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HIGH-HANDED METHODS.

The Railway Union Out to Try to Tie Up the Entire North.

BOYCOTT ON ALL LEADING ROADS.

Every Railroad in the General Managers' Association, Twenty-two in Number, to Be Tied Up by the New Railroad Labor Organization—A Disposition to Make a Show of Its Strength—Traffic to Be Stopped on All Lines as Soon as Sufficient Support on Each Line Is Secured—The Stock Yard Employees Go Out—The Mobile and Ohio Road Surrenders to the Union—Cars Taken Off the Erie Limited by the Orders of a Mob.

CHICAGO, June 29.—President Debs and his associates of the American Railway Union played a high card to-day and made a radical move when they formally boycotted every road represented in the General Managers' Association. Commissions were given to committees representing the employees of each road with orders to call out the men the instant sufficient support was obtained to warrant a strike.

The roads represented in the association and subjected to the boycott, are: Chicago, Rock Island and Pacific; Illinois Central, Chicago and Grand Trunk, Santa Fe, Chicago and Alton, Chicago and Erie, Chicago and Eastern Illinois, Chicago and Northwestern, Western Indiana, Chicago, Burlington and Quincy; Chicago, Milwaukee and St. Paul; Chicago and Great Western, Louisville, New Albany and Chicago; Chicago and Northern Pacific, Lake Shore, Michigan Central, New York, Chicago and St. Louis; Pan Handle, Pittsburgh, Fort Wayne and Chicago; Wabash, Wisconsin Central, and Baltimore and Ohio.

As rapidly as possible the men will be ordered out on the roads named, and it is the intention of the union officials to begin strikes on the lines mentioned, in preference to roads throughout the country which haul Pullman cars.

According to the official announcement, the Managers' Association has been organized for the sole purpose of crushing the American Railway Union, and, waiving all other matters, the union will proceed to do battle with the associated lines.

Wherever the boycott and strike is not made effective to-night the organizers will be at work to-morrow, and until sufficient men have been organized to tie up the roads. The orders issued yesterday for strikes included men on the Rock Island, the Burlington, Chicago and Alton (second order), Chicago and Erie, Chicago and Eastern Illinois, Monon, Fort Wayne (second order), Wabash, Chicago and Great Western, and Lake Shore.

A formal strike will not be declared on the Milwaukee until the situation on that road has been canvassed by the Board of Directors of the union at a meeting to-morrow. The Michigan Central and Grand Trunk are not affected as yet, but the union officials say they will be tied up unless they withdraw from the Managers' Association.

The Wabash was let alone until it was reported that the company was handling trains of roads already boycotted. If the plan of the union officials is carried out, twenty-two roads out of Chicago will be tied up within the next two or three days.

The action of the union officials in authorizing a strike among the employees of the Union Stock Yards Transit Company, while spoken of and predicted yesterday, really was not expected. The union officials were opposed to blocking the stock yards at present, and had already refused an offer of assistance by Grand Master Sovereign of the Knights of Labor.

To-day, however, when the committee from the stock yards reported that the men had been organized last night and presented a grievance to the effect that they were compelled to handle the cars of boycotted roads, the Executive Committee, after a hasty conference, decided to issue the commissions necessary in ordering a strike.

The committee thus armed called a meeting of the employees, and it was agreed to strike at 6 o'clock this evening.

The orders to strike were to take effect on the Wabash, Rock Island, and other roads named, where a sufficient strength was developed, at the same time.

The contest between the Chicago and Northwestern and the union is developing into a battle royal, and each side is straining every nerve to win. The company has removed the blacklist placed upon the strikers of 1893, and so far have secured two of the old men. They are now at work in the passenger yards. One other crew is at work, but the most of the switching is being done by the officials.

When it was reported to-day that the 1,500 shopmen at Fortieth street had consented to strike the committees almost raised the roof with cheers. The report of the strike of the shopmen was not verified up to a late hour and no official announcement was made at headquarters.

The greatest enthusiasm was created among the strikers to-day when the announcement was made that the Mobile and Ohio had surrendered unconditionally. General Manager Beale had telegraphed President Debs that his road had cut off all Pullman cars and had requested a release of the line.

Before it could be ascertained that the road was not a member of the Managers' Association President Debs wired the President of the union in charge of the strike to call off the boycott immediately after receiving a written guarantee from the company that it would not run any Pullmans until the present trouble was settled. This is really the first actual victory, and is used among the strikers to good effect.

Matters were complicated for the railroads to-day when the union men succeeded in inducing the majority of the imported substitutes on the Pan Handle to join the union and quit work.

A committee from the imported men called at headquarters to report that they had been brought here under strict orders to disobey, which meant the loss of their places. The men were conductors, brakemen, and switchmen from Louisville, Cincinnati, Pittsburgh and other cities, and when thirty-two of them were marched to the yards the union men captured several, with the result that a committee of five attended a meeting and promised to call out their companions, providing the union would guarantee them protection and provide them with transportation to their homes.

Fifteen of the men were sent back to-night, and it is asserted by the union men that the others will go back to-morrow. The report that fifteen of the men were members of the Conductors' Brotherhood, and refused to quit work, caused some feeling against that order which was speedily dissipated when reports from the meeting of the conductors were received to the effect that the conductors would attend strictly to their own work, and would refuse to couple cars, throw switches, or work with green crews.

Action similar to that taken by the conductors characterized the several meetings of the trainmen. Some 200 of the engineers on the Illinois Central and other roads centering in Grand Crossing have agreed to stand by the men. All the men on the Illinois Central pledged themselves to obey a call to strike whenever issued.

A request for cooperation was sent out to them from headquarters in a circular, and it was announced that, beginning to-morrow, the engineers would refuse to handle trains with Pullman cars or operated by substitutes.

Included in a later meeting of Illinois Central employees were the suburban trainmen, and it was announced at headquarters that a strike was immediately begun.

A MOB ORDERS OFF ERIE PULLMANS.

A mob of 1,000 persons, composed of strikers and their sympathizers, stopped the New York and Chicago limited on the Chicago and Erie road near the State line at Hammond, Ind., at 5:40 this evening and compelled the crew to sidetrack the two Pullman sleepers carried by the train.

The limited was due there at 3:50 o'clock, and the crowd which had gathered by that time waited patiently until its arrival at 5:40, their purpose being to prevent the passage of any Pullman cars through that place.

The train was stopped as soon as it had crossed the State line. The two Pullman cars were next to the engine. The leaders of the crowd ordered the crew to detach the Pullmans from the rest of the train, and the engineer was compelled to haul them about 250 feet to a siding, where the engine was uncoupled and the Pullmans were pushed on to the siding by the crowd. Then the crew were notified that they might proceed with the rest of the train, but at 11 o'clock no such move had been made.

The sheriff was on hand with twenty deputies, but he was powerless to protect the train. To-night he telegraphed Gov. Matthews for troops to prevent interference with the operation of the road. No reply has yet been received. The whole town is in sympathy with the strikers.

The expected strike of the switchmen and the switch engine crews employed by the Union Stock Yards and Transportation Company, operating all the cars of live and other freight which enters the Union Stock Yards, began to-night at 6 o'clock. All the engines were run into the roundhouse, and the night force failed to report for work at the usual time.

The great stock yards were quieter at night than they have been for a decade. The strikers kept away from the yards after going out, but they will be heard from to-morrow, especially if the company tries to put new men to work at the switches and on the engines. Brotherhood men have said they will not work with non-union men.

An order to strike was received to-night by the switchmen, switch tenders, tower men, and crews of the switch engines, on the Wabash road in Chicago. At 7 o'clock every man went out. Not a single car of freight was switched, and not a train of freight of any kind left the Wabash yards to-night.

The switch engine crews ran their engines into the roundhouse at Root street, and left them there after drawing the fires.

The only disturbance was created by a few hoodlums who tried to force yardmaster Moran of the Grand Trunk to leave the yard, where he was engaged in throwing switches. They surrounded him and would have attacked him had not the police, who had been sent to the scene to preserve order, arrived in time to drive them away. When the crowd saw that no trains were coming in and going out they dispersed about midnight, satisfied that for to-night the switchmen's strike on the Wabash had been successful.

Five hundred delegates, representing eleven lodges of the International Switchmen's Aid Association, employees of twenty-two lines of road centring in Chicago, met at the Great Northern Hotel to-night.

Yesterday Grand Master Barrett intimated that there was no reason why the Switchmen's Union should rally to the support of the Railway Union.

At 10:50 to-night the conference began the consideration of a resolution that the members of the Switchmen's Mutual Aid Association recognize the strike begun by the American Railway Union to the extent of calling out all the members of the Switchmen's Union.

An informal vote at 10:45 o'clock indicated that the resolution would be overwhelmingly adopted.

The engineers on the Chicago and Northwestern also held a meeting to discuss the cases of the four engineers discharged for carrying the strikers' committee through the yards.

It was decided to make a demand for their reinstatement, and to strike in case the demand was refused. This, together with the action taken by the Northwestern in ordering its trainmen to take the place of the strikers, is likely to result in the complete tieing up of that road.

Two hundred brakemen on the roads out of the Polk street station, 200 switchmen and 200 engineers and firemen on the Chicago and Great Western were made members of the union this afternoon and all immediately joined the ranks of the strikers.

This morning the switch engineers in the employ of the Western Indiana Railroad at Polk street station notified Trainmaster Evans that unless the non-union men who yesterday took the places of the thirteen striking switch tenders were removed, the switch engines would be at once abandoned. Mr. Evans discharged the non-union men immediately, and the officials of the company again took their places at the switches.

A large number of engineers and firemen of the Chicago and Eastern Illinois railroad quit work this morning, and as a result the suburban service of that line is practically abandoned. The strike of the Chicago and Eastern Illinois men is due in part to a cut made in their wages last April, but although the officials offered to restore the old rate, the men declined to consider any proposition until the Pullman boycott was settled.

The Belt line is hopelessly tied up, and every line making a connection over it with the Western Indiana tracks is seriously affected. Every switchman at Seventy-fifth, Seventy-ninth, and Eighty-seventh streets, the most important places on the Belt line, has gone out, and the officials and their subordinates attempted to handle the situation.

All Alton yardmen who did not join the strike last night went out at 12 o'clock to-day. To-night all important division points and terminals of the Alton will be tied up.

Peremptory orders were issued at noon to-day to the committee in charge of the Rock Island men to tie up that road to-night at any cost. Telegrams have been sent out along the line instructing the union men to quit work at 6 o'clock, and asking assistance from all employees.

On account of General Manager St. John's position as President of the Managers' Association, a bitter fight will be made against the Rock Island, and almost any sacrifice will be made in order to keep that line blocked to the last.

IN THE FAR WEST.

Mr. Huntington Sends an Appeal to His Men—Few Trains Are Running.

SAN FRANCISCO, June 29.—The paralysis of traffic on the Southern Pacific system throughout California is complete. From the Oregon line to Mexico not a single train, aside from a few unimportant locals, has moved. Even the overland trains are stalled where they happened to be when the order for a general strike was received this morning. The special overland train, with Pullmans in charge of United States deputy marshals, which was run out of Oakland late last night, only reached Rocklin, near Sacramento, this morning, where it was tied up, as it couldn't get fuel or water for the engine. With the present stand of the great body of railroad employees, it is hopeless to expect any change for the better.

The Federal officers show no nerve or capacity, and if trains were made up they would be unable to carry them through. The Marshal for this district went on the train which was started last night, but he was stalled in Sacramento and is coming down the river in a slow boat. He won't reach here much before midnight. Meanwhile his whole office is upset, as his assistant has no power to swear in deputies.

The Southern Pacific managers talk of having men to take out their trains, but they know that competent men can't be secured. They know also that the temper of the strikers is so ugly that great damage may be caused should any of the strikers be shot for interfering with the operating of the road.

The outlook for any speedy settlement of the difficulty is bad. The railroad company has formulated its policy in a long document signed by C. P. Huntington, in which he declares that the company can never agree to the American Railway Union's demand, because such agreement would ruin the efficiency of its service and would be a constant menace to the proper operation of its lines. Despite assurances from the Postmaster-General of vigorous steps to move the mails, nothing has been done to-day, and the Postmaster here isn't sanguine of any progress. The only hopeful sign is the feeling shown by conductors in their meetings to-day. They declare they have no sympathy with the new union, which, they believe, has for its objects the crushing of all the older railway organizations. The tie-up has caused enormous loss to fruit growers, as the big shippers have given orders they will receive no more fruit. This will ruin hundreds of small horticulturists.

General Manager Towne of the Southern Pacific has issued a bulletin deprecating the Railway Union as "an organization that has no record of the past," and appealing to the Brotherhoods to remain with the company.

Before issuing the bulletin Mr. Towne received the following telegram from C. P. Huntington at New York:

We feel quite sure that after second sober thought our men will not leave us, as the Pullman Company has very little interest in the cars on the Southern Pacific, and the tieing up of the road would injure us and discommode the general public. I feel sure that they do not wish to take control of the property of the Southern Pacific Company, as they would be doing if we gave them what they asked for. I wish you would call the men together, as far as you can, and give them our views, and after discussing a sufficient time, if they do not accede to our request, but leave work, you will get other men to take their places, if possible, and if not, let the trains stand as they are. The question of what cars should run is one that rests with the owners of the property, for ownership must carry control. You know how much I desire to protect all wageworkers, but this matter between Pullman and his employees is something I do not know anything about, and it should not be used by the men to the injury of ourselves and our patrons, and I will say, as I did yesterday, that if the men, after full discussion, refuse to go to work, I wish you would discharge them and let them understand that they will never be employed again by the Southern Pacific Company. C. P. HUNTINGTON.

Mr. Huntington also sent another telegram, in which he said:

"We owe to the public and to ourselves as American citizens not to take sides in the fight between certain parties and the Pullman Company at Chicago. As you very well know, my sympathies always go out to the wageworkers everywhere, and particularly to those in our employment; but we must stand for the right as we understand the right."

SACRAMENTO, June 29.—No trains are moving from this place. Division superintendents are in consultation with the Sheriff and city officials. The railroads are not attempting to move Pullman sleepers. At Mojave no passenger trains have arrived on the Southern Pacific since Wednesday morning, and only one over the Atlantic and Pacific. Two trains are tied up at Barstow on the Atlantic and Pacific, where all employees have quit work. All trains on the California division of the Atlantic and Pacific road are at a standstill, regardless of class.

At Lathrop the Southern Pacific train leaving San Francisco at 10 A. M. yesterday is tied up on account of the men refusing to haul Pullman sleepers.

At Dunsmuir an express train from Portland was tied up last night, the men refusing to take the train out with Pullman sleepers. At Oakland there is no change in the situation. Both sides are firm.

LOS ANGELES, June 29.—About 400 strikers held a meeting last night to listen to the argument of the United States District Attorney as to the responsibility of the Government in the handling of mail matter. He said that the men in a body were violating the law by refusing to handle trains on which the mails were to be carried, but the men contended that they were at liberty to leave their places and retire at their own pleasure.

SAN DIEGO, June 29.—Since midnight on Wednesday night, when the railroad strike went into effect, all movements of trains have been at a standstill in this city and National City.

TACOMA, June 29.—Five hundred members were present at last night's meeting of the American Railway Union, and 150 new members were initiated. The engineers said the union men at Helena and other places had made a mistake in striking, and as the Northern Pacific owned a half interest in the Pullman cars, the strikers were simply hurting their own read and cutting off their own employment. A heated discussion ensued, the telegraphers favoring the strike. They were voted down and the engineers' proposition carried. The engineers hope by their loyalty to have their wages increased to the old standard.

SPOKANE FALLS, Wash., June 29.—No Northern Pacific trains moved here yesterday. The main line and branches were tied up as at Wallace, Idaho. The employees struck there for a return to the wages allowed prior to January. The Poorman mine closed for lack of men. Other mines will run for a few days. At Davenport, Wash., on the Washington Central, business is suffering. The Union Pacific south-bound train left two hours late, with Pullmans attached. The yardmen would not handle Pullmans, but the managers of the Union Depot Company coupled a car, and the train pulled out. The Great Northern, having no Pullman cars, is running all trains.

FARGO, N. D., June 29.—Not a half dozen men are left in the Northern Pacific yards here. In the car shops only two men are at work.

FARGO, N. D., June 29.—Everything was at a standstill here yesterday. Nothing except mail cars on branch lines are moving. The company has made no move to put on deputy marshals. Firemen joined in the strike on the Northern Pacific yesterday. Employees are guarding the company's property. Mail trains will be handled by the men if the company asks them. Public sympathy is all with the men, and merchants will provide for food.

PORTLAND, Ore., June 28.—The car repairers and cleaners employed on Pullman cars by the Northern Pacific Terminal Company quit work yesterday. This is the only indication at Portland of the spread of a strike.

DENVER, June 28.—The Atchison east-bound train due to leave here at midnight, loaded with mail, express, and a heavy train of passengers, failed to leave the Union depot. The fireman refused to work unless the Pullman sleeper was taken off. Efforts were made to obtain another fireman, but without success. Members of the American Railway Union employed on the Union Pacific held a meeting last night, and decided not to go out. The Atchison is running its local train between La Junta and Denver, and it sent out the Colorado Midland train yesterday with a Pullman this morning. All other lines are running.

KANSAS CITY, Mo., June 29.—The first direct effect in Kansas City of the Pullman boycott was the refusal of Santa Fé switchmen to handle a Pullman car yesterday morning. The car California train arrived at 11:15 o'clock in the afternoon, but is still in the station. Two hundred or more passengers are held here.

All the men on the Topeka division of the Santa Fé system have been ordered out. This action is the result of a meeting of all branches of employees, from the track walkers to the conductors, and it was unanimously decided that they remain out till the last. Twelve hundred men are affected. The switchmen agreed to surrender their charter and join the American Railway Union. This repudiates the statement of Grand Chief Barrett of the Switchmen's Union, who asserted that the men would not lend aid to the boycott.

DODGE CITY, Kas., June 29.—The Santa Fé had no trains into this city from the West yesterday. The yards are completely deserted. The American Railway Union took in forty-one new members yesterday, mostly trainmen. The railroad officials here appear indifferent as to the situation.

THE NORTHWEST CRIPPLED.

Practically a Complete Blockade on the Most Important Roads.

MINNEAPOLIS, June 29.—The Chicago and Great Western men are out on a strike, and the road is effectually tied up. Telegrams were received in St. Paul and Minneapolis just before noon calling out the men. The order was promptly obeyed. Orders were also sent out calling out the men on the St. Louis road, the Wisconsin Central, and the Omaha. The situation in the Northern Pacific strike remains unchanged.

The Wisconsin Central men went out at 4 o'clock and the road is tied up.

At 2 P. M. the Minneapolis and Omaha men dropped their tools and all quit work.

Receiver Trumbull of the employees of the St. Louis road had a conference with Receiver Truesdale at 3 P. M., and he refuses to detach the Pullman cars, consequently the men will go out late this evening.

WEST SUPERIOR, Wis., June 29.—The Northern Pacific here is completely tied up. The sale of tickets over the line has been stopped at the Union Station. The Omaha passenger train went out last night, but the switching crew had been discharged. The conductor coupled the Pullman coach to the rear of the train before it left.

BREAKNECK, Wis., June 29.—The Wisconsin Central has discharged twenty firemen who refused to take out a train, and the Executive Board of the American Railway Union has decided to call out 200 men in this city.

MILWAUKEE, Wis., June 29.—All the day switchmen in the yards of the Chicago and Northwestern road were called out this morning, and they obeyed almost to a man, whether union or non-union men. There was not a man left in the South Side yards to throw a switch, and in the Third ward yards only two remained at work. At the Northwestern offices it was said in a half-hearted way that all freight was being received and handled all right. At 10 o'clock only one row of freight cars had been switched up to the main warehouse for loading, instead of the usual five rows. Freight was being received, but in small quantities.

Some Violence Attempted.

CHICAGO, June 29.—An attempt at wrecking was made between 1 and 2 o'clock this morning. Some one drove spikes into a switch and along the rails of the Chicago and Alton tracks at Sixteenth street, and a switch engine pulling a freight train was derailed and thrown on its side. The engineer and fireman escaped with bruises.

At Chicago, Milwaukee and St. Paul train was derailed by a turned switch at Ada street yesterday afternoon. One coach was thrown on its side, but no one was injured.

MR. PULLMAN'S VIEWS.

A Question Now, He Says, as to Who Owns the Railroads.

CHICAGO, June 29.—George M. Pullman said to-day:

"This trouble has now outgrown our jurisdiction. The strike of the Pullman car shop employees has become a subsidiary feature. It has now become a question as to whether the railroads of this country can operate their own properties or not. The railway companies care nothing about the alleged grievances of the Pullman shop employees. Their own independence of action is now at stake, and they feel that the question may as well be settled now as at some later time. This is the general disposition as I understand it.

"The Pullman Company is not embarrassed in any way. Our men are returning at St. Louis and Ludlow, and I think that the railway employees will soon come to their senses. We have done all we could for our employees, and have paid them as large wages as the times will permit. I do not see what more we can do."

DEBS ISSUES AN ADDRESS.

He Deprecates Violence and Says the Strikers Cannot Fail.

CHICAGO, June 29.—In reply to the statements sent out by the general managers and the Pullman officials, President Debs of the Railway Union to-day issued an address to the railway employees of America. After discussion of the situation the address concluded:

I appeal to the striking men everywhere to refrain from any act of violence. Let there be no interference with the affairs of the several companies involved, and above all let there be no act of depredation. A man who will destroy property or violate law is an enemy and not a friend to the cause of labor. The great public is with us, and we need only to maintain a dignified, honest, straightforward policy to achieve victory. Let it be understood that this strike is not ordered by anyone but myself, and that it is the strike inaugurated anywhere except by consent and authority from a majority of the employees themselves.

Neither is this a fight simply of the American Railway Union. The question of organization ought not to be raised, but every man who believes in organized railroad labor should take his stand on the side of labor and battle for his rights and the rights of his fellow men. I have faith in the great body of railway employees of the country, and am confident they will maintain an unbroken front in spite of any opposition that may be brought to bear against them. I am perfectly confident of success. We cannot fail.

E. W. DEBS.

WILL THE TROLLEY MEN TAKE PART?

The Motormen and Conductors May Object to Running Pullman-made Cars.

Many of the conductors and motormen on the Brooklyn trolley cars are talking seriously of joining the strike against the Pullman Company on the ground that their cars are of that manufacture. At present opinions are divided, some of the men declaring that there is no cause for complaint, as the cars are the property of the road running them, and others holding that there is no difference between Pullman manufacture and ownership. The question is to be decided at the next meeting of their association.

Still Quiet at This End.

The Pullman cars were running regularly yesterday on all the railroads which have their termini in Jersey City and Hoboken. The Pullman company's agent in the Pennsylvania Railroad said he was selling tickets as usual for all the trains West and South which take out Pullman cars. No indications of the strike have reached here yet.

Terence V. Powderly to Talk About Strikes.

Mr. T. V. Powderly, ex-Grand Master Workman Knights of Labor, will talk at Prohibition Park, Staten Island, at 3 P. M. on Sunday, about the recent coal strike in Pennsylvania and the railroad strike in Chicago and the Northwest.

HOCKING VALLEY MEN STRIKE.

An Increase of Wages and Not Objections to Pullman the Cause.

COLUMBUS, O., June 29.—The strike of the Hocking Valley employees was declared at noon to-day, the road having refused to accede to the demands of the American Railway Union. Those who were members of the union quit work when ordered to do so by Chairman Wild of the Grievance Committee. The yard men went out in a body and were followed by other employees, mostly brakemen. The shop men did not quit work, and this caused the managers of the strike considerable concern. They said the officials of the road had resorted to dishonesty to accomplish their ends. One freight train that started out at noon was abandoned by the brakemen before it got out of the yard, and no further attempt was made to run it.

Superintendent Pagels addressed the strikers, advising them to keep out of saloons and not to interfere with the railroad property. The men thanked him, and assured him that they wanted no violence, and that if other men got their places they would not interfere with them. This evening the car repairers joined the strikers. About 400 men between here and Nelsonville, Chairman Wild said, would go out, and in case trains were run the miners of the Hocking Valley would also quit. He was sure the strike would be successful. He also said that no passenger trains would be molested. A late despatch from Nelsonville, O., says that the yard men have all gone out.

THE ARMOR PLATE FRAUDS.

Reports Did Not Signify Anything—All Plates Were Properly Tested.

WASHINGTON, June 29.—Superintendent Corey of the Carnegie Company to-day continued his testimony regarding the alleged armor frauds before the special committee investigating the subject. In replying to questions by Mr. Dolliver, he said that he did not consider the changes made in the records by Cline material.

Mr. Dolliver—I want to get at what reliance you placed in Cline's bookkeeping. It seemed funny to us, even with Cline's explanation. We went through several hundred slips which purported to be the original record, charged by Cline to what he thought to be right, and what would appear reasonable to the inspectors. You received these labelled or corrected reports, what reliance do you place in them?

Mr. Corey—I relied principally on Cline's judgment to give plates proper treatment. There was nothing in the specifications saying just how a plate should be treated. We were to treat them uniformly, so as to get the best results.

Mr. Cummings—Did you believe all Cline's reports correct? Do you believe now that they showed the actual treatment of plates?

Mr. Corey—I believe all reports he made out; possibly there were changes, but this, in his opinion, was the exact treatment the plates received. Taking into consideration all things, he treated plates in the way he considered would give the best result—make the best plate. The reports on the slate, as he stated, gave only half of the treatment, and his additions to it were to show the full treatment.

Mr. Cummings—Why, then, were the reports of the actual record destroyed?

Mr. Corey—Because he did not consider it necessary to keep them. I don't think it was.

Platt and Fassett.

The Hon. Thomas C. Platt moved down yesterday to the Oriental Hotel, Coney Island. He will remain there with Mrs. Platt for a month or two.

J. Sloat Fassett left the Fifth Avenue Hotel yesterday for his home in Elmira. One of Mr. Platt's friends said last night, in talking about Mr. Fassett's chances for the Republican nomination for Governor:

"There is no doubt that Fassett is a candidate, but he said to me immediately after his defeat three years ago, 'Platt pulled me down.' That is all nonsense, and Mr. Fassett should never have made that remark."

A Tarred and Feathered Lothario.

LOVELAND, Col., June 29.—Thad Guzzle, a farm hand who in January last eloped with the wife of C. J. Chapman, and who recently returned to this place, was taken from his room last night by a crowd of masked men and treated to a generous coat of tar and feathers.

Manhattan Beach.

Fine surf bathing, all tides.—Adv.

Appe's "Green Goods" Revelations. How he became a "sleeper" and the different games he worked for. A startling exposition. See to-morrow's *Journal*.—Adv.

CRUSHED BY A FALLING WALL

TWO MEN KILLED AND A THIRD MORTALLY HURT AT A FIRE.

A Fourth Missing and Probably Dead—One of Woodruff's Warehouses in Brooklyn, with Its Contents, Valued at $500,000, Destroyed—The Fire Thought to Have Been Caused by Spontaneous Combustion.

Two men were killed and four others were injured last night, one, it is thought, mortally, by a falling wall in a big fire in the stores of Franklin Woodruff & Sons, at 336 to 340 Furman street, Brooklyn. A sixth is missing, and is probably dead. One warehouse and merchandise valued at $500,000 were destroyed. The names of the victims are as follows:

DEAD.

BARROW, JOHN G., 35 years of age, unmarried, 45 Jerusalem street, Brooklyn.

PRENTISS, JAMES, 20 years of age, unmarried, Gifford's Station, Staten Island.

INJURED.

DECKER, WILLIAM, Brooklyn, scalp wounds.

GREELEY, JOHN, 142 Jay street, Brooklyn, shoulder bruised and scalp wounds.

MILLER, ANDREW, 45 years of age, 98 Douglas place, Brooklyn, scalp wounds.

SOLAM, SAMUEL, 42 years of age, 28 Chesver place, Brooklyn. Left leg crushed and skull fractured. He was removed to the Long Island Hospital and will probably die. He has a wife and six children.

MISSING.

ROBERT SHEPARD, 62 years of age, 34 Sixth avenue, Brooklyn.

Shortly after 4 o'clock yesterday afternoon a watchman on the bark J. H. Masters, at the foot of State street in Brooklyn, saw a small puff of black smoke shoot out from under an iron shutter in store K of Woodruff & Sons' long row of five-story warehouses on Furman street, between State and Joralemon streets.

He gave an alarm, and returned to find the smoke coming out in thin streaks from the edges of all the closed shutters in the second story. Two more alarms followed quickly, when it was learned that thousands of bales of jute and hemp were stored in the brick building, and that in the adjoining building were 7,000 bags of refined sugar, making altogether a great mass of inflammable material. Six warehouses filled with merchandise, worth $2,000,000, were separated by stone walls, two feet thick, the river front was filled with shipping, and surrounding were low frame buildings and sheds.

At 4:30 o'clock six fire engines, two fireboats, and a corps of firemen on three streets were hard at work fighting one of the most stubborn fires seen in Brooklyn in many a day. After six hours of untiring work the fire got a new headway, but at midnight it was under control and was kept within the building where it started.

Franklin Woodruff, the head of the firm, was on the wharves soon after the fire began. He made inquiries at all sources, but was unable to learn the cause of the fire, and finally decided that it was started by spontaneous combustion. Store K, where the jute and New Zealand hemp were stored, has a front of fifty-five feet on Furman street and runs 320 feet back to the river front. The fire, after starting in the southwest corner on the second story, travelled quickly from one side of the building to the other, and was only held back from the adjoining stores by the heavy stone wall. Some time elapsed before the streams of water could be used with any effect.

The iron shutters on both sides of the building were fastened from within by heavy bars, and back of these were wooden shutters. The engines in the street were steaming away and the fireboats David H. Boody and Seth Low were quivering with action for fully twenty minutes before the firemen were able to climb to the second story and burst open the heavy iron and wooden shutters.

When this working route had been opened, there came out great, rolling clouds of choking black smoke. It poured in the crowd on the river front, driving the people within the sheds and hiding the shipping along the wharves. When the wind turned back from the river, the smoke, laden with big sparks of fire, drifted eastward over Brooklyn and brought throngs of people into State and Joralemon streets. Cordons of police were formed, but they could not keep the people away. They soon choked the walks along Furman street, in front of the warehouses until the fearful alarm of a falling wall drove them in a panic to the side streets.

The firemen worked for hours with a dozen streams from the roof of stores D and H and through the open shutters without making much impression. The wall was bulging, and, under the pressure of the burning jute, was likely to fall at any moment. A search for Shepard will be made to-day.

Col. Breckinridge at Fort Hamilton.

Col. W. C. P. Breckinridge and his wife are the guests of Col. Johnson, U. S. A., at his home on the Shore road at Fort Hamilton. Their visit will last only a few days. Col. Breckinridge and Col. Johnson are old friends.

Nellie Bly's Latest Romance.

Don't fail to read the thrilling and sensational romance by Nellie Bly entitled "Twins and Rivals," which begins in this week's *New York Family Story Paper*. It is a splendid story and written in Nellie Bly's best vein. Ask your newsdealer for No. 1,054, out to-day.—Adv.

Chicago Limited—New York Central—leaves New York 10:00 A. M., arrives Chicago 9:00 A. M. daily.—Adv.

WAS MGR. SETON INSULTED?

Protestant Ministers Make Pointed Remarks in His Presence.

Among the guests at the closing exercises in Public School No. 11, Bergen square, Jersey City, Wednesday, were the Rev. Mgr. Seton, rector of St. Joseph's Church; the Rev. J. W. Hathaway, pastor of the Westminster Presbyterian Church, and the Rev. Daniel Halleron, pastor of the Third Street Methodist Church. At the close of the services the reverend gentlemen were requested to say something, and they did. What they said was impromptu, but their remarks have excited considerable feeling and it is openly alleged that Mr. Hathaway and Mr. Halleron deliberately insulted Mgr. Seton. Mr. Hathaway spoke first, and as he proceeded it became evident that he was making a covert attack on Mgr. Seton. He said he hoped that the time would come when there would be no schools in this country but the public schools. He denounced private and parochial schools, and made particular mention of Hasbrouck Institute.

Mgr. Seton followed Mr. Hathaway. He praised Hasbrouck Institute, which is one of the oldest schools in the city, and not a denominational school.

"The public school system," the speaker said, "is only one system, and I think this country is large enough, and education, which is high above any particular system, is deep and high and broad enough, to welcome such noble institutions as Hasbrouck Institute, St. Peter's College, St. Aloysius Academy, our parochial schools, and all other educational institutions and private schools throughout the country."

Dr. Seton's remarks were greeted with applause. He then referred to the flags with which the room was decorated, and said that the idea of the American flag was probably suggested by the same idea which afterward gave the tricolor to France, a union of blue and red, which were the colors of the city of Paris, then, and perhaps still, the queen city of the world, with the white of the Bourbon monarchy at Versailles, and that the stars were afterward added as the States were admitted.

The Rev. Mr. Halleron followed, and brusquely said he could not, and would not, believe that any part of our flag was taken from the symbol of the Bourbons. His remarks were so pointed that everybody began to feel uncomfortable. Miss Soper, the principal of the school, said yesterday that she greatly regretted the occurrence, more especially as it was Mgr. Seton's first visit to the school.

KATE SPECKER GOES FREE.

Judge Moore Thinks Her Killing of Kirschner Justifiable.

Kate Specker, who shot and killed Alexander Kirschner in Brooklyn on June 24, 1893, and whose plea of guilty of manslaughter was accepted, was arraigned yesterday before Judge Moore in the Court of Sessions for sentence. Judge Moore thus disposed of the case:

"When the defendant pleaded guilty to the charge of manslaughter it was done for the purpose of avoiding a long trial. The question of her punishment was left to the discretion of the court. I have examined all the testimony and the facts in the case very carefully, and I am satisfied that if this woman had been tried she would have been acquitted of any crime. Although she killed Kirschner, it was done under circumstances that would have been a perfect defence at the trial. She was beaten and abused by the man who should have cared for her. Under the circumstances I will suspend sentence upon her during good behavior."

The woman was induced to leave her husband, a thrifty tailor, and two children, by Kirschner, a young painter, and the latter, after spending the money and abusing her, threw her off. She lay in wait for him one night when he was returning from work and shot him, after making a last appeal to him to take her back. The husband became reconciled to her after the tragedy, and furnished the money to pay her lawyer. The woman had another child during her imprisonment.

RYAN AND HIS CHECKBOOK.

Mr. Ryan promised little in the beginning of his examination. He said that in his business of overhauling and repairing packing boxes, which he does at three different places, he is obliged to use the sidewalk.

"And do the police interfere with you a great deal?"

"Yes," said Mr. Ryan, with the manner of one who thought that he was just about concluding his examination, "but I fight my battles in the courts. The Corporation Counsel summonses me repeatedly. I had a hint that money would fix things but I never gave it up."

Mr. Goff was smiling with so much satisfaction that the witness apparently thought that nothing more was wanted, and even made a motion to leave the witness chair, when Mr. Goff, who held a book of check stubs in his hand, said: "Just a moment, Mr. Ryan." Mr. Ryan sank back in his chair, still unconcerned and unsuspecting. Mr. Goff walked slowly toward the witness, his smiling face fixed upon the check stubs, and said: "I hand you a check-stub book. Please examine this stub of date Nov. 12, 1892, with the words written on the stub, 'To Capt. of Police.' The check was for $100. Now, what was that for, Mr. Ryan?"

The witness took the book and looked at it as if he had never seen it before. After a minute's silence he looked up and said—he speaks with a bit of a brogue—"I signed those checks. I do not write them."

Mr. Goff, adopting the same bit of brogue in which the witness spoke, said in his most insinuating manner: "Do you happen to recall, Mr. Ryan, who it was you signed the check for?"

"I do not."

Q.—Well, do you recall signing the check? A.—I do not. I sign in blank. I am not very careful, because my son makes them out.

Mr. Goff stepped backward softly, as if he did not want to disturb the witness, and asked, adding a little to his brogue and to his sweetness of tone: "Happened you to see the Captain about that time, Mr. Ryan?"

Mr. Ryan braced up. The answer was in his mind which he apparently thought would rid him of all his troubles. He said:

"What Cap ain, Mr. Goff? I'm in three precincts. You see, I can't tell what precinct that was in."

Mr. Goff visibly started with delight, but his tone and brogue were even more lulling than before as he said:

"You're meaning, Mr. Ryan, that you did the same in all three?"

Mr. Ryan regarded his fellow countryman with a look in which there was a mixture of trouble over his own predicament and an approving appreciation of the man standing smilingly before him. He said:

"Don't take my testimony to mean that. Some Captains are more reasonable."

At this Mr. Goff gave himself a little hug. He coughed slightly, and perhaps that was to moderate his smile, before he said:

"Now, Mr. Ryan, what is this check of July 20, 1893, for $50, the one taken from this stub where I see the memorandum, 'Mr. Kelly, police money?'"

Mr. Ryan actually turned his head quickly, as if he was not quite sure but that some one had attacked him from the rear with a shillalah. Then he turned an absolutely expressionless face toward the lawyer, took the stub book, and, after looking at it a moment with one eye, regarding Mr. Goff with the other to make sure that he hadn't some thing else up his sleeve, he said: "I'm thinking it's much the same business, Mr. Goff."

IT STRUCK MR. RYAN AS A JOKE.

Having said this, Mr. Ryan slowly turned his head until he caught sight of the twenty expectant faces of twenty reporters, who held their pencils poised for what more Mr. Ryan had to say. It may have been that that sight, unusual to him, suggested the humorous feature of the situation, for, suddenly opening his mouth to an amazing extent, he burst out in a laugh of pure joy, as which there was not a single note of torment or anything else than infantile glee. Every one in the room joined Mr. Ryan in his laughter excepting Chairman Lexow. When Mr. Ryan could get his mouth closed from laughing he opened it again to say, and as he did so he winked with a Boucicault wink at the reporters:

"That is a pretty good joke, I'm thinking."

Mr. Lexow was pounding his gavel on the bench, and when the second roar of laughter had died out the Chairman said, turning to the suddenly amazed Mr. Ryan:

"This is a very serious matter