

this evening. It says that from the testimony submitted, which was conflicting, it is impossible to fix the responsibility for the disaster on any one person, but that the owners, Peter Gumry and Robert O. Greiner, were blamable for requiring of the engineer sixteen hours' work out of twenty-four, and for employing an inexperienced engineer, whose habits were dissipated and unreliable. Engineer Hellmuth Loescher, the report says, had been drinking on the night of the disaster, and further, he had not examined the safety valve to the boiler for two months, proving him unfit to occupy any position of responsibility.

The city boiler inspector is censured for failing to inspect the boiler after recent repairs were made on it.

The report closes with a recommendation that an ordinance be passed regulating the use of steam boilers.

KANSAS CITY, Aug. 29.—Under a Topeka, Kan., date the *Times* will tomorrow print a story to the effect that Edward T. Jeffrey, general manager of the Denver & Rio Grande railway, is to be made president of the Santa Fe system. The information, it is asserted, comes from officers high in the management of the latter railway. No date for the change is given.

DENVER, Aug. 29.—Articles of incorporation have been filed with the secretary of state by the Grand River Transportation, Mining and Improvement company. The company's plans include the construction of a steamboat to navigate the upper waters of the Colorado and the Green and Grand rivers from their confluence with the Colorado. It is claimed that navigation is possible to within ten miles of the Rio Grande Western railroad, and that that company has agreed to build a branch to connect with the proposed steamboat.

The present plan is to construct a flat-bottom, stern-wheel boat of about fifty tons capacity, to connect with the Rio Grande Western and the head of Cataract canyon, a distance of about forty miles. This will reach the old town of Moab, on the Grand, which has a population of about 1,000, and at present cannot be reached except by a long and tiresome stage ride.

The canyon of the Upper Colorado, it is said, is in places several miles wide, and so sheltered and protected and of such a low altitude that even tropical fruits can be raised here without difficulty.

There are a few ranches along the river, and about the only means of ingress and egress is by water.

The new company's plan is to open up several townships, start the development of mines of all kinds in the canyon, and eventually, by constructing a narrow-gauge railroad forty miles around the Cataract canyon, to connect with the lower canyon, which, it is claimed, is navigable for 600 miles south of the Cataract canyon.

TACOMA, Wash., Aug. 29.—Attorney W. H. Reed, of this city, has forwarded to the Interstate Commerce commission his brief in the case of Milton Evans against the Oregon Railway & Navigation company, wherein Evans, representing the farmers and grain shippers of Walla Walla county, this

state, seeks to have the freight rate on grain between Walla Walla and Portland, Or., reduced from \$4.70 to \$2.45 per ton. Mr. Reed brought this suit a year ago. Last December the Oregon Navigation company reduced the rate to \$4.50 a ton, and asked the commission to consider that a sufficient reduction.

In support of his claim for a further reduction, Mr. Reed now makes the allegation that the Oregon Railway & Navigation company, between July 4, 1894, and April 30 last, paid to the Pacific Coast Elevator company rebates, amounting to \$88,933.85, an average rebate of 58 cents per ton on 149,703 tons of grain shipped by the company over the Oregon Railway & Navigation line during the period named. It is alleged that these rebates were paid to F. H. Peavey & Co., owners of the Pacific Coast Elevator system, in the form of commissions on grain shipments and allowances to them for the purpose of making purchases of grain for shipment over the road. The brief quotes the ruling of the commission to the effect that the giving of rebates is the most conclusive evidence obtainable that the rates charged the general public are unreasonable. It is alleged further that the Union Pacific juggled the Oregon Railway and Navigation accounts, charging the Oregon Railway & Navigation more than its proportion of the cost of fuel, advertising, etc., for the Union Pacific system. The Oregon Railway & Navigation, he claims, was a paying property, but by this kind of bookkeeping its business was made to appear unprofitable.

SAN FRANCISCO, Cal., Aug. 29.—The tedious work of completing a jury to try Theodore Durrant for the murder of Blanche Lamont was ended today by the acceptance of Samuel E. Dutton, a wholesale stationer, as the twelfth juror. After the information had been read, both sides joined in a request for an adjournment until Monday, promising that there should be no further delays until the completion of the case. The court, after some further hesitation, granted the request for an adjournment, giving notice to counsel that he would probably hold court on Saturday, until the testimony in the case is all in.

PARIS, Aug. 30.—The *Estafette* protests against the statements of some American papers relative to ex-Consul Waller, saying that if the Frenchmen sold arms to enemies of the United States, Americans would never tolerate any interference on the part of the cabinets of Europe.

"Moreover, our line of conduct should be clearly marked," continues the *Estafette*; "we need pay no attention to the idle complaints of these American papers. Indeed, Waller ought to have been immediately shot for his glaring treason."

NEW YORK, Aug. 30.—Tomaso Estrada Palma, president of the Cuban revolutionary committee in this city, says no attempt will be made to obtain belligerent rights until next December, when a Cuban minister will be sent to the United States. Mr. Palma believes Spain has now reached the end of her rope. He claims the cost of sending reinforcements is so great that Spain cannot furnish any

more men and will have to give Cuba her freedom within the next few months.

NEW YORK, Aug. 30.—A special correspondence of the *World* from Havana August 24, says: There is a rumor that the Spanish steamer Villaverde, chartered by General Campos as his private yacht, has been blown up at sea.

The Villaverde belongs to the Spanish Trans-Atlantic line and is chartered by Captain General Campos for his personal use during the campaign in Cuba.

She arrived here August 19 from Havana and went into dry dock in the Erie basin, where her hull was scraped, some paint was put on and she received some minor repairs. It was given out that she came here simply to be painted, but that did not satisfy those who reasoned that it was a long distance to travel merely for a coat of paint.

A story got abroad that when General Campos saw the terrible destruction the insurgent general, Roloff, was causing with dynamite in wrecking railway bridges, disabling public works and demolishing fortifications, he determined to get some of the terrible explosive immediately for the Spanish troops to use and he sent the Villaverde here after it. When she sailed August 21 it was stoutly asserted that she had on board a ton of dynamite.

The Villaverde made the trip from Havana to New York in five days. Therefore she should have arrived in Havana on the return by the 26th. A reporter inquired at the Spanish line pier in regard to the Villaverde and was told that she arrived in Havana on the 26th, but there seemed to be a disinclination to talk on the subject. The arrival of the vessel there is not reported by the maritime register up to August 28th.

PHILADELPHIA, Aug. 30.—A local paper says Holmes admits that the remains found in the house at Irvington are those of Howard Pictzel. This he has told his counsel, Mr. Shoemaker, during the latter's long conference with him in prison. But Holmes says that he did not murder the boy—the crime was committed by another.

In Holmes's statements about this phase of the case, the mysterious Hatch comes to the surface again. Holmes believes—so he says—that Howard was killed and that Hatch murdered him as he did the girls in Toronto.

NEW YORK, Aug. 30.—A fleet of half a dozen steam canal boats arrived in this harbor last night. They sailed from Lorain, Ohio, with a cargo of steel rails. The tug *Defiance* met the fleet above Yonkers, crawling at a pace of not more than one and a half knots an hour. On the propeller in charge of the expedition was Captain Hayner. From Cleveland to this port the fleet met with a hearty reception.

The boats are constructed of steel plates one-quarter inch thick above the water line, and increasing to one-half inch on the bilge, and are painted black. It is expected that they can travel with less insurance, take more freight, last longer and cost less to maintain than the old wooden boats which are pulled along the canals by mules. The propeller is fitted with compound condensing engines.