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CAPTAIN WATROUS' FATE

Investigation to Discover If Spain Caused His Death.

HE LIVED IN THIS CITY

Commanded the City of Haverrill Boat at Sea in March Last--His Widow Thinks Spanish Officials Suspected the Boat Was Used by Filibusters and Caused It to Be Blown Up.

Gen. Dumont, the supervising inspector of steam vessels, has just completed an investigation, covering several months, of the loss of Harneight light, fifty miles south of New York, of the steamer City of Haverrill with all on board on the night of March 28th last.

The report of the investigation indicates that the wreck of the City of Haverrill will go down in maritime annals as one of the unfortunate mysteries.

The investigation was of more than usual importance because of certain claims that might have resulted in an international complication with Spain.

These arose from the theory, deeply lodged in the breast of the widow of the captain of the City of Haverrill and persistently maintained by her, that the vessel was under suspicion by the Spanish authorities of being intended for the use of Cuban filibusters and had been destroyed by Spanish agencies.

Gen. Dumont from the first scouted this theory and refused to believe that the Spanish authorities would destroy, either by dynamite concealed on board or by the use of a submarine torpedo from a Spanish cruiser at that reported to be cruising along the Atlantic coast, a steamer flying the American flag almost within sight of New York.

The City of Haverrill was a stern-wheel steamer, built at Newburyport in 1880. She had 150 feet long, of very light draft, 4 feet when light, of 174 tons displacement, and was valued at \$15,000.

She had been purchased in New York by the Key West Steamship Company for carrying passengers from the mainland of Florida along the keys to Key West, and Capt. Warren P. Watrous, formerly of this city and Key West, Fla., had been sent to New York to bring her to her destination.

On the morning of March 27 she sailed from New York, with Capt. Watrous as pilot, a nephew of Edgar F. Luckenbach, for Norfolk, Va., in tow of the ocean tug W. A. Luckenbach, intending to proceed thence by the inland passage to Key West under her own steam.

Shortly before midnight, when off Barnegat light, the tow line was cast off by the City of Haverrill, the captain of the tug claims.

The next day the pilot boat James Gordon Bennett found some of the wreckage of the City of Haverrill and the body of Capt. Watrous, encircled by a life buoy.

The press at the time reported that she had probably foundered in a storm, but it was subsequently established that the wreckage was seen by Capt. Fred Redmond, of the fishing schooner Redmond, before the storm came up, early the next morning.

Capt. Redmond, in a letter to Mrs. Grace E. Watrous, the widow of the master of the Haverrill, who lives in this city, stated as his opinion that the vessel had been blown up, as one end of the after cabin, with many heavy timbers, floated to one side of him, and the pilot boat and other wreckage to the other.

TESTED BEFORE SHE SAILED. Mrs. Watrous maintained that the boilers could not have exploded, as they had been thoroughly tested before the steamer sailed, and she did not believe that the Haverrill was under her own steam, as the body of the engineer, subsequently found, was not dressed in working clothes. He had on collar, necktie, and cuffs.

She was firm in her belief that the City of Haverrill was suspected of being a filibuster by the Spanish authorities, and was either sunk by dynamite concealed in her hold and exploded by a time fuse, or else a torpedo from the Spanish war vessel at that time reported cruising on the coast.

During those days the newspapers were reporting each arms at various points along the South Atlantic coast, which the Haverrill would have passed in taking the inland passage to Key West.

Her course, Mrs. Watrous maintained, must have been known to the Spanish authorities, then on the lookout for filibusters. The fact that the vessel was fitted with cabins and other sleeping accommodations at Brooklyn night, the widow thinks, have strengthened their suspicions that they were watching her.

THE OFFICIAL REPORT. Capt. Watrous' sister has also made affidavit that she was present on the Haverrill when the contract was discussed and she understood the sum to be paid was \$100.

The official report received yesterday does not deal with any of the theories advanced by Mrs. Watrous as to the cause of the steamer's loss, but is confined to the statements of Capt. William of the tug, Captains Wolfe and Nelson of the barges "San Joaquin" and "Coal King," respectively, which were in tow of the Luckenbach, and Edgar F. Luckenbach, the owner of the tug.

Captains William, Wolfe and Nelson all agree in the statement that the City of Haverrill left the wharf at Brooklyn under her own steam and did not take the tow line until off Bedloe's Island. At 11 that night, they testify, she cast off when northeast of Barnegat light without warning. The captain of the tug swears that Capt. Watrous of the Haverrill told him Mr. Luckenbach had said he could "hitch on" as far as he desired, but finally relinquished the affidavit of Watrous' sister that any contract was made.

He therefore, he swears, thought nothing of it when he found the Haverrill cast off, and presumed that she was making for an inlet.

DASHED INTO THE WAGON

Chevy Chase Car Smashed It and Perhaps Fatally Hurt Ed. Means.

WITNESSES SAY IT WAS DUE TO THE CARELESSNESS OF THE TWO MEN IN THE VEHICLE.

A collision between a Chevy Chase electric car and a milk wagon driven by Messrs. Edward Means, of Brightwood, and Joseph Riley, of College Heights, occurred on Connecticut avenue extended, at the intersection of the Grant and Pierce Mill roads, about 1 o'clock yesterday afternoon.

The wagon was completely demolished, and Mr. Means received injuries that may result in his death. Riley and Motorman Edward Gazel were also slightly injured.

The two men were driving into the city down the Pierce Mill road on the left hand side. The car was going down Connecticut avenue, in the direction of the Seventh street terminus, and at the intersection of the streets it slowed up on the near side, as is customary, and then started across.

The men in the wagon attempted to drive across the track before they saw it, and before the motorman could bring it to a stop, or even slacken speed, it had crashed into the wagon, smashing it into splinters.

Riley was thrown out, and Means was pitched with terrific force clear over the car, striking on his head as he fell, and remaining on the ground, motionless. The horse was badly cut up, and as soon as it was freed of the way was not recovered until late last night.

As soon as the wreck of the wagon could be disentangled from the car, the still unconscious victim of the accident was placed across a seat and brought to the Eighth precinct station house. From there he was conveyed in the patrol wagon to the Garfield Hospital.

Means was terribly mangled about the head and received several cuts and scratches on the body. An examination at the hospital disclosed the fact that he was suffering from a slight fracture of the skull and internal injuries.

His injuries were so serious that he was at first expected to die almost at once, but later he had improved considerably, and is now resting easy last night.

The car that did the damage was No. 20, of the Chevy Chase road, with Conductor S. O. Mercer and Motorman Edward Gazel. All who witnessed the accident stated that it was due entirely to the carelessness of the driver of the wagon, and could not have been averted by the motorman.

Policeman Hartman, of the Seventh precinct, recovered the horse last night, but it is so cut and bruised that it will have to be shot.

Dangers of Rapid Transit. A serious accident at the intersection at Ninth and E streets north-west, was only averted about 10 o'clock last night by the presence of mind of an F street horse car driver.

Horse car No. 33 was crossing the tracks when electric car No. 24 rushed up at a tremendous speed. The horse car driver, seeing the danger, whipped up his horses and passed over, the rear end of his car being within an inch of the front of the electric car.

MONUMENTS TO PATRIOTS. Italy Is Still Raising Bronzes to the Men of '67.

Rome, Sept. 24.--The features of to-day's Rome are the unveiling of two monuments, one in memory of the patriot brothers Cairoli, who were killed in the insurrection of 1867, and the other in memory of Signor Marco Minghetti, the Italian statesman.

The first mentioned monument was unveiled in the presence of the syndice of Rome, Gen. Menotti Garibaldi, Gen. Turra, and other survivors of Garibaldi's campaign, together with a large crowd of spectators.

The ceremonies of unveiling the Minghetti monument were conducted in the presence of King Humbert, the cabinet ministers, and most of the leading politicians and statesmen.

BEHEADED A CHINAMEN. Result of a Fight With a Japanese on Board a Steamer.

Victoria, B. C., Sept. 24.--The British steamer Empress of India, from Chinese and Japanese ports, arrived here at an early hour this morning, and later proceeded for Van Couver. She reports that while at Yokohama a Japanese came aboard and had a fracas with a couple of Chinamen.

The outcome was that he cut one Celestial's head off and badly slashed the other. The murderer was immediately placed under arrest, and his trial will take place at Yokohama.

LEPROSY IN NEW YORK. Chinese Laundryman Found Suffering from the Loathsome Disease.

New York, Sept. 24.--A case of Chinese leprosy was discovered by the officials in charge of the Good Samaritan Dispensary. The patient gave his name as Long Jong, thirty years old, of No. 735 Lexington avenue, who conducts a laundry.

He said that he had been in the city for five years and had been sick for two years.

GAVE IN TO THE TIMES

B. & O. Places Night Watchmen at Several Grade Crossings.

MANY PLACES UNPROTECTED

Midnight Investigation by The Times Reveals a Dangerous Condition of Affairs--E Street and Massachusetts Avenue Are Guarded All Night, But Others Only Till 9 o'Clock.

The great B. & O. Railroad, which has played the baby act in overlooking The Times, has all the same yielded to the attacks of that paper on its reckless management of certain grade crossings within the city limits.

The two especially dangerous man-traps at E street and Massachusetts avenue which formerly ran themselves after 9 o'clock p. m., are now guarded throughout the entire night.

This was ascertained by a reporter of The Times, who made the trip last night from 11 until after midnight from the Florida avenue crossing into the B. & O. depot.

On arriving at 12 m. at the E street and Massachusetts avenue crossings, which are very near together, he found a group of men there, a train in progress of shifting, and several detached cars lying around loose.

SOMETHING NEW FOR THEM. "Why, I notice," said the reporter to one of the employees, "that The Times says that these crossings were guarded only till 9 o'clock."

"Well, that was true when The Times said it," replied another of the group. "This is something new. That man over there, the guard, has been on duty only since the frow between The Times and the railroad."

This was the fact, but it is submitted that one man ought not to be expected to do the work at both crossings.

The guard must attend to both E street and Massachusetts avenue, and has no advantage of the air-pump machinery.

The gates are elevated and lowered by hand levers.

"Suppose," said the reporter to the guard, "while you are attending to this one, you should see danger at the other, what would you do?"

"Oh," he said, "as if disposing of the subject once for all time, 'I would holler at him to stop.'"

And, by the way, there is very little chance to hear anything while business is being rolled and pushed along incessantly on the B. & O. road.

It can now be stated that there is a fairly good chance to travel the public thoroughfares from H street as far as the depot.

AT OTHER PLACES. But the chances are just the other way from Florida avenue down to and including Fourth street. With the exception of the Seventh street crossing, which is guarded by a full time guard, the others are open to decided criticism.

At Florida avenue there was no guard at 10:30 p. m. While The Times man was standing there an engine came along running backwards at a rattling speed towards the depot, and passed him in and went out to say nothing of two other engines without trains.

There are really two crossings at Florida avenue, one the main thoroughfare and the other a road a short distance west of the main one. Both gates are worked by the same person, who, by the way, is said to be a very nervous man. The people in the neighborhood say that he goes off at 9 p. m.

Mr. Edward Johnson, of Eleventh and K, said that last summer he used to help the former guard or gate man and the machinery worked badly on the roadway crossing. When he was on duty for his friend that gate wouldn't work at all times he used to have to shout at the wayfarers to warn them of danger. He didn't know whether they worked any better now.

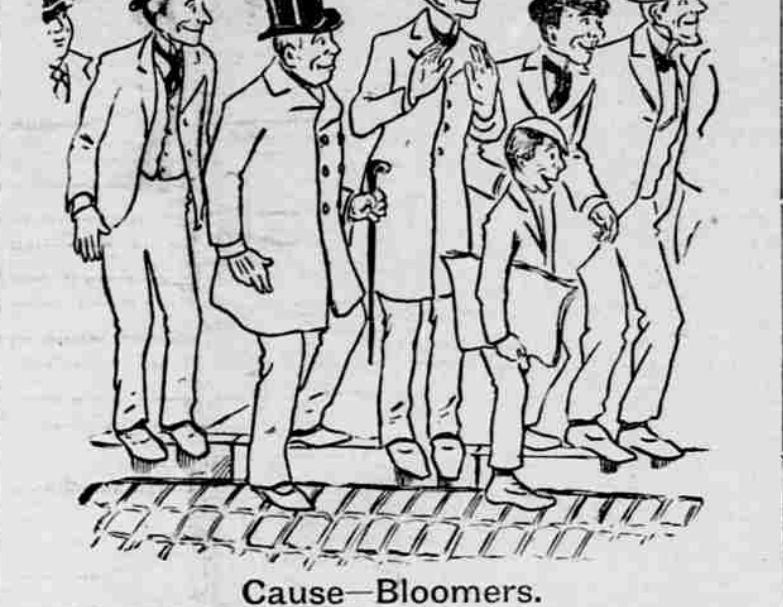
ought TO BE GUARDED. Mr. Johnson said that it was an extremely dangerous crossing and ought to be guarded all the time.

The next crossing in the direction of the city is that at Seventh street. The gateman there said he had to stay until midnight, and then he went off for good. He could not explain why, if it was necessary to guard the place as late as midnight, it was not equally necessary to guard it until daylight.

Several of the gatemen said that there were many freight trains after midnight, and as a matter of fact, the whole track from H street to the depot is guarded on account of these late trains.

There is no provision against them, consequently from H street to Florida avenue after midnight.

TIME, A. D. 1895--PLACE, WASHINGTON--



Cause-Bloomers.

--After the Chicago Record.

ALL IN AGAINST DURRANT

Prosecution Ends Its Case With Three Important Witnesses.

Defense Ready With Its Promised Sensations, But the Public Has Little Faith in Them.

San Francisco, Sept. 24.--The prosecution in the Durrant case closed this afternoon. Three more of its witnesses will be recalled for the accommodation of the defense to-morrow, but they testify only to facts connected with the finding of the body of Miss Lamont in the tower.

The most important of the final witnesses in connecting Durrant with the murder was William Sterling, a gas fitter, who put saving burners on all the gas cocks in the church the day before the murder.

He to-day corroborated Janitor Sade-man in saying that there was a leak in one of the handrails near the entrance to the vestibule, which is supposed to have supplied the gas used by George King when he entered the church on the day of the murder just before Durrant burst on his view, pale, weak, and agitated.

The day after the murder Sterling said he had taken out the snuff boxes on which Durrant claimed to have been working when he was with them and no gas leaking out of that part of the building.

While trying to reach the ceiling on the day after the murder he tried the tower door, but found the outside knob broken off. He seized the projecting rod to the other knob with his pliers and turned it, but the lock was broken and he could not open the door. Had he done so the murderer would probably have been discovered.

Three more witnesses were today introduced to whom Durrant had denied that he had seen Miss Lamont on the afternoon of the murder, though he admitted that he was with her that morning. His testimony to prevent the defense from explaining Durrant's being in Miss Lamont's company at that afternoon, even should it desire to do so, which is not probable.

The defense will open to-morrow morning, but it is not yet known if it will testify in its case in a speech. Durrant's attorney said he was on duty for they allege that they do not want their witnesses to be attacked by the prosecution.

The defense promises sensational developments, but there is a general doubt of its ability to affect the case of the prosecution.

DETECTIVES ON TRIAL. Pocahontas Strikes May Lead to Complications With Austria.

Richmond, Va., Sept. 24.--Baldwin brothers, two detectives in the employ of Pocahontas mine owners during the late strike on trial at Taxwell Court House for several misdemeanors.

One creates more than ordinary interest because it may lead to international complications. A number of Hungarian miners made complaint to L. Borehen, consul of Austria-Hungary in this city, of cruel treatment by the detectives during the strike.

The consul has employed a consul from Richmond, who have gone to Taxwell to conduct the examination. The case was called to-day and postponed till Friday to secure witnesses.

AT FEUD AGAIN. Famous Family Row in Kentucky Breaks Out Once More.

Lexington, Ky., Sept. 24.--The famous Hilton-Howard feud in Harland county, it is believed, is about to break out again. Yesterday at Harlan Co. Sheriff Matthew Behler, a Hilton man, shot and instantly killed a negro who was identified with the opposite faction, and great excitement followed.

The officers were finally successful in landing Behler in jail, which has been provided with a guard. It is feared the Howards will attempt to take Behler from the officers.

Books and Money Gone. Kansas City, Mo., Sept. 24.--Charles H. Vass, treasurer of the Home Mutual Aid Association, has disappeared and taken with him the books of the association and thousands of dollars which he secured by false representations within the last eighteen months. He left nothing in the treasury with which to pay claims against the association.

CUBANS DESTROY A TOWN

Then Burn the Huge Elevators of the Fruit Exporters.

SPANISH TROOPS ARE TRYING TO STARVE OUT INSURGENTS, SO HOUSEHOLDERS ARE PUT ON SHORT RATIONS.

Philadelphia, Sept. 24.--The British steamship Culmore, Capt. McLeod, which arrived here to-night from Baracoa, Cuba, brought into port some Cuban refugees and news of the complete destruction of the port of Yumuri, Cuba, on the 18th instant by the insurgent forces.

The entire place was burned down. Hundreds of people were left homeless and without any place to go. They were subsequently driven back onto the mountains and the huge elevators, erected by the fruit exporters for carrying the bananas down from the mountains of Yumuri for shipment, were then destroyed.

Miguel Arne, a well known fruit exporter, was among the passengers, accompanied by his wife and family. He tells pitiful stories of the manner in which he was treated and compelled to flee to this country, giving up everything he possessed. Since the breaking out of the trouble he says life in the island has been unbearable.

The Spanish troops prevent householders from laying in a stock of provisions. They may, however, be compelled to come into town and secure only sufficient provisions to last for one day. This is done for fear the Cubans will feed the insurgents, whom the Spaniards are attempting to starve.

TO GUARD THE CUBAN COAST.

Nine American-Built Cutters Completed for the Spanish Service.

New York, Sept. 24.--Within a month nine American-built steam cutters under the Spanish flag will be cruising on the north coast of Cuba.

The late Admiral Manuel Delgado Pajero sent Lieutenant Commander Triana to this city on special duty, and the orders for these cutters were placed very quietly. Not until they were completed did the fact of their ownership become known.

The last of the nine were shipped to Cuba a few days ago. The lengths of the cutters vary from 60 to 70 feet, and their speeds from eleven to fourteen miles an hour. Their average draught is four feet. The crews, numbering from fifteen to twenty, all men from the Spanish navy--will be officered by men of known ability.

The posts of the new vessels will be on the north coast of Cuba, between Matanzas and Sancti Spiritus. They are built especially for rapid inshore work. Their armament will be of a very destructive type, including American gullwing guns and Nordenfeldts. Smugglers of contraband of war will be their prey.

ALL FOR CUBA. Preparing for the Big Sympathetic Demonstration at Chicago.

Chicago, Sept. 24.--An adjourned meeting of the general committee for the mass meeting of September 30, to express sympathy with the Cuban revolutionists, was held at the Union League Club this evening. Several reports were made, and the committee on co-operation, with the Loyal Legion and Grand Army, presented an address, cordially inviting all old soldiers and sailors in Chicago and vicinity to attend the mass-meeting.

A committee from the Illinois State Federation of Trade and Labor Assemblies reported their action, abandoning the special meeting of labor unions in order that the unions might co-operate with this mass-meeting.

Mayor Swift will preside over the meeting, and an invitation will be extended to the city council to be present.

FOOD FOR KAHULULU. Cholera Has Left the Islands in a Suffering Condition.

San Francisco, Sept. 24.--The Hawaiian steamer Kahululu has been chartered to take a cargo of general merchandise and provisions to Kahululu, in the Hawaiian Islands, and will sail on Saturday.

The cholera has left the group in a bad state. Even the other parts of the island of Oahu, where Honolulu is located, are short of stores and provisions. They were shut off from all communication with Honolulu by the health authorities of that place. While the people are not in absolute want it is said they will soon be unless relief is sent them.

FROZEN TO DEATH. Lost His Way and His Life in a Blinding Snow Storm.

Livingstone, Mont., Sept. 24.--Wm. T. Cheney, was frozen to death in the mountains of the Natural Bridge mining district, three miles east of this city, last Friday. He was a gray-haired prospector and with two companions was overtaken by a howling blizzard.

The party tried to cross the divide on foot and reach Camp fifteen miles distant, but they became separated in the blinding snowstorm and Cheney lost his way. His body was found in three feet of snow within 500 yards of the camp.

ALBERTA ALL RIGHT. Canadian Pacific Steamship Has Arrived at Port Arthur.

Toronto, Ont., Sept. 24.--A dispatch from Port Arthur announces the arrival of the overdue Canadian Pacific steamship Alerta, regarding whose safety some fear has been felt. She had been delayed by a severe storm. The vessel was badly jacked upon her arrival.

SOWING SEEDS FOR CUBA

Agents of the Patriots to Be Established in This City.

WORK AMONG PUBLIC MEN

They Will Organize an Official Legislation, With Quesado at the Head. Missionary Labor in Congress Is the Object--Recognition of the Insurgents Believed to Be Now Assured.

It is stated on an absolutely reliable authority, received by The Times from private sources, that within a few days there will arrive in this city commissioners authorized to represent the newly-organized Cuban Republic, and take such steps as may be possible, in an unofficial way, toward securing recognition from the United States.

Under the regulations of diplomatic usage, neither the President nor Secretary of State can receive these commissioners, and their present utility will be limited, as in the case of the late Chilean insurgents, to a work of education among the masses.

But the fact has not been overlooked that within a very short period there will be a steady influx of politicians to Washington, in anticipation of the convening of Congress, and with Senators and Members the commissioners can plead their cause and at the same time not violate precedent or custom.

MISSION OF QUESADO. The almost immediate location of an official legation in this city is greatly simplified by the presence of Gonzalo de Quesado, one of the diplomatic agents to the United States chosen by the recently formed de facto government, is secretary of "the Partido Revolucionario Cubano," which synthesizes all the organizations of Cuban sympathizers in this country.

He is permanent secretary of the No. 66 Broadway, New York. It would be an easy matter for him to reach Washington within a few hours' time and personally establish his representatives here.

Associated with De Quesado in New York is Benjamin Guerra, Treasurer of the de facto Revolutionary Government, who has been designated as minister of finance for the new Cuban republic.

Manuel Banguily, chosen to be minister of foreign affairs, is the same gentleman who has been mentioned as commissioner to Mexico to take whatever steps may be possible toward securing recognition from that country.

THINK THE END IS IN SIGHT. Representatives in this city of the Cuban patriots express great delight at the foundation of a de facto government and feel that it is the beginning of the end in their long struggle for independence. Especial satisfaction is felt at the selection of Bartolome Maso, as president.

He is unanimously pronounced to be a man of the utmost respectability, intelligent, educated and capable. His connection with the insurgent movement from its inception has done more than all things else to give it standing and prestige.

Those familiar with the Cuban situation here do not now believe that the recognition of belligerent rights will be accorded by the President prior to the assembling of Congress. The precedent established by Gen. Grant in 1875 has been carefully considered by the Cuban patriots, and their exclusivity in The Times, and can be efficaciously utilized in the event that more speedy methods cannot be employed.

Before carrying into practical operation President Grant's idea of intervention, it would be necessary to again address a general note to the various European powers requesting an expression of sentiment from each regarding the advisability of intervention in the affairs of Cuba.

POWERS TO BE CONSULTED. It would be necessary to await a reply from each of these powers before evolving a plan of action.

In carrying out such a policy it would be imperative that the great powers should be consulted. This course is essential in order to ascertain whether Spain now has in force, with any of the influential nations, secret treaties by which she is guaranteed possession of Cuba for a certain period.

There have been several instances in the past where such treaties have existed and under the provisions of which each nation appearing as a party thereto was pledged to forcibly resist the establishment of Cuba as an independent government.

Similar treaties may be in force at the present moment, and should the United States decide upon a policy of intervention without first ascertaining to what extent these alliances are effective, this Government might unexpectedly be compelled to fight not only Spain, but England, France, Austria, Germany, one or all, and possibly the combined power of Europe.

CONCERT AT THE CAPITOL. The Marine Band will to-day at the Capitol grounds. The following named numbers beginning at 4:30 p. m.: 1. March, "The Washington Times," James B. Overture, "Reminiscences," Rossini (By request).

3. Spanish serenade, "Lola," Langey 4. Fantasia, "Songs of Germany," Kappeler 5. a. Reverie, "Tetrales," Fancill 6. b. March, "Morton Cadets," Fancill 6. "National Anthem," "Goodbye Description: Band tunes up principal performers try their instruments, and wind out to the music. Herb Po-saurne, Judges Signor Diplo, Basso et Tibini prepare the music. Several numbers will be given by Messrs. Clarence, Corbelli, Ekholm, Eppenhof, Albert, Corbelli, and the judges take notes and consult after each solo. Outrage, "The March," by Fancill, a fight among the drummers, conferring the prize, and great rejoicing.

Orth 8. "Hail Columbia," Rossini Fyles

Lackawanna Steamer Overdue. Green Bay, Wis., Sept. 24.--The Lackawanna steamer Grand Traverse from Buffalo to Green Bay is thirty-six hours overdue here and nothing has been heard from the boat since it was sighted passing Mackinac about noon Sunday. The boat is commanded by Capt. William Kelley, of Buffalo, and carries a crew of about twenty.

THE WEATHER TO-DAY. District of Columbia, fair Wednesday, preceded Tuesday night by very light rain; no change in temperature; winds shifting to southeast.