. Meek is 36 years of age and comes from Turner, Kan. Mrs. Landis is 21 years of age and has a father in Marceline, Mo.

POISONED BY EATING CANDY

Station Agent at Custer, S. D., Probably Die.

CUSTER, S. D., May 21.—(Special Telegram.)—Early yesterday morning a man named Israel Calkins, who resides east of this city in the foothills, entered the B. & M. depot here and inquired for the station agent, stating that he had a message to send. Roy Metcalf, assistant agent, offered to send the telegram. Calkins failed to look for the message in his pocket, and in his search brought out one of his pockets several pieces of candy which he offered the clerk, who ate some of it. Calkins immediately left the depot, saying he would go to town and get the telegram. Metcalf, the assistant agent, was immediately taken with cramps and convulsions and medical advice pronounced it poisoning. A search was immediately made for Calkins and he was found about to leave the town. He was tracked to fall here and will have his preliminary trial tomorrow. It is doubtful if Metcalf recovers.

DEATH RECORD.

Morris O. Kinsey. HUMBOLDT, Neb., May 21.—(Special.)—Morris O. Kinsey died near this city at the age of 62 years and was buried on Thursday from the Christian church, the services being conducted by Rev. George W. Hawley.

Engineer Killed. ST. LOUIS, Mo., May 21.—A special to the Globe-Herald from St. Louis, Mo., says: The engine of the Iron Mountain and Southern Texas express, which left St. Louis at 2 o'clock this afternoon, struck a cow at Tip Top, Mo. Water severely injured and Engineer H. E. Water severely injured, but not fatally. The abrupt stopping of the train caused several of the passengers to sustain bruises but none were injured.

Arms Stricken by Apoplexy. VALENCIA, Spain, May 21.—General Alvarez, former Spanish military governor of Havana, while at the theater here last evening suffered an apoplectic stroke.

PREPARE FOR PEACE

Affairs Assuming a Definite Shape at The Hague Conference.

SOME TANGIBLE RESULTS ARE EXPECTED

International Arbitration Idea Appears to Be Taking Definite Shape.

ALL THE DELEGATES SEEM TO FAVOR IT