

Weather Indications: Fair.
The World Over All: 866.
"Help Wanted" ads. last week, as in the full month, our June supremacy was marked. We printed 2,502. All the other papers but 1,277—THE WORLD over all, 866.

Weather Indications: Fair.
June Supremacy:
The average circulation of this World for the month of June was 462,522 PER DAY.
It is this circulation that gives our advertising results—that is it.

THE GLORIOUS FOURTH Is 'Most Here. If still in Doubt Where to Go Consult Our Summer Resorts.

EXTRA.
12 O'CLOCK.
CASH MEN GOING OUT.
This Now Becoming a Like Centre of Much Importance.
RAILS MAKE UP TRAINS.
Troops Move Against Strikers at Trinidad, in Colorado.
SITUATION IN CALIFORNIA.
Santo and Los Angeles Are the Two Strategic Points.
(By Associated Press.)
ST. LOUIS, Mo., July 2.—A telegram bearing out the A. R. U. employes' strike yesterday afternoon. They expected to be out shortly after 12 o'clock. The order includes conductors, switchmen and all other employees. The leaders of their grievance against the company are months ago the Company's general reduction of wages, and the order to the time, but the inauguration of the present they came to the conclusion that a good time to have their old restored.
At St. Louis last night the brake-applied on all the roads entering by street railway men to make a strike yesterday afternoon. The car-builders and in- refused to go out. It is re- that all the men on the St. Louis of the Mobile and Ohio road are ordered to go out to-day.
The men met last night and appointed a committee of five to meet a similar strike of street railway men to make a strike yesterday afternoon. The city lines join the ranks of strikers.
Passenger trains were made up by conductors and office clerks and in city this morning without in- from strikers, but yesterday train cars in six hours of some of the Wabash has as- all, being tied up at Decatur, freight traffic is still at a stand-
Elliott, American Railway Union of the strike, denies the report on Mountain men have decided to work.
A meeting of a Mercantile Club committee of fifteen was held to consider the strike situa-
Meet Violence with Force.
AGO, July 2.—The firemen and the Illinois Central road in a strike yesterday afternoon, as followed by the announcement of switchmen and firemen on the Wagner line, had struck. Both sides expect developments of serious character. The general force, and the strikers are striking legal complications, which impel a new line of action.
Rock Island road was the first formally acknowledge its inability to handle passenger and freight, and the fast mail was abandoned. The suburban service is dead, though trains as far as Davenport moving; its freight business is and it is in a condition of com-
switch-engine men and firemen Wabash road did not work yesterday. The Michigan Central switch- a meeting and asked that to interchange freight with the road. The officials de- a accord to the demand and the men walked out.
Be Shore Men to Quit.
penalty for its cleanness in run- blockade with a train of mail, but probably be called upon a costly forfeit, for the Lake men are scheduled to go out in this morning. It was said late that the United States Gov- will for an injunction protecting roads from interference will be by the Government. It is said to draw as to involve those who did its provisions in the Federal against conspiracy. Numerous ar- railroads have determined to bring in the freight departments to an today. They will order out the full to handle their trains, and if they work they will be dis- and their places filled.

The New Orleans limited yesterday. The train carried no mail, but in addition to its baggage and two day coaches had a Pullman sleeper. The police then guarded the limited to the city limits on its way South, and no attempt at obstruction was made.
Rock Island Engineers.
The Brotherhood engineers of the Rock Island road held a meeting yesterday afternoon at Blue Island and decided not to go out as an organization, but to re- fuse to work with any other than union firemen. This position is practically equivalent to a walkout on the part of the engineers, since every fireman at Blue Island has gone out.
The Lake Shore and Michigan Southern Company yesterday got the first train from Packington since the strike began. It consisted of twenty-five cars of dressed beef consigned to Eastern points, and was taken over several mobs of strikers by a circuitous route.
B. and O. Engine Crippled.
The Baltimore and Ohio limited, due in the city at 9 o'clock, did not reach the Grand Central Station until mid- night last night. The engineer stopped at the crossing at Burnside, where a striker slipped a coupling-pin next to the cylinder-head in the guide ways of the piston rod. When the engineer pulled the throttle, the crosshead caught on the pin and the cylinder head was cracked, disabling the engine. By using one cylinder, the engineer was enabled to reach the city three hours late.
Chief Arthur Against the Strike.
CLEVELAND, O., July 2.—Chief P. M. Arthur, of the Brotherhood of Locomotive Engineers, said yesterday that the Illinois Central engineers in joining the strike had done so as individuals. When asked what his opinion of the American Railway Union was and what he thought of its chances of success, Mr. Arthur said:
"Well, I think it is just as the Knights of Labor was, too stupendous in its undertaking. Here is the American Railway Union embracing all branches of the railway system. It takes in anybody who chooses to join. It has in its organization men making \$6 per day, and others earning only \$1 per day. The \$1 a day man thinks he ought to be better paid. A grievance is sprung, and it is sustained by the Union. Then in sustaining the action of the Union every member is drawn into a strike—the \$6 a day man also. It works a hardship and acts against those who really have no grievance at all."
Chief Arthur was satisfied that the Locomotive Engineers Brotherhood would not be drawn into the strike.
CHICAGO, July 2.—Judge Riner, of the United States Court, ordered all employees of the Union Pacific that they must decide by 7 o'clock this morning whether they would remain in the employ of the receivers of the Union Pacific or not. All men not reporting for duty at that hour will be considered as having left the employ of the receivers and new men will be engaged.
Regular Troops Ordered Out.
DENVER, Col., July 2.—Five companies of the Eleventh Regiment U. S. A. M. to-day on a special train for Trinidad, where over one hundred deputy marshals were disbanded yesterday by a mob. The troops are under command of Col. Ward and Lieut. Baker.
Supt. Deuel, of the Union Pacific road, made the extent of the strike. He states that the country has serious proposition on its hands, as serious as anything that has visited the country since the war. If it doesn't lead to war it will be a close call."
The California Situation.
SAN FRANCISCO, July 2.—The Southern Pacific officials recognize two strategic points in the railroad crisis in California. One is Sacramento, the other Los Angeles, the keys respectively to the Northern and Southern railways. Each point commands large territories and both are of great importance in controlling the main lines of California.
While the strikers are apparently powerful at acres of points along the lines, the railroad officials assert their belief that if the blockade is broken at Sacramento and Los Angeles, the workmen will succumb.
Sacramento has been selected as the first point to be cleared, and General Supt. Fillmore has gone there to direct the campaign. He says that no concession will be made to the strikers, and that he will keep the road at Sacramento if that takes a month for its accomplishment.
Grand Trunk Tie-Up.
BATTLE CREEK, Mich., July 2.—The strikers on the Grand Trunk are now masters of the situation. Not a wheel has moved past this city since Saturday at midnight. Through passenger trains are now standing on the track. Two mails are here. The Company has not tried to move the mail. The men are determined to stay out until the Pullman difficulties are settled.
SOMERSET, Ky., July 2.—Orders were received here last night directing all American Railway Union men on the Queen and Crescent to come out immediately. Their strength here does not include over one-third of the actual roadmen. Trains are being made up and despatched. Freights went out last night, as well as passenger trains.
Threatenings in Indianapolis.
INDIANAPOLIS, July 2.—Everything here last night pointed to a general tie-up to-day on nearly all the roads centering here. All-day meetings were held by the local organizations, and last evening a general mass-meeting was held, at which it was decided that, commencing to-day, all Pullman cars would be detached from incoming trains. None would be allowed to go out, and if any of the employees were discharged by the companies for detaching the Pullmans a general strike would be at once inaugurated.
There is evidently to be concerted ac-

tion among the A. R. U. men in all the States.
Supt. Perriwinkle, of the Erie Four, heard of the mass-meeting, and at 9 o'clock last night telephoned the Police Department that efforts would be made to stop Pullmans on the trains leaving here at 11 o'clock. The Board of Public Safety was called into session at once, and every policeman was called from his beat and sent to the Union Station.
TAKING STRIKERS' PLACES.
Men Engaged at the United States Hotel and Shipped West.
Charles Dodge, who is engaging men who apply to him in the billiard-room of the United States Hotel, Fulton street, to take the places of the striking railroad men in the West, said to an "Evening World" reporter this morning:
"I have already hired a number of first-class railroad men, but I want a great many more. My orders are to employ none but steady hands, and naturally such are scarce, but as yet I believe that in time I will be able to get all that I need."
Asked if he was employing men for Mr. Pullman, as well as for the railroads, he replied:
"That question I refuse to answer."
"How do you send the men West from here?"
"Over the New York Central generally, in batches of from sixty to one hundred. A lot were sent away Saturday night. As yesterday was Sunday, they all succeeded in getting ten men of the right sort, but judging from the way applicants have been pouring in this morning I will be able to forward another gang of men to-night."
"How do you think the strike will result?"
"Ah, now you have got me. I am not bothering about the strike. If our men are needed our Western agencies will fully be capable of supplying the demand."
Dodge denied that the men he engaged were being sent to Chicago under a guard of Pinkerton men. At Pinkerton's agency, corner of New street and Exchange place, Supt. George D. Bangs said:
"We are not sending any of our men from here to protect railroad property in the West. I do not think we will be needed our Western agencies will fully be capable of supplying the demand."
SOCIALISTS ON STRIKES.
Declare Them Double-Edged Weapons for Temporary Relief.
At the meeting of the Central Labor Federation yesterday the affiliated unions requested to again collect funds for the striking miners at Beoria, Ill., whose leaders are in prison, unable to engage counsel to defend them.
A communication was received from the Socialist Labor party committee, which stated that the party was in a double-edged weapon, which should be used under favorable circumstances. The communication was a reply to an inquiry on the part of the Socialist party regarding the strike party, stating that the Socialist party are bound to consider strikes merely as a temporary means of relief, and that the great danger to be avoided by the International Labor Congress of Brussels, held in 1891.
BREAK IN PULLMAN STOCK.
Falls Four Points on the Latest Strike Reports.
Sugar Also Weakens and the General List Declines.
The developments in regard to the strike situation over Sunday were well calculated to occasion a feeling of depression in stock markets. The trying up of additional lines means tremendous losses to the companies, as well as to the men, and the interruption of traffic causes great damage to various branches of industry.
Besides the labor troubles nipped in the bud, the decline in the bond account, which started up here after the publication of President Cleveland's last interview on the financial situation. Prices came lower from London this morning, and the local traders had no time in getting in their line work.
Pullman was knocked down 4, to 155-1/2, and sugar, 1-1/4 to 92. The decline in the remainder of the list was as follows: St. Paul, 3-4, to 25 7/8; Illinois Central, 1-3/4, to 101; Louisville & Nashville, 1-1/2, to 43-1/4; Missouri Pacific, 7-8, to 25-1/4; New Jersey Central, 1-1/2, to 107; and specialties, Toledo & Ohio Central fell 1-1/2, to 34-1/2.
MIKE McDONALD MAD.
Was Arrested for Alleged Reckless Driving and Discharged.
Mike McDonald, the well-known horse dealer, of 153 East Twenty-fourth street, is very much worked up over what he terms a most outrageous arrest last night. He says that he was arrested on a matter before Commissioner Straus to-day and endeavor to get satisfaction.
According to McDonald's story he and Stephen Latsky, Max Latsky's second street, between Madison and Fifth avenues, late Saturday afternoon, were driving in the Park. They were returning home when Latsky rushed up to them and, without any warning, pulled McDonald out of the buggy and said: "I want you."
McDonald protested that he had done nothing, and Latsky thereupon pulled out a pair of handcuffs and snapped them upon his wrists. He was taken to a station house, where he was held for a few hours. One of the Club Committee came to him and wanted to know if he would sign a contract with the horse show, where the riding was better.
"I talked the matter over with some of the members of the Club, and I refused on account of the wind. When the storm sprang up the Nicol was the first victim in the neighborhood to get under way. Five minutes before the Nicol went down I did not think we were in any danger. How do you account for the fact that all of the crew were saved and such a large proportion of the passengers were?"
Because the crew were sober and the passengers were drunk.

OTHER TUGS IN NO DANGER.
Capt. Dick Thinks the James D. Nicol Was Not Properly Loaded.
TUG PILOTS AS WITNESSES.
All Agree that the Weather, While Quite Rough, Was Not Particularly Bad.
DRUNKENNESS, SAYS HYDE.
Nicol's Captain Explains Why Passengers Were Drowned While the Crew Escaped.
The investigation to ascertain the causes leading to the wrecking of the tug James D. Nicol was continued before Capt. James Fairchild and Thomas Barrett, of the Bureau of Inspection of Steam Vessels, at 10:30 o'clock this morning, in room 104 on the top floor of the Federal Building.
James C. Halpin, assistant superintendent of the Reeves Towing Company, was the first witness examined.
"I made the arrangements with Mr. Kirschner, of the Herring Fishing Club, for the use of the tug," said he.
"I did not tell Mr. Kirschner that the tug could be chartered to carry sixty-five persons. My understanding is that he told me that there would be from forty to fifty people in the party."
The witness said that the only instructions given to him when the Nicol was to go to East Fifth street and take a party on board and collect \$40. No instructions were given to the captain as to the number of people he was to take on board.
"Did any of the officers of the Nicol report to you at any time that she was unseaworthy?"
"No, sir."
Capt. Joseph Slattery, pilot of the tug Robert H. Sayre, which was near the Nicol at the time of the disaster, testified as to the weather conditions.
"The squall raised a big sea and made it pretty bad sailing at the time. There were ninety people on the Nicol. We picked up thirty-four of the survivors of the Nicol."
"As a pilot of experience, to what do you think the accident to the Nicol was due?"
"All crowded to one side."
"Well, the passengers were all crowded to one side of the tug, and when she shipped a heavy sea, she was not able to right herself."
"The passengers on the Sayre behaved?"
"Admirably. They distributed themselves evenly over the deck or less danger."
The witness said that the Sayre was heading for inside the Highland Lights, and the Nicol was just ahead.
"The tug was struck by the tug E. E. Everts, said that he saw the Nicol founder. The sea was rough at the time, but he did not think the sea was high enough to have caused the Nicol to founder. She had been properly loaded. Had she shipped an unusually heavy sea, of course, she would have been more in danger."
The Everts, which is 86 1/2 feet long, as against 114 feet for the Nicol, was from three to three and a half miles from land when she went down.
Capt. John Cutler, of the tug F. M. Youburgh, testified that he did not consider the weather high enough to have caused a tug to founder when the Nicol went down.
Master West George R. Mitchell, of the tug R. J. Moran, said that he was also outside the Hook on the day the Nicol sank, but he knew the weather conditions at the time. His tug is small but he contradicted some of the statements made by members of the Herring Fishing Club.
Capt. Hyde Blames the Drink.
"The members of the Club did not ask me to go to the Nicol, because the weather was threatening. One of the Club Committee came to me and wanted to know if I would sign a contract with the horse show, where the riding was better."
"I talked the matter over with some of the members of the Club, and I refused on account of the wind. When the storm sprang up the Nicol was the first victim in the neighborhood to get under way. Five minutes before the Nicol went down I did not think we were in any danger. How do you account for the fact that all of the crew were saved and such a large proportion of the passengers were?"
Because the crew were sober and the passengers were drunk.

A POOR SHOW FOR THE FOURTH.
Uncle Sam.—I Don't Like It, but I S'pose It's the Best I Can Get.
800 MEN LOCKED OUT FRANCE SOFTENS TO WILHELM
Work Is Exhausted. His Clemency to French Officers Leads to a Better Feeling.
Orders from Washington Cause a Suspension of Labor.
Republic Takes Another Step Towards Conciliation with Rome.
Unless Congress Acts Speedily 500 More Must Go.
One of the greatest cuts in the mechanical force of the Brooklyn Navy-Yard was made this morning, when over 800 men were locked out for lack of funds.
The men were all employed under a recent act of Congress, which made an appropriation known as the "Increase of the Navy," and which was devoted to the construction of new battleships and cruisers. This appropriation has reached its limit, and the men will be until Congress makes a new appropriation.
Saturday night Rear-Admiral Gherardi, in command at the Brooklyn Navy-Yard, received a telegram from Assistant Secretary of the Navy McAdoo ordering the lock-out of the men. Owing to the lock-out of the men, the order was received the workmen were made aware of their misfortune until this morning.
The 800 men reported for duty at the yard at 8 o'clock and they were then apprised of the situation. They are all employed in the construction and mechanical engineering departments.
The men were locked out for an hour after hearing the sad news, and they filed out the York street gate. The men who were locked out are said to be many of the men, as in these hard times they would be almost impossible to find employment. Before they left they were assured that as soon as Congress made a new appropriation they would be taken back. This was a little consolation for the locked-out employes, as it is not believed that another appropriation will be made until the next session of the Congress.
There is considerable anxiety felt by the remaining employes, for, unless Congress makes a new appropriation, the men will be locked out for a long time. These employes have to depend upon the Navy Department for their pay for the time they are locked out.
Superintendent of Construction Ferdinand said this morning that he could not guess when the men would be taken back. He said that all would hold their rating during the suspension.
BOY MURDERED IN ARMENIA.
Killing of a Student May Lead to International Trouble.
COLMERT, Ind., July 2.—A letter just received here dated Constantinople, Turkey, June 12, announced the murder in the Missionary College, at Antioch, Armenia, of Jacob Piliun, fourteen years of age, son of Hovhann Moses Piliun. The boy was the protégé of the Tabernacle Christian Church of this city.
The boy was being kept in college of Antioch and being educated by his own parents here. He was to be given a thorough classical and theological education in missionary work, to be taught in his native land. He was shot down by a schoolmate named Abraham, because he refused to succumb to his temptations.
CRITICISES THE GOULDS.
Thinks They Are Not Anxious to Race on the Clyde.
GLASGOW, July 2.—The Glasgow Herald to-day complains that the owners of Vigilant, Messrs. George J. Gould and Howard Gould, do not appear to be so anxious as supposed to race on the Clyde.
According to The Herald the Messrs. Gould dislike the course.

NO RELIEF IN SIGHT.
Forecaster Dunn Promises More Warm Weather.
He Will Try to Coax Up a Thunder-Storm for This Evening.
Humidity and Old Sol Combine to Distress New Yorkers.
Hourly Heat Record.
Hour, Degree, Hour, Degree.
8 A. M. 71 9 A. M. 76
10 A. M. 72 11 A. M. 78
12 M. 73 1 P. M. 79
2 P. M. 79 3 P. M. 85
4 P. M. 87
The hottest previous July 2 in New York was in 1872 and 1876, when it was 84 at 10 o'clock A. M.
A few minutes before 10 o'clock this morning, Mr. E. B. Dunn, he of many titles, who is paid by the Government to supply New York with weather, entered his office. About a dozen reporters were waiting for him.
After removing his coat and hat, Mr. Dunn had his visitors a cheery "good morning," and began to study some mysterious-looking figures on his desk.
Nobly said a word.
Finally he looked up, and in his most dignified manner said, "Gentlemen, it is a hot day."
There was not a man who disputed him, and he continued:
"We shall have a warm Fourth of July."
There was another silence, and Mr. Dunn, seeing that there was no chance for an argument, continued:
"At 8 o'clock this morning Albany was the hottest place in the United States. In Boston it was 80, and at Montreal the same."
"It is hot everywhere east of the Mississippi River. In the Northwest it is somewhat cooler."
"There were heavy showers last night along the Southern Atlantic coast and in certain parts of North Carolina the rainfall was 4.96, which is remarkable."
"I do not know," said Mr. Dunn, "but I am sure that the weather is getting better every minute."
When the last reporter was just disappearing from the door, Mr. Dunn called out: "I don't know whether the woman's suffrage question has anything to do with the heat in Albany, but it is getting hotter there every minute."
DE VOE CHALLENGES DUNN.
Invites Him to a Public Discussion Concerning Weather Laws.
Prof. A. J. De Voe, of Hackensack, N. J., who claims to be a greater weather forecaster than Mr. Dunn, called at "The Evening World" office this morning and he had to do so, but felt compelled to "rail Mr. Dunn down" for some remarks which the latter has been reported in the newspapers as having made about the professor and his weather predictions.
"I see that Dunn says I had better take a tumble and quit making weather forecasts," said Mr. De Voe. "Well, the other tumble he has taken in six months has been off my wife's bicycle, and the machine was presented to me by the Commonwealth of France to-day for the correctness of my weather forecasts."
"Now, I will challenge Mr. Dunn to a public discussion in this city about the laws controlling the wind and weather. He will be the lecturer to-day at the Sick Babies Fund."
"Why, last September I predicted the weather for every day in June, and only missed my calculation three times in the month. For the 15th and 18th of June I predicted hot and sultry weather. Well, it was warm and pleasant. For June 21 I prophesied a sudden fall in the temperature. There was no sudden fall, but the temperature did reduce materially."
De Voe called attention to the fact that on June 15 he had written to Gov. McKinley, offering to present a course in the southern part of the State between the 25th and 28th of the month, and then produced newspaper clippings, showing that on the 26th of the month a great storm did visit that portion of the State, causing a loss of \$10,000.
He has written again to the Governor, offering to do the same thing for the benefit of the families left homeless if his expenses will be borne by that State. So far, he has not received an answer.

EXTRA.
2 O'CLOCK.
APPO SAYS HE'S HOUNDED.
Declares the Police Mean to Drive Him from the City or to Jail.
IS A PLOT ALL ARRANGED?
Alleged Trap by Which He Is to Be Arrested for Picking a Pocket.
Supt. BYRNES IS WORRIED.
Preparing Charges Against Accused Policemen is a Gigantic Task.
The protection offered to witnesses by the Lexow Committee, while no doubt a wholesome restraint upon any efforts at intimidation by the police, has not been an absolute shield from molestation in the case of at least one of those who came before the investigators as an acknowledged former criminal.
The persecution which is now on foot against this witness is hardly less vindictive and far more sure, than if he were one of threatened assaults by force or of personal injury to be inflicted, yet it is a method far better, and than anything like a simple piece of work.
According to the story told by George Appo, whose testimony regarding the green-rocks business created a sensation at the session of the Lexow Committee on June 14, the intimidation to which he is now being subjected is entirely in line with those practices which made it possible for police extortion as immunity from retribution to become a lucrative source of income.
The system, according to Appo, is this: Whether now engaged in a serious calling or not, should the crook become obnoxious to the police, he is compelled to quit the city or go to State Prison.
Of course, it is possible that the offender may not want to quit the city, but usually it is not a matter of choice. He is usually in a state of mind to be made and the criminal is found with the booty of a theft in his possession or in some such predicament, which means a sure conviction.
This neat little trick, says Appo, is the means by which the police intend to send him from the city, and at the same time remove from the path of Green-Goods King McNally and "Big Patsy" Hadlock a man whom both have reason to wish elsewhere.
He has been told that a Central Office detective boldly announced that at the first opportunity which offered he was to be made the centre of a crowd upon some thoroughfare in which a man was to lose a watch. An outcry was to be made and the stolen "super" to be found in Appo's pocket.
Owing to Appo's reputation as a pick-pocket and the incontrovertible presence of a "hot" watch in his pocket, there would be little use for a defense and a point would be scored by both the green goods people and the police. This "plant" Appo says, has been worked before in the case of other men, and he is sure that the same method will be used in his case.
Upon several occasions he has been accosted, and attempts have been made to draw him into conversation, but his native shrewdness has been sufficient to evade the witness stand.
This story was told by Appo to an "Evening World" reporter this morning. He says that he has been followed about immediately after my appearance before the Committee a number of persons bearing a strong resemblance to the man whom I never saw before would approach and ask me how I was getting on, and would say that they would like to see me. I would say that I would like to see them, and they would say that they would like to see me. I would say that I would like to see them, and they would say that they would like to see me. I would say that I would like to see them, and they would say that they would like to see me.
Then he wanted me to drink, which I refused, and when I walked away he followed me to Fourth street. Here I boarded a car and evaded him. This morning while coming out of the restaurant at Fourth street and Sixth avenue, I was approached by a man, who said that he had a watch for me. I said that I had never seen him before, and that I didn't know him.
He then tried an old bunco-steering dodge, and insisted that he had met me before, and that he had seen me in the restaurant at Fourth street. He had been reading the papers lately, and had seen my name in the paper. He had seen my name in the paper, and he had seen my name in the paper. He had seen my name in the paper, and he had seen my name in the paper.
If you propose to make drinking your whole business, it is wonderful how short and useless you can make your day. Write Manager, 25 West 34th St.

