

under one management. Mr. Barber succeeded in completing arrangements for the trust, which will have a capital of \$10,000,000.

CHICAGO, June 28.—The Chicago Sugar Refinery company, employing 2,500 men, closed its works at 4 o'clock today on account of the railroad strike.

PARIS, June 29.—The public was admitted to the ground of the Elysee today. The line of people intent upon viewing the coffin containing the remains of Carnot, reached from the palace to Palace DeLacondere. The number of floral wreaths sent to the Elysee is almost beyond comprehension. The florists of Paris have received orders for 1,000,500 francs' worth of floral emblems.

SHANGHAI, China, June 29.—Japan, preferring foreign to civil war, refuses to vacate Korea; consequently China is increasing her naval and military forces for active operations.

WASHINGTON, June 29.—A private dispatch states that Colonel A. G. Parsons, owner of the Natural Bridge, was shot and killed at Clifton Forge, Va., by a conductor named Goodwin, whom Colonel Parson had reported for neglect of duty.

SPOKANE, Wash., June 29.—No Northern Pacific train moved a wheel yesterday. The main line and branches were tied up at Wallace, Idaho. The employes struck there for a return to the wages allowed prior to January. The Poorman mine closed for lack of fuel. Other mines will run for a few days.

SAN DIEGO, Cal., June 29.—The strike on the Santa Fe system went into effect at its Pacific terminus at midnight Wednesday night and since that hour all movements of trains have been at a standstill both in this city and National City. The local agent of the Santa Fe went to National City yesterday morning to get the trainmen to take out the morning train as usual. There was absolutely no convincing the men that the trains should move. They told the agent that they had the highest regard for him personally but that orders had been received from headquarters and that they would obey them.

SAN FRANCISCO, June 29.—The Southern Pacific company notified United States District Attorney General Garter yesterday that owing to the Pullman boycott it was unable to send out the United States mails. Garter telegraphed to Attorney General Olney and in reply the answer came:

"Enforce the laws prohibiting the obstruction and delay of the United States mails. Cause arrests and institute prosecutions where ever the law is violated."

ST. LOUIS, June 29.—The discharge of a Missouri Pacific boss switchman, John Lally, for refusing to handle Pullman cars will result in the complete tie-up of the Missouri Pacific and Iron Mountain roads, indeed, the entire Gould southwestern system. Only two switch engines are today at work in these yards. President Debs has been requested to order the entire Gould southwestern system tied up unless Lally is reinstated.

Director Kern, of the A. R. U., received word from President Debs that a strike has been declared on the entire Gould system.

DENVER, June 29.—All the roads

sent out regular trains today except the Santa Fe. The employes of the Denver & Rio Grande and the Union Pacific have not refused to handle the Pullman cars. It is understood a full meeting of lodges will be held tonight to consider the matter.

Fifty deputy marshals were sent to Pueblo and other points on the Santa Fe road this afternoon to assist in moving trains.

CINCINNATI, June 29.—Fully 5,000 railroad men are out here and at Ludlow, Covington and Newport, across the river. The superintendent and office men are making up passenger trains. The railroad will post notices tonight, that all who do not come to work tomorrow will be considered trespassers.

SAN FRANCISCO, June 29.—By order of President Debs the general strike is in effect on the Southern Pacific. The entire system is paralyzed. The order is the result of the discharge at Oakland of three brakemen who refused to go out on a train to which Pullmans were coupled. The strike took effect at midnight. Even the Southern Pacific ferry service across San Francisco bay is badly crippled. There is no doubt that the officials of the Southern Pacific are amazed at the remarkable strength of the American Railway union.

MILWAUKEE, June 29.—Six hundred employes of the car department of the West Milwaukee shops of the Chicago, Milwaukee and St. Paul road struck today. The company posted a bulletin notifying them that the shops would be closed indefinitely this afternoon.

PUEBLO, Col., June 29.—All Denver & Rio Grande employes here have struck. They say they will not return to work until the company stops running Pullman cars.

BROOKLYN, June 29.—Shortly after 4 o'clock this afternoon fire broke out in Woodruff's stores on Furman street. The firemen were enabled to prevent the flames from communicating to adjoining stores and the Union Ferry company's buildings. The storehouse saved contained the most valuable portion of merchandise. At 8 o'clock this evening, when the firemen were in hopes that the fire was under control, the flames burst forth with greater force, and it at once became evident that buildings K and H were doomed.

It was about 9 o'clock when the south wall of warehouse K was seen to bulge out, and a moment later it fell with a terrific crash. There were four men, employes of the ferry company, who were on a trestle work which runs through the yard. Three of them were caught beneath the falling walls, while the fourth jumped and escaped.

A rescue party was formed, which succeeded in bringing their bodies out of the debris. Two of them had been killed, while the third received injuries which will probably result in his death.

CHICAGO, June 29.—John M. Egan, representing the General Managers' association, furnished this evening an estimate of the number of men who had struck on the Chicago lines within the terminal limits, and also an estimate of the number striking on all the systems involved. Mr. Egan gave the following to show the extent of the

strike at the present time, and the number of men who have struck in so far in the whole country, on the best information obtainable:

Northwestern, switchmen and shopmen, 1,420; Illinois Central, 3,000; Eastern Illinois, 350; Santa Fe, 10,000; Chicago & Northern Pacific, 75; Wisconsin Central, 50; Great Western, 300; Baltimore & Ohio, 400; Pennsylvania, 2,500; Western Indiana, 200. Total, \$17,880.

GUNNISON, Colo., June 30.—A serious fire has been raging in the mountains north of here for two days. In the path of the fire is a forest of good saw timber one mile wide and five miles long that seems to be doomed. The fire was started on Mount Carbon by hunters.

DENVER, Colo., June 30.—The Woman Suffragists' association of Colorado met in this city yesterday, Mrs. Routt, wife of ex-Governor Routt, presided. The morning session was devoted to routine matters and addresses by Mrs. Routt and Mr. Henry Blackwell, editor of the *Woman's Journal*.

ANDERSON, Ind., June 30.—The American Wire Rod and Wire Nail mills shut down this morning. Eight hundred operatives were thrown out of work. It is thought that the company will refuse to treat with the Amalgamated association in the settlement of wage scales. The blow is a serious one to labor unions in the gas belt.

HAMMOND, Ind., June 30.—The Monon passenger train No. 2, which left Chicago at 8:30 last night, is in the hands of the strikers. Manned by 140 of them it came into Hammond at 11:40 last night. The strikers are in high spirits.

When they heard of the avowed intention of the Monon officials to take the train to Indianapolis if they had to run over the bodies of 1,000 strikers, they held a meeting and decided to protest. Everybody voted to capture the train. Although the train carries mail they were not afraid.

When the train came to the state line at 10:42 it was signalled to stop. The engineer had scarcely done so when the crowd surrounded him. Then an engineer took his place and while the strikers yelled the train went into a switch and then pulled slowly into the city. The mob controlled it. It was run down on a switch and will be left there until the strike is ended. It carries four sleepers, two mail cars, and four day coaches.

CLINTON, Iowa, June 30.—The strike is on here. Fifty switchmen, car repairers and others are out on strike and nearly as many more will go out today, threatening a complete tie-up of Chicago and Northwestern business here. The officials say that they will fill the the strikers' places promptly.

CHICAGO, June 30.—The tie-up of the Rock Island road was almost complete at the Chicago end today. The switchmen, switch tenders and tower tenders went out almost to a man. One switchman at Englewood threw the switch and locked it. A heavy Omaha train was brought to a standstill in time to avoid a wreck. After delay the switches were set and the train pulled into the depot, carrying the Pullmans. The strikers swarmed through the yards, uncoupling the cars as fast as they were attached to the