

tion was concerned, but also meteorologically, and more beautiful weather never was enjoyed in Denver. The street along which the parade passed was one wilderness of flags, bunting and banners, while the pavements for miles were one mass of humanity, so closely packed that all travel had to be suspended for several hours. Banks, state and federal offices were closed, and all business suspended from 1 to 5 p. m., and it is estimated 75,000 people witnessed the pageant, which without doubt was the grandest ever seen in this country. The column of the parade was over four miles long, and formed upon Fourteenth Street as follows:

First Division, Commander J. W. Browning, G. A. R.; Marshal, Chief of Police and staff mounted; Grand Marshal R. R. Wright and staff; Cow Boy Band, Dodge City, Kansas; First Regiment Colorado National Guard; visiting counties, Colorado National Guard and High School Cadets; Chaffee Light Artillery; Banquet military band, sixteen pieces; G. A. R. drum corps; Department Commander J. W. Browning, G. A. R., and staff, Colorado Posts, G. A. R.; Colorado Posts Veterans, G. A. R.

Second Division, uniformed orders of civil societies; Trinita band; Travelers' Protective Association (linen ulsters, gripsacks and umbrellas); German civil societies.

Third Division, Chief and fire department.

Fourth Division, Denver Wheel Club, Brigade band.

Fifth Division, carriage with Governor Adams, escorted with mounted staff, ex-Governor John Evans, president of the Denver, Texas & Gulf Railroad and railroad officials in carriages, state officials, judiciary, the mayor, city officials, and distinguished guests in carriages, Denver pioneers in carriages; Alpha band, members of the Denver Real Estate Exchange in bugles.

Sixth Division, trades display, etc., music, land contractors, brick makers and Brick Maker's Union on foot, grand trades display on wheels, consisting of 300 floats.

The line began moving promptly at 2 o'clock, passing through the principal streets of the city. The greatest enthusiasm prevailed. Crowds gathered to witness it.

The celebration will conclude tomorrow with a grand barbecue at Union Stock Yards. Arrangements have been made for the entertainment of five thousand people.

DENVER, March 30.—The third day's session of the International Range Association was called at 11 o'clock this morning. After prayer the report of the committee on revision of the constitution and by-laws was submitted. It coincides substantially with the old constitution and by-laws, except in sections affected by the reduction of the fees, and initiation and membership of the association. An additional section was made providing that the annual meeting of the association shall be in Denver the fourth Tuesday in March. The revised constitution was ordered printed for distribution.

Several resolutions were presented and adopted. Among them the following are the most important:

By ex-Governor Routt and ex-President Head, asking that Congress at once provide measures to secure a sea channel at some point on the Texas coast.

By Col. Standart, demanding that the various roads carrying beeves to market from the range country, give members of the International Association the benefit of the improved stock cars now offered, thereby reducing shrinkage, as well as being a humane act appreciated by all; also, a reduction of rates in proportion to the decline prices realized. The resolution requests every rangeland to patrolize the road first adopting these cars.

By Mr. White (Texas), urging that the Congress of the United States take off all duties on cattle and beeves imported from Mexico.

After the transaction of other routine business, adjourned to witness the jubilee parade and to meet again at 10 o'clock in the morning.

KANSAS CITY, March 30.—The Times reporters sent by special train to the scene of the Rich Hill mine disaster, returned tonight, and from their information the situation may be summarized as follows:

The dead list has reached twenty-one, and nine of the injured are expected to die, making the probable loss of life by the explosion thirty. Some claim natural gas was the cause of the explosion, while others contend the accumulation of foul gases without proper ventilation was the real cause. The state mine inspector examined the mine March 26th and pronounced it safe.

The *Richfield Herald* this evening strongly denounces him and demands his immediate suspension from office.

A dispatch to the Associated Press from Rich Hill says that the only shaft the mine had was a section partitioned off of the main shaft, and this was blown to pieces by the first explosion, consequently no air could be forced into the mine until the south half of the crib shaft had been converted into an air conduit. There seems to be no question but the explosion was caused by natural gas which shrouds in the earth in a large section of the country hereabouts. Frequent explosions and great damage from it have occurred here before. The state mine inspector, though having reported the mine in excellent condition knew of the existence of gas in the mine and has frequently so stated un-

officially. Such great indignation prevails among the miners that it would be dangerous for the inspector to put in an appearance here. Experienced miners say if there had been a separate air shaft the consequences would have been much less disastrous. The bodies of the dead brought up are terribly burned and present a horrible sight.

BERLIN, March 30.—Three villages near Carlsbad have been destroyed by fire. One hundred houses were burned in Skome, and many lives lost. Six hundred persons are homeless in Pesh.

The River Seine has overflowed its banks and laid waste many villages.

MACON, Mo., March 30.—Four children of T. S. Richardson, a farmer near here, were left alone in the house while the parents went to town. While playing with matches the house was set on fire and three of the children burned to death.

ATHENS, March 30.—A powder magazine in the fortress on the island of Santa Mauria exploded today. At least accounts a fire was raging in the fortress, and it was feared that two other magazines would explode. The loss of life is not known. The inhabitants of the adjacent towns have deserted their homes.

PARIS, March 30.—A Greek named Raptorelos was arrested here today for robbing the Numismatic Museum at Athens of ancient medals and coins of the value of 30,000,000 francs.

PESTH, March 30.—A number of fires occurred in Hungary during the prevalence of the gale. At Kilkinda 1300 persons were rendered homeless and are camping out in the snow. Thirty-eight houses were burned and many lives lost at Mezoberecz.

MONTREAL, March 30.—A cable dispatch from London announces authoritatively the conclusion of negotiations between the Canadian Pacific Railway and the Dominion Government by which the road is to receive a loan of \$14,000,000. The Times says that for the remainder of its monopoly the road is to receive £3,000,000 in bonds.

NEW YORK, March 31.—The funeral services over the remains of William Dorsheimer were held in Grace Church today. The clergyman who read the Episcopal ritual were the Rev. Dr. William R. Huntington and the Rev. I. V. Chalmers. Among those present were President Cleveland and Secretary Whitney.

ROME, March 31.—Advices from Massowah say that yesterday evening Italian scouts penetrated the Abyssinian camp and report that King John and his commanders are convinced of their inability to successfully attack the Italians. The Italian government has authorized General San Marsano to accept the following terms from King John: The Italian forces shall retain the positions they now occupy; King John shall not oppose the occupation of other points where Italians may wish to spend the hot season, and shall guarantee the safety of the tribes under Italian protection.

PARIS, March 31.—The Bourse opened weak today, owing to the overthrow of the Tirard Ministry. Opportunist journals say the defeat of the ministry gives Boulanger what he wants, coalition of Irreconcilables and Caesarians, having defeated the republican majority. The *Sole* says: We are again without a majority; without a compass. The dissolution of the Chamber of Deputies is near. The *Journal Des Debats* says the real victor in the struggle yesterday which resulted in defeat of the cabinet was Boulanger. The crisis, it adds, will be a formidable one on account of the understanding between the right and the extreme left. Floquet does not desire the premiership and it is likely that Ribot or Deves will be called upon to form a ministry. The radicals threaten to put Boulanger up as a candidate for the presidency against Carnot, if the latter refuses to accede to their programme.

PARIS, March 31.—President Carnot conferred with Leroyer, president of the senate, today. The president will probably summon Floquet to form a ministry. A protracted crisis is expected.

DUBLIN, March 31.—Gilhooly, member of parliament, who was sentenced yesterday to two weeks' imprisonment, for assaulting a police inspector, in addition to the sentence of two months previously imposed for other alleged offenses, was removed from Schull to Cork jail today. In Schull jail this morning, Gilhooly refused to dress when ordered to do so by the police who were to escort him to Cork. The police thereupon knocked him down, pulled on his trousers and took him away. A small crowd saw him depart but made no demonstration.

MILWAUKEE, March 31.—General Manager Miller of the St. Paul road this morning said that the trouble with their men was still confined to Chicago. The Chicago train dispatchers joined the ranks of the disaffected and before their places could be filled some delay to passenger trains at the Chicago terminals was caused by the failure on the part of the company to get the engines out on time. About two hundred employees of the company have quit work at Chicago. "We are getting new train dispatchers to supply the places of those who stopped work and all the passenger trains except those of the early morning are about on time. We are running as many freight trains as we can take care of in Chicago. St. Paul is in market for freight both at Chicago and Milwaukee. On all the other divisions of the road, trains are running as usual. I do not believe there will be any further trouble."

CINCINNATI, March 31.—B. Benjamin E. Hopkins, late assistant cashier of the Fidelity National Bank, who has been in jail two months awaiting sentence under conviction for violation of the national banking law, was brought into the United States court this morning, upon the motion of District Attorney Burnett and was sentenced to the penitentiary for seven years and two months. He appeared broken down from illness, but did not manifest deep emotion upon receiving the sentence. When the Judge was saying that it would be better for him to be at Columbus during his illness than at the county jail, because he would not have to pay there for any extra attention he might require, he interrupted the Judge to say that that disadvantage had been removed by the jailer who had ceased to make extra charges.

SAN FRANCISCO, March 31.—Rain prevailed throughout California yesterday and reports received from all the grain producing counties show that both wheat and barley fields are looking exceptionally fine. The unvarying tenor of the published reports is that the present prospects are for the largest yield of grain in the history of the State, while the fruit output will also be larger than that of any previous year.

CHICAGO, March 31.—The Chicago, Burlington & Quincy Railroad is determined to call today upon the Fort Wayne, Lake Shore, Rock Island, Illinois Central and perhaps the Alton for assistance in raising the freight blockade in its yards. This it claims it has a right to do under the inter-state commerce law, and the roads called upon are liable to damages under that act if they refuse. The Fort Wayne & Lake Shore officials announce that they will haul Burlington cars if called upon to do so. The Rock Island has already refused to take sides with the Burlington. What the other roads will do when called upon is a matter of conjecture, but it is understood that they will unite for mutual protection and make a desperate fight to break down the influence of the brotherhood and switchmen unions. The moment the engineers, firemen and switchmen of the other roads are asked to assist in moving "Q" freight they will strike. Thus the chances are favorable for a general railroad tie up on lines converging in Chicago.

The brotherhood, switchmen and brakemen on all the roads are now working harmoniously and they appear as determined to win as the railroad companies. This is practically the situation today. Chairman Hoge, of the grievance committee of the Burlington road, virtually admitted this morning that the engineers, firemen and switchmen of three and perhaps four other roads would go out some time today, thus precipitating one of the greatest strikes ever known in Chicago. The roads marked for the strike are the Alton, Fort Wayne, Pan Handle, Rock Island and the Santa Fe.

CHICAGO, March 31.—The rumor that a tie up of all the trains of the Milwaukee & St. Paul road was decided upon at a late meeting of the strikers last night, proves true. The engineers, firemen, switchmen and brakemen and a number of conductors of that road have quit work. The strike includes the employees of all divisions centering in Chicago, both passenger and freight. The last passenger train manned by a brotherhood crew left the Union depot at 11 o'clock last night. At the meeting held last night, at which fully seven hundred of the St. Paul employees attended, a motion was made to tie up the road and carried without a dissenting vote. The strike was not declared by any organization of the brotherhood, at least not formally. The men say that it was entirely individual action on their part.

BURLINGTON, Iowa, March 31.—The switchmen's strike has extended to this city. Eight of the forty Burlington switchmen here "took their time" today and quit, giving no reason. The company officials say their places will be filled this afternoon.

PITTSBURG, March 31.—Railroad officials of the Pennsylvania company have been watching the Burlington very closely the past few days. Their lines, including the Fort Wayne road, are not handling Burlington freight and every effort is being made to keep the strike from spreading among their employees, as it has been rumored it was contemplated. An official who was seen today said: "Our reports from Chicago state that everything is serene on the Fort Wayne road. We do not know what to expect. However, none of the Burlington freight is being handled by us. It would not be good policy to do so. While it may be that there are a few stray Burlington cars on the Fort Wayne road between Pittsburg and Chicago, if there are, they are those that were taken when it was supposed to strike was settled with. The strike is now assuming a more serious phase and we will not receive any Burlington freight, and in fact I do not think any will be offered us."

CHICAGO, March 31.—The strike has spread to the Fort Wayne employees. Six crews left their engines in the yards at Carroll Avenue and Carpenter Street at two this afternoon. It was reported that the Fort Wayne men at other points in the city also quit, and this was confirmed at three o'clock. The strike on the Fort Wayne in Chicago is general and is supposed to be the result of the company accepting a train of freight this afternoon from the Burlington.

SAN FRANCISCO, March 31.—China advices received today by the steamer *Rio de Janeiro* state that the British steamer *Shallow* was wrecked Feb. 22 off Namva Island, between Swallow and Shanghai. The vessel struck on the rocks and sank. The captain and a number of the crew and passengers saved themselves by clinging to the rigging, but 31 persons put off from the wreck in a small boat and all are supposed to be lost. The body of the engineer who was one of the occupants of the boat, was recovered.

KANSAS CITY, March 31.—The Times' Warren, Arkansas, special reports a severe storm in that vicinity today. The colored Baptist church was demolished and great damage done in the surrounding country, although no reports of loss of life have been received.

EL PASO, March 31.—Fleury and O'Barrell, the diamond thieves who recently escaped from the Mexican authorities at Paso del Norte, have been recaptured. The following dispatch was received at eight o'clock tonight by Emilio J. Medina, editor of the *Revista Internacional*, dated Paso del Norte, from the acting governor of the State of Chihuahua:

"Fleury and O'Barrell were captured yesterday at noon in the municipal district of Charviscar, five leagues from this city (Chihuahua), by the local authorities. They were brought to this city today and confined in the public jail to await the orders of the district judge."

(Signed) LAURO CARILLO.

CHICAGO, March 31.—Strike following strike in rapid succession was the result today of the Burlington road's first attempt to resume forcing freight on other roads. Almost at the very outset a strike occurred on the Fort Wayne system, involving for the first time an undoubted extension of the trouble to the roads leading east from Chicago. The St. Paul road had been completely tied up between midnight and daylight, and Chairman Hoge, leader of the Brotherhood in the absence of Chief Arthur, intimated early that before another midnight there might be precipitated a succession of strikes unparalleled in the city. One on the Panhandle occurred as early as 7 a. m., but was overcome by the officials showing that no workman had been asked to handle Burlington cars. At 10 a. m. the Burlington made up a train of fifteen cars, which was quickly transferred to the Fort Wayne road, while at the same time 25 cars were made up and started for the Lake Shore road with forty Pinkerton men aboard. The transfer, however, was made without disturbance. At 2 p. m. the Fort Wayne officials ordered a switching crew to take a "Q" train from the siding at the Sixteenth Street and place it on the Fort Wayne tracks. The men promptly refused, and ran their engines in. The news spread and in a few moments all the crews in the yards quit work—engineers, firemen and switchmen. Just then, 2:30 p. m., the Fort Wayne passenger train outward bound came along. At Sixteenth Street the engineer and fireman learned of the strike and left the engine. The conductor soon volunteered to run the engine. A fireman was found and the train proceeded after a slight delay. Fort Wayne dispatches say they have assurances from other passenger engineers that they would not go out, but no dependence is placed in them.

Along the line of the St. Paul road the freight business was paralyzed and passenger traffic is almost suspended. As soon as the inbound passenger trains reached the depot and were unloaded the engineers backed them out to Western Avenue and abandoned them.

This afternoon the engineers, firemen and switchmen of the St. Paul road held a meeting and sent a committee to Superintendent Farling. They stated to him that they would agree to handle empty but not loaded "Q" cars. Farling asked them to submit their proposal in writing and agreed to forward it to General Manager Miller at Milwaukee.

Fifty men, said to be regular freight and passenger conductors on the Council Bluffs division of the road arrived here this morning, having been brought by the St. Paul people to fill the places of the striking engineers, firemen and switchmen, but after a brief talk with the leader of the St. Paul strikers, decided that not a man would throw a switch. During the day as many as a dozen men called on the mayor with complaints against the Chicago, Burlington & Quincy managers. They claimed they were induced to come here from the east by promises of positions as brakemen, switchmen, etc., but on arrival were declared incompetent and refused them work or transportation home again. They claim to be without money and in a bad plight, and say they have as companions in their misery, two or three hundred others whose condition is exactly similar. The mayor promised to see the Burlington people.

CHICAGO, April 1.—The reported ordering of a strike in Chicago on the Lake Shore, Pan Handle, Alton and Santa Fe roads, late on Saturday night, proved to have been erroneous. No such action was decided on. A meeting of the St. Paul strikers was held at night, at which an answer is said to have been received from General Manager Miller, to their propositions, saying that they might return to work if they choose without handling "Q" freight, if they would allow "Q" engines to come into the yards and do the work of switching. This was repudi-

ated by the strikers and no "Q" cars was made the night.

The meeting was very disorderly. A new feature was developed that bids fair to split up the engineers and firemen into two factions. The refusal of passenger crews to quit except on the Evanston line, caused the trouble. The switch engineers accused the passenger men of bad faith and demanded that they declare their intentions. A passenger engineer made a speech, saying he would refuse to join the strike and that he spoke for a number of others. He was assaulted and received a severe beating before his friends could rescue him.

CHICAGO, April 1.—The prospect of an immediate tie up of the Belt line added a graver aspect to the railroad situation this evening than at any time since the commencement of the Burlington strike. Every railroad entering Chicago depends almost wholly on the Belt line as a means by which an interchange of freight is to be conducted with any other road. Positively every railroad track stretching from Chicago is interested by the Belt. The employees of the latter line have all along been among the staunchest allies of the Brotherhood, while the management of the Belt Company has apparently sought, as far as possible, to maintain a position of so called neutrality. A new face was put on affairs when some time yesterday President Porter, of the Eastern Illinois Road (which holds a controlling interest in the Belt Line), sent a strongly worded letter to the management of the Belt Line, demanding that it transfer cars for every railroad and individual in the same manner, declaring that any and all employees who did not choose to do their duty would be dismissed. Today a meeting of Belt employees was held at which, while the subject was earnestly debated, it was currently reported this evening that the Belt men had decided to stand by their guns and see whether the company would discharge them or not. The Burlington road today did not attempt to do any switching on their freight yards. The St. Paul people, however, made most strenuous efforts to keep things moving and as a result it is probable that a strike on the St. Paul will culminate tomorrow in the renewal of the pan handle men.

A train was got in readiness, so that tomorrow an attempt can be made to transfer St. Paul freight to that road and as the Pan Handle switchmen are pledged to support the St. Paul men, trouble is expected. The St. Paul road got out four freight trains and the suburban passenger service was in much better shape than on Saturday. At a meeting of the St. Paul strikers a majority of the engineers and firemen are said to have favored a return to work on the terms offered by General Manager Miller, while the switchmen or brakemen insisted on staying out. No conclusion was reached.

KANSAS CITY, April 1.—The switchmen, engineers and firemen of all the roads entering this city, except the Burlington, held a meeting late last night, at which they resolved that after 12 o'clock noon on Monday they would refuse to handle any Burlington cars of freight, except it be like stock or perishable freight which had been started previous to that hour. The committee called on the superintendents today and notified them of the orders. If road engines are put in the yards to do switching or new men are hired in their places, then the switchmen will refuse to work. The managers of the lines have not yet made known what they will do, but it is presumed they will attempt to handle the freight.

MILWAUKEE, April 1.—The switchmen of the St. Paul Company in this city have promulgated a demand to be presented to General Roswell Miller that no "Q" freight shall be handled by the road under any circumstances. In the event that the demand is not complied with they will quit work at 11 o'clock tomorrow.

NEW YORK, April 2.—Just at present murder is rampant in this city. Before daybreak this morning, an Italian named Gasparino Canti was found lying dead on the floor of his room in a tenement. Two deep cuts on his temple showed the manner of his death.

Carrie Heine, aged 47, was found senseless upon a flagstone of the back yard at 105 East Third Street, this morning. Her skull was fractured either by a fall or by a blow.

A razor was the weapon with which wife-murder was committed by Patrick Packenham in a tenement house on West 27th Street this morning. The woman was slashed across the throat by her drunken husband, severing her jugular vein and she had only time to run into a neighbor's room on the same floor where she fell dead. They were married twenty years ago and had lived for the past two years with their six children in the rooms in which the murder was committed.

KANSAS CITY, April 1.—As the result of a domestic quarrel, Elsworth Setzer shot his wife and himself this morning. Both will die.

LONDON, April 1.—The bark, *British Princess*, has been wrecked off Caminha, Portugal. Twenty-three persons were drowned. It is reported that the Spanish customs officers prevented the saving of lives by firing upon the Portuguese life boat which had gone to the rescue.

ST. JOSEPH, Mo., April 1.—All the freight brakemen on the Kansas City, St. Joseph and Council Bluffs railroad struck today. They assign as a reason the danger of their lives in working with "scab" engineers. This makes 300 strikers now in the city.