

WORLD'S FAIR GOSSIP.

People from All Lands Thronging Chicago Thoroughfares.

Strange Things Seen and Heard at Jackson Park - The Beautiful Homes of the Fishes - A Logging Camp from Michigan.

Special Chicago Correspondent. The streets of Chicago now present some strange sights. In an hour's stroll through the business section one may see almost the turbaned Turk, strolling majestically along under a big load of self-importance; the cool-headed Ethiopian, with his monstrous earrings and bangles of brass; the swarthy little Jap, with his beaming little eyes taking in everything that passes, and yet pretending to see nothing; the hooded Bedouin of the desert; the dried-up, mummified Japanese, whose appearance strongly suggests the need of a good seering and in fact a specimen shows every mark under the sun. They are all here, at any rate, and if you don't meet them in our streets all you need do is to take a trip out to Jackson park and there you will find them without any trouble.

It is quite a comical sight to see a wild son of the Sahara, clad in the strange habiliments of his desert land, scooting about among the teams on our street crossings.

A number of Arabs were going down the street the other day and came to a crowded crossing. One of them gathered his fluttering garments about him and made a wild plunge among the horses and wagons, and succeeded in getting

One of the leading attractions just at present is the beautiful Fisheries building in the northeastern portion of the fair grounds. The exhibits are rapidly coming in, and among them are some of the wonders of deep sea life. This magnificent home of the fishes will undoubtedly prove one of the most frequented buildings of the exposition. Here in the vast aquariums darting about in the crystal waters will be seen the funny tribes of almost every lake and stream on the globe, and in the deep sea tank in the center of the building will be found rare forms of salt water life.



FLORIDA ALLIGATORS.

In addition to the live fish there will be a great many prepared specimens displayed in glass cases. There will also be a varied assortment of fishing boats and tackle from different nations, and queer models and implements from the celebrated fisheries of the world. The process of hatching and rearing fish will be fully illustrated, and the lover of piscatorial pursuits will here find much to edify and entertain him. Norway has a wonderful exhibit. The fisheries of that country employ more than eighty thousand men, and nineteen thousand boats. The exhibit now ready to be installed consists largely of full-sized boats and models of fishing vessels, equipped with nets and other apparatus. Cod, mackerel and herring form the major part of the Norwegian exhibit in a commercial sense, but the most interesting feature about their space will be the display of boats.

From Mexico will come illustrations of the pearl fisheries of the Gulf of California, showing how the natives descend to depths of more than one hundred feet to capture the precious oysters.

Canada displays the famous methods of Nova Scotia fishermen, and will also send a creditable exhibit of the food and methods of production of her fisheries. There will also be a large collection of boats, fishing paraphernalia, and fish-eating animals and birds, besides a collection from the museum in Montreal.

Americans will not be outdone, despite the elaborate preparations being made by foreign competitors. Ten states will make collective exhibits in the main building. They are Maine

COMMERCIAL CONGRESS.

The Transatlantic Conference Will Look Into the Silver Question.

GOIDES, U. T., April 25.—The Transatlantic Commercial congress opened in this city in the Grand opera house yesterday. Gov. Price, of New Mexico, called the congress to order promptly at the hour set in the opera house. After prayer Gov. Price spoke, congratulating the congress on the magnificent prospect of the grand opera house in this city in the Grand opera house yesterday. Gov. Price, of New Mexico, called the congress to order promptly at the hour set in the opera house. After prayer Gov. Price spoke, congratulating the congress on the magnificent prospect of the grand opera house in this city in the Grand opera house yesterday.

FOR WORLD'S FAIR VISITORS.

Some Valuable Suggestions Concerning Their Baggage.

The following suggestions relative to the baggage of people intending to visit the Columbian exposition at Chicago during the coming months will, if they are observed, be the means of saving many annoyances and unnecessary delays at Chicago and elsewhere. The railroads entering Chicago are making extensive preparations to meet the demands which will be placed upon them and if each passenger takes a little precaution it will prove of benefit to himself and the railroads as well. Attention is invited to the following suggestions:

- 1. Do not think of checking anything that you can possibly carry.
2. Do not check baggage which you desire checked in first-class coach unless before bringing to the depot, and use a quarter-inch rope instead of straps for trunks, as the rope is much more effective.
3. Mark each article with your name and permanent place of residence, by painter card, so that if it should get astray you can readily be found through such address.
4. Do not deliver your baggage into the hands of any person unless he gives you a claim check for it, and see that the check corresponds, taking the number of the expressman, or his wagon, at the same time.
5. In coming to the depot to check your baggage attend to the duty yourself and do not delegate it to any friend or hackman, as a large majority of cases where baggage goes astray are the result of the failure of the owners to get for themselves. On receiving your railroad check make a memorandum of the number and exact reading of same. No baggage will be received at the Union depot unless it bears a claim check or one of the depot claim checks is taken for it. If a Union depot claim check is used it will be necessary for you to obtain the duplicate from the expressman, as a failure will obligate you to identify the baggage and pay for the stray check which may cause you to be liable for the same.
6. Before your trunk reaches Chicago an agent will pass through the train, and should you desire your baggage handled by them, they will take your check, and issue a check in place, and deliver same to residence or hotel. To whoever you deliver your railroad check do not fail to secure a claim check for it, and take same with you and take memorandum of the check received and the number of the expressman and company he represents.
7. Baggage, as a rule, should be checked to Chicago, and not to suburban stations of the exposition, for the facilities for baggage handling will be much greater in the city.
8. When leaving Chicago, observe the same suggestions as to the use of claim checks, mantrada, etc., as has been given above.
9. Do not attempt to send baggage, baby carriages, etc., by baggage.
State Inspection of Train.
The state board of railway and warehouse commissioners had to content themselves with showing to the world how grain was graded with the integrity of the state as its guaranty. The sixty-eight grades of grain now in force will be represented by the actual grain, and an expert inspector will be at hand to explain how the grading is conducted. All the appliances of the service will be there, and the same is the case with the grading grades now in force will be supplied as fast as the old grain out. The western farmer can learn all about how his wheat is graded on its arrival in Chicago in about five minutes. The other kind of work of the commissioners could not be well represented.

HUNTING GOLD.

The Assistance of Bankers Invoked to Locate Their Hoards.

NEW YORK, April 25.—Secretary Carlisle, it is affirmed, sent to Assistant Treasurer Jordan a communication which Mr. Jordan was instructed to forward to the New York bankers. The communication of Mr. Carlisle is said to be to ask to raise from \$25,000,000 to \$30,000,000 of gold. Among the plans discussed were an issue of bonds and a temporary loan. Each of these had some advocates among the bankers. Mr. Carlisle preferred to obtain the gold supply by exchange for gold, but the bankers did not wish to give it in that way. While the conference was going on it was learned that a number of the bankers who were locked up with Mr. Jordan favored a plan for turning over to the government \$25,000,000 in gold in exchange for legal tender, and that an announcement would be made after the closing of business. According to Saturday's bank statement the associated banks of New York held \$23,250,000 in specie. Probably more than \$50,000,000 of this is in gold. The secretary of the treasury could obtain a portion of this if he would unduly help him out in his policy of keeping the gold reserve in the treasury as near to \$100,000,000 as possible.

SHOCKING DISCOVERY.

The Body of an Old Gentleman Devoured by Hogs Found in the Hoop.

NEVADA, Mo., April 25.—Two weeks ago F. G. Finch, residing with his son-in-law in the town of Brooksville, in the Vernon county, disappeared from his home. It was supposed that the old gentleman had gone to visit some of his other sons-in-law who reside across the line in Bates. When it was learned that he had not returned to his place, search was instituted which resulted in finding his bones in a creek which ran through a thirty-acre hog lot. His shotgun which he always carried with him was found on the ground nearby.

IMPUDENT OFFICE SEEKER.

His Astonishing Telegram Receives a Curt Reply.

WASHINGTON, April 25.—Hon. Benjamin F. Haynes, of Terre Haute, Ind., and Secretary Gresham have just had a short but spicy telegraphic correspondence. Mr. Haynes has been an aspirant for diplomatic honors for some time past, and he thought he had one of those "sure-thing chances" upon the appointment. Mr. Haynes has selected the office of consul to Manchester as about his size and had been exceedingly earnest in his entreaties to Secretary Gresham for the appointment. But the secretary appeared to be in no hurry to name Mr. Haynes. Finally Mr. Haynes became so impatient that he telegraphed to Secretary Gresham: "Why don't you send me my commission?"

The secretary read the message, and picking up a pen wrote this in reply: "Because I do not intend to appoint you."

Egan Accused of Lying.

VALPARAISO, April 25.—Leading newspapers in Santiago and Valparaiso publish statements denying Mr. Egan's assertions that he did not connive at the escape of the Balmaceda fugitives who sought asylum in the United States. El Provenca maintains that Mr. Egan is lying and declares that it can prove the assertion by statements of officials in the foreign office. It was rumored here yesterday that Secretary Gresham had ordered Minister Egan to turn over the archives in the legation to Secretary McCree.

Train Robbers Caught.

WICHITA, Kan., April 25.—Frank and Charles Olmstead, supposed to be the men who murdered the Santa Fe agent at Wharton, Ill., three years ago, and then attempted to hold up a train, were lodged in jail here, having been captured in Texas. A reward of \$10,000 is offered.

Death in the Streets.

LONDON, April 25.—The stone coping of several four-story houses in Peckham, Surrey, fell yesterday afternoon while the streets were full of pedestrians. Four were killed and fifteen injured.

THE SQUADRONS.

The Fleets of Warships Anchor in New York Harbor.

ALL ACCORDING TO PROGRAMME.

The Russian Cruiser Arrives - The Scene Narrated by Balm - All Ready for the Grand Review.

QUARANTINE, N. Y., April 26.—Promptly on time, with every prearranged detail carried out with marvellous exactness, the combined naval squadrons of the old and new world took possession of the lower bay of New York harbor yesterday afternoon. Shortly before 1 o'clock the lookout in "Crown's nest" of the vision-looking double-turreted monitor Miantonomah, which was lying anchored midway between Sandy Hook point and the Sealand lightship, signalled the fleet in sight.

The big white flagship of Adm. Gherardi, the Philadelphia, headed the port board the Philadelphia playing the Russian national air.

The Russian promptly acknowledged the salute. At 3:30 the Philadelphia fired one gun as a signal to come to anchor and the Newark passed the signal to the other vessels of the squadron, which instantly hoisted a fleet of guard boats under Capt. Rogers kept

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AWFUL STORM.

First News of a Terrible Tornado in Oklahoma.

NINE UNFORTUNATE PERSONS KILLED.

Possibly Many Others Lost Their Lives - Fearful Hailstorm - A Stone Struck a Child and Killed It - Miraculous Escapes.

MOORE, Ok., April 26.—Nine persons were killed outright, three fatally injured and twice as many more severely wounded by a cyclone which swept the country for a distance of two miles in this county at 7:30 o'clock last night. The cyclone passed four miles south of this town. It is impossible to get at this time a complete list of the wounded. Those killed outright are: J. O. O'Connor, Mrs. O'Connor and three children, John Banks, H. O. Clements, infant child of Henry Bateman.

Although these deaths are the only ones which have been notified, it is certain that many others were either killed outright or fatally injured. Three children of John Banks are expected to die from their injuries.

The tornado was plainly visible from the places it swept through the country in a southwesterly direction carrying everything before it. Houses were blown away as if so much chaff, trees were uprooted and in the path way of the storm nothing was left standing. Hundreds of people escaped through fleeing to their cyclone caves. The frame house in which John Banks lived, about six miles southwest of here, was swept away. Every member of the family of six people were injured and one child was killed. It is believed that three of his children will certainly die.

H. O. Clements, who lived near Banks, was crushed by timbers and his house blown away with only the foundations left standing. The infant child of Henry Bateman was struck on the head by a hailstone while in Mr. Bateman's arms and instantly killed.

The disastrous work was that of a cyclone, which was accompanied by the most wonderful hailstorm ever known in this section. The cyclone seemed to move slowly, but it warped and twisted everything in its path. Telegraph poles and trees were snapped in their beds as if so many rank weeds. Some very miraculous escapes followed. Many suspected a cyclone and fled to their caves. Of all the escapes reported, however, that of a farmer by the name of Dyer was the most remarkable.

Dyer's entire family was sick. He lived with his wife and three children in a frame story and a half house, which was picked up by its foundation and carried twenty-five feet. His invalid wife was in bed, and his wife was an infant. Although the furniture was turned topsy-turvy Mrs. Dyer and child were safely deposited in the bedclothes without even a severe jolt.

A FLASH IN THE PAN.—CHICAGO, April 25.—President A. P. Russell of the Building Trades council went out to Jackson park yesterday afternoon to see why the carpenters had not obeyed the order to strike. The pass on which he entered the grounds specifies that he shall not interfere with the work of the carpenters, and ordered the men at work on the German building to quit. They refused to do so, and as Mr. Russell persisted in his efforts to induce the men to strike, they called on the Columbian guard to eject him from the building. After a lively scrimmage, in which Mr. Russell got a black eye and one or two of the guards were knocked down, Mr. Russell was put in the patrol wagon and carried to the police station. His pass was taken from him, and by direction of Director of Works Burnham, he was escorted outside the grounds and released.

IRON-MOLDERS STRIKE.—CHICAGO, April 25.—Iron-molders to the number of 1,200 struck yesterday morning because of a refusal on the part of employers to grant an advance in wages. The men adopted a new scale some time ago, but the employers refused to give 25 cents all around. There was some objection to this schedule on account of the wide difference in work and prices, and the men agreed to accept \$2.75 as an interim rate of pay, but the employers refused to do so. It was for this rate that the men went out. The unions insist of course nearly all the light and heavy machinery-molders in the city.

THE GREAT COTTON BELT.—TYLER, Tex., April 25.—The threatened strike in the Cotton Belt shops eliminated today, and all the blacksmiths, machinists and truckmen are out in a conference with the General Manager of the Cotton Belt. He refused to discharge Scroggins, the general foreman of the blacksmiths. One hundred men are involved.

CROP PROSPECTS IN IDAHO.—LEWISTON, April 25.—The dryness of the weather in Idaho during the last eight weeks is causing exceptional anxiety among the grain growers. England has suffered much, although less than France. In the Beauce district, known as the granary of Paris, wheat is withering and dying. In the northern departments the best crop is lying. On the other hand, the vines in the wine-growing districts are flourishing and especially in the champagne province promise a splendid vintage.

INSOLVENT COAL COMPANIES.—COLEMBUS, O., April 25.—Receivers have been appointed for the Ohio Coal Exchange Co. and the Crescent Coal Co. The assets of both are \$400,000 in bills received from the Ohio Coal Co. All these are totally insolvent. L. R. Doty, Chicago; E. C. McKelvey, Jackson, O., and O. A. Mauck, of Columbus, are the principal men of the two companies failing today.

THE ENGINEER'S BODY FOUND.—TERRE HAUTE, Ind., April 25.—The body of Big Four Engineer Wesley Allison of Mattoon, Ill., was recovered in the river here this afternoon. It had been in the water since October 25 last, when the terrible collision occurred on the Big Four bridge spanning the Washburn at this point, the force of which caused the bridge to break in two and sent engines and cars in a heap to the bottom. Allison went down on the engine. The two locomotives are still at the bottom of the river and the Big Four company has just let the contract to a Chicago firm to raise them.

JEWELRY FADS.—JEWELRY done in enamel and precious stones is quite the fancy of the moment.

OLD-FASHIONED RINGS, with precious stones in straight lines over the top, are much liked.

A NOVEL stick-pin shows a bow of ribbon in enamel with a pendant containing a fine diamond.

New stick-pins are in four-leaved-clover shape, a wreath of forget-me-nots, a spray of lily of the valley or a twig of mistletoe.

VALUABLE GEMS.—MOONSTONE is a variety of feldspar. The finest beryls come from Russia. The best rubies come from Burma. The finest turquoise come from Persia.

THE NEWARK. column, the huge black British cruiser, Blake, Adm. Hopkins' flagship, led the starboard column, all according to the programme, the other vessels following in regular order.

On the port side the flagship Newark (Adm. Bonham), followed by the Atlanta, San Francisco, Hancock, Bennington and Baltimore. Then the flagship Chicago (Adm. Walker), followed by the Yorktown, Charleston, Vesuvius and Concord; after them and bringing up the rear of the column, the Dutch warship, Van Speyk, and the German cruisers Kaiserin, Augusta and Seeadler. The Blake

was followed on the starboard column by the other vessels of the British squadron, the Australia, Magdalen and Tartar, and by the Russian vessels General Admiral and Lynda. The belated flagship of the Russian squadron, the Dmitri Donskoi, with the Russian admiral, Rozhakov, on board, awaited

at anchor off quarantine. Next came the Italian vessels, Etna and Hausan, and the Brazilian squadron, Aquidaba, Tiradentes and Republica.

As the Philadelphia in the lead near the Sandy Hook lightship at 1:30 p. m., the fog whistle of the lightship gave a series of welcoming notes, but the big white flagship swung around in majestic silence and crossing the bar and entering Gedney's channel, set the pace at a good ten and a half knots an hour, the Newark following close in her wake and the Atlanta the regulation distance behind. Once fairly in the channel, the Philadelphia signalled the fleet to proceed without reference to formation. The vessel of the starboard column slowed down and allowed the American fleet to round the lightship first. Then the Blake and the other British ships followed, safely crossing the bar before the flood tide, the squadrons of each column alternating until all had safely rounded and entered the channel. The big guns of the Miantonomah boomed a welcome, but the Hook was passed in silence.

The leading vessels of the fleet turned to the southwest spit about 2:40 and entered the inner ship channel. It was still raining, but the weather was not so thick as to seriously impede the movements of the fleet. One in the

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LABOR TROUBLES.

The Santa Fe and Union Pacific Adjust the Santa Fe and Union Pacific Rates of the World's Fair Strike - Other Labor Troubles.

TORONTO, Kan., April 25.—The strike of the Santa Fe shopen which has been on for two weeks and two days was declared off last night and the men returned to work this morning. Negotiations for a settlement were begun Saturday, when a card was conveyed to General Manager Frey that the men were ready to return to work on the old contract, the men in existence at the time the men went out. Mr. Frey declined to consider it and a new proposition was drafted and was under consideration by Mr. Frey and the grievance committee all day. At 8 o'clock it was signed. Mr. Frey imposing the condition that the men employed to fill the place of strikers should be protected in their positions. At the successful termination of the final conference the best of good feeling was manifested on both sides. There has not been time for settlement between the men and the company on the subject of wages, the company conceding all that the men asked, the hitch coming on the conditions imposed in the contract. The men now accept the contract with the following exceptions, 1902, and under which the new men are now at work. J. J. Frey, the new general manager of the company, assumed his duties the week that the strike was commenced. He was a new man on the system, unacquainted with the people and the men, and the conditions which confronted him at the outset were exceedingly unpleasant. He was seen in his office last night by a correspondent and expressed great satisfaction that the strike was over and that the men are now at work. The men are relieved that the struggle is at an end, and only the kindest expressions are heard among them for the new general manager.

OMAHA, Neb., April 25.—The strike of the Union Pacific blacksmiths and boiler-makers, which began one week ago, and threatened to involve 3,500 men in an all-Union strike, was brought to an end last evening, and this morning the men will resume work all along the line of the road. The conference which adjourned without date Saturday was resumed at 4:30 yesterday afternoon, and at 6:30 o'clock President Broderick of the strikers' committee announced to the men that an amicable adjustment had been made and that all hands would go to work in the morning. This was received with a mighty shout by the several hundred men who were waiting for the news. All expressed satisfaction at the announcement that the strike was off, and were content with the statement from Broderick that the terms of the settlement would not be given out until after they had been ratified by President Clark.

A TRAIN DASHES INTO LOADED STONE CARS at the Pennsylvania Station in New York City.

PITTSBURGH, Pa., April 25.—A frightful wreck occurred on the Bare Rocks road last evening. The road is two miles in length and runs from Woy's station, on the Somerset & Cambria road, to quarries of the Somerset Stone Co. The grade is very steep, in coming down the train, composed of an engine with two cars loaded with large blocks of stone, became unmanageable and dashed down the grade at a tremendous speed.

On the engine were Engineer Neff, his little son Russell and a farmer, John E. Pile, with his wife and daughter, while on the cars were some twenty laborers returning from their day's work. At the foot of the grade were standing a number of cars loaded with stone. Into these the runaway train dashed with fearful velocity. The engine and cars were thrown from the track and Pile, his wife and daughter were buried under the iron. When taken out they were dead. The engineer and his son were severely scalded, the latter fatally. A number of laborers jumped from the train, but those who stayed on were buried in the stone. It was not until seven dead bodies had been taken from the wreck. How many more are there cannot as yet be told.

HIT HIM AGAIN.—Performers Perform on Theatrical Managers' Strike.

PITTSBURGH, Pa., April 25.—The Anton Seld and Emma Juch Concert Co. appeared here Monday night to a small audience, and after the performance the members went to the Union station to take the express for the east. Whcu Manager C. E. Locke appeared there was a general demand for back salaries due to the singers. The latter, male and female, finally became demonstrative and attacked Locke with their umbrellas. He was receiving rough treatment when the night officer of the station interposed.

The Transatlantic Congress. GOIDES, U. T., April 25.—In the Transatlantic congress the committee on nominations reported as follows: For president, W. J. McConnell, Idaho; for secretary, W. H. Harves, Ogden; for assistants, W. J. Easterbrook, of Oregon, and O. W. Crawford, of Texas. A minority suggested for president the names of A. C. Fisk and J. W. Bent, of Washington. A vote resulted 141 for the minority and 146 for the majority. The standing of Gov. McConnell on silver was challenged by Congressman Pence, of Colorado, while Col. Irish defended Gov. McConnell's standing. The governor ended it all by placing himself on record as favoring the free coinage of silver.

D. T. Hedges, a capitalist, and the Union Loan and Trust Co. of Sioux City, Ia., made assignments yesterday.

The extensive Russian exhibit for the world's fair has arrived.

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was followed on the starboard column by the other vessels of the British squadron, the Australia, Magdalen and Tartar, and by the Russian vessels General Admiral and Lynda. The belated flagship of the Russian squadron, the Dmitri Donskoi, with the Russian admiral, Rozhakov, on board, awaited

at anchor off quarantine. Next came the Italian vessels, Etna and Hausan, and the Brazilian squadron, Aquidaba, Tiradentes and Republica.

As the Philadelphia in the lead near the Sandy Hook lightship at 1:30 p. m., the fog whistle of the lightship gave a series of welcoming notes, but the big white flagship swung around in majestic silence and crossing the bar and entering Gedney's channel, set the pace at a good ten and a half knots an hour, the Newark following close in her wake and