TO-DAY'S NEWS IN BRIEF.

BUSINESS.

Discount rates were 5 to 7 per cent on call and time loans. Clearings, $6,181,315; balances, $606,268. New York exchange, 10c discount bid, par asked. Louisville, 25c discount bid, par asked; Chicago, 30c discount bid, 20c discount asked; Cincinnati, 10c discount bid, par asked; New Orleans, 25c discount bid, par asked.

The local market for wheat closed lower at 77⅝c a. July, 77⅝c a. Aug., 78c a. Sept., 80⅛@80⅛c No. 2 red. Corn closed lower at 41¼c a. July, 42⅛@42⅝c a. Sept., 42⅝c No. 2 white. Oats closed at 22⅝c a. July, 22⅝c a. Sept., 23⅝c No. 2.

At Chicago wheat closed lower at 77c a. July, 77⅝c b. Aug., 78⅝c Sept. Corn closed lower at 41⅝c a. July, 42⅝c b. Aug., 42⅝c b. Sept. Oats closed at 23⅝c July, 23⅝c Aug., 23⅝@23⅝c Sept.

The local market for spot cotton closed steady.

LOCAL AND SUBURBAN.

Indictments were returned yesterday by the Grand Jury against fifteen strikers for participation in the riot at Sixth street and Washington avenue.

Justice of the Peace Ruegge of Black Jack yesterday enforced order in his court by pummeling the defendant.

At a meeting of the City Council yesterday the general appropriation bill was cut down to the extent of $5,839.

Six new post office substations were established yesterday in downtown department stores.

Ernest N. Birge, son of Julius Birge, will marry Miss Mary Nipher this evening at the young lady's home. The marriage is a surprise to the friends of the couple.

Max Loessing, a boy 15 years old, nearly lost his own life Sunday in the effort to save his friend, Henry Goebel, from drowning.

Judge Rudolph Hirzel of the Clayton Circuit Court, who was called on as special Judge to sit in the Court of Criminal Correction, yesterday ruled that the Newberry law prohibiting music in dramshops affected only the piano and organ.

Yesterday was a busy day at Union Station, as every westbound train brought in Eastern delegations bound for Kansas City.

The street car strike was settled last night. An agreement, the text of which is in to-day's Republic, was signed by President Whitaker, on the part of the company, and by T. B. Edwards, chairman of the strikers' Grievance Committee.

Steps were taken last night at a meeting of the officers of the posse comitatus to make the organization permanent.

The City Council yesterday appointed a committee of five to investigate the Supply Commissioner's office.

GENERAL DOMESTIC.

Texas is now afflicted with a severe drouth, which menaces crops.

All corporations in Texas must file affidavits that they are not connected with trusts.

Mrs. Elsie Tessel committed suicide in the Vendome Hotel, Kansas City.

Governor Theodore Roosevelt was warmly greeted in Missouri and Kansas.

Sixty-seven bodies have been recovered from the burned North German Lloyd steamers.

National Wall Paper Company will shortly be dissolved.

Directors of the American Steel and Wire Company meet in New York to-day.

John Soltysiah, a Chicago grocer, found dead, with a bullet near his heart and his skull crushed.

Dubuque street railways and electric light plants combined.

Three Brooklyn Rapid Transit stock jobbers convicted.

SPORT.

Monday's Fair Grounds winners: Harry Duke, Oliver, Sedie, Tickful, Judge Wardell and Hi-Kollor.

S. G. Stickney of St. Louis distinguished himself in amateur golf championship at Garden City, L. I.

By hitting Pitcher Powell very hard, Brooklyn defeated St. Louis, 8 to 5, at League Park yesterday.

RAILROADS.

Announcement has been made of the new general officers of the Seaboard Air Line.

The Court of Civil Appeals at Dallas, Tex., decided a case involving $30,000 worth of land against Collis P. Huntington.

A number of appointments and changes have been announced on the Omaha line.

George H. Lee has been appointed general passenger agent of the Choctaw, Oklahoma and Gulf.

There appears to be an earnest movement to build the proposed line from New York to Buenos Ayres.

C. R. Phelps has been appointed assistant superintendent of the Louisville and Nashville.

It is said the Northern Pacific has countermanded a large freight car order.

Judge Blachoff of the New York Supreme Court has granted a mandamus in the tax assessment cases.

Applications for removal of receivers of the Omaha and St. Louis, and Kansas City and Northern were made in the United States Circuit Court here.

Marine Intelligence.

Bremen, July 2.—Arrived: Friedrich der Grosse from New York.

New York, July 2.—Arrived: Anchoria from Glasgow.

Yokohama, June 29.—Arrived previously: Gaelic, San Francisco.

Liverpool, July 2.—Arrived: Servia, New York.

London, July 2.—Arrived: Minnesota, Philadelphia.

New York, July 2.—Arrived: Tauric, Liverpool.

New York, July 2.—Arrived: Steamer Marquette from London.

DIED WHILE IN PRISON.

Agent of an American Company in Colombia Dead.

SPECIAL BY CABLE.

Panama, Colombia, via Galveston, Tex., July 2.—(Copyright, 1900, by the New York Herald Company.)—A report reaches here from Tumaco that Reginald W. Paris, representative of the Manhattan Rubber Company of New York, who was made a prisoner by the Government forces on the island of Moro on March 17, is dead.

HOW PARIS WAS SEIZED.

REPUBLIC SPECIAL.

New York, July 2.—Reginald W. Paris was an Englishman, about 40 years old, and had represented the rubber company since October, 1898. Arthur F. Townsend of the company, whose offices are at No. 15 Vesey street, said to-day that his latest reports had indicated that Mr. Paris had been released, but he had heard nothing since a letter of June 2, and the report of Mr. Paris's death was a great shock to him.

Mr. Paris was arrested on March 17 while taking letters from the British Vice Consul at Tumaco out to the steamship Quito, which had arrived off the port, and which was not permitted to enter, the port having been closed.

BRITISH VICTORY REPORTED.

Said to Have Captured Generals Snyman and Botha.

London, July 2.—It is said to-night that news has been received at the War Office from Zeerust, reporting the capture near Litchtenburg of General Snyman, the besieger of Mafeking, Commandant Botha and the whole Marico commando.

What Our Flag Stands For.

Wherever the American flag is raised in token of sovereignty, it stands for liberty, independence and equality, and all persons taking refuge under it are entitled to these privileges, regardless of race or color. What the American flag is to the nation, Hostetter's Stomach Bitters is to the individual, inasmuch as it not only gives you freedom from your ailments, but protects your system in such a manner that they cannot return. When your stomach gets out of order, causing you to belch after eating, or when you are so nervous that you toss about all night, unable to sleep, you should certainly try it, because it will strengthen your stomach, steady your nerves, and induce sound healthy sleep, and for such other ailments as indigestion, constipation and biliousness there is nothing to equal it. Rheumatism is also counteracted by its direct action on the kidneys, stimulating them to do their work properly.

STREET RAILWAY STRIKE IS SETTLED.

Continued From Page One.

of the reinstatement of the men. Before the proposition had been submitted to the Transit Company the strikers had delegated to the Grievance Committee power to effect a settlement on any terms which the committee thought were fair to the men. That action had much to do with bringing about the settlement.

"After the refusal of the St. Louis Transit Company to accept the proposition of the strikers, negotiations were carried on secretly," said Mr. Folk, "and several meetings were held between the representatives of the strikers and the company. The meetings were without result, and last Saturday the Executive Committee of the union, acting on my advice, adopted a proposition based on a list of names of men who are to be reinstated by the St. Louis Transit Company.

"The proposition was to the effect that the St. Louis Transit Company was to fill all vacancies with men whose names were on the submitted list, and to employ the others as fast as vacancies occurred, and to employ none but union men until all the union men are reinstated.

"This proposition was presented to Edwards Whitaker, president of the St. Louis Transit Company, Saturday night, by Chairman Edwards of the Grievance Committee, and myself, and the meeting that was held in Mr. Lehmann's office this afternoon was then arranged for."

Statement From the Strikers.

Harry A. Bryan, national organizer for the Amalgamated Association of Street Railway Employes of America, who, in the absence of President W. D. Mahon, acts as the head of the organization, gave out the following statement for the Grievance Committee, the members of this body being present and indorsing it:

An agreement was reached to-night, about 8:30, between the Transit Company and the Grievance Committee, representing the striking employes. We believe that a satisfactory agreement has been reached, one which will commend itself to the people of St. Louis and the Transit Company and it's former employes.

"Concessions were necessarily made by both parties. After having duly considered the tremendous proportions the strike had assumed, and taking into consideration the terrible inconvenience to which our citizens have been put, both parties are relieved to know that the trouble is over and that business can now assume its normal conditions."

Speaking for himself in regard to the settlement of the strike, Mr. Bryan said:

"I am delighted to know that the strike is settled. While we have not covered emphatically all points in the controversy, we feel that the rights of both parties are maintained and that mutual good will be the result. Let us bury all animosities and enjoy a glorious Fourth. I desire to thank the citizens of St. Louis for the noble support given, and in future communication will express myself more fully."

Now for a Great Fourth.

Doctor W. W. Boyd remained in Mr. Folk's office for an hour after the agreement had been signed, exchanging congratulations upon the successful termination of the negotiations. In speaking of the settlement of the strike he said:

"The settlement of the grave questions growing out of the strike has been rendered possible by the manifest desire on both sides to arrive at a fair, just and honorable adjustment. The greatest question involved was the re-employment of the men who went out, but by numerous conferences with the representatives of the company this present agreement was hit upon.

"Great praise is due Mr. Folk, who, free of all charge, and simply influenced by public spirit, has given his whole time unselfishly to bringing the men and the company together. I regard the terms of the settlement, under all the circumstances, entirely fair to all parties, and I am sure that the transit company will treat its former employes in the full spirit of the settlement and in an entirely generous way.

"The adjustment is so evenly balanced that there is room for no boasting on either side, but, together with all the citizens of St. Louis, we may rejoice that a grave crisis is happily passed and that we may now celebrate the Fourth of July in the old-fashioned way."

Continuing, he said that he had put in a great part of his time day and night in the last week doing what he could to assist in bringing the strike to an end. On the first Sunday evening of the strike he preached to the strikers and their families in the West End Coliseum, and on Monday and Tuesday of that week tried to bring the parties to the controversy together, but no satisfactory conditions could be secured. On the third week of the strike he attempted to suggest a settlement and again failed. Mr. Folk called on him a week ago Monday to obtain his assistance in securing some new plan from the men, and the week's work resulted in a proposition to the transit company, embodying the essential features on which the settlement has been effected to-day.

ATTORNEY JOSEPH W. FOLK.
Who represented the strikers in the negotiations which resulted in the settlement of the street railway strike.

HISTORY OF THE STRIKE FROM START TO FINISH.

The trouble between the transit company and its employes which led up to the strike began before the consolidation of the various street railway lines, but first took definite shape last February, when the men, who had effected an organization, formulated demands for certain changes which they believed would be to their advantage. These demands included a 10-hour work day, the work to be completed within twelve consecutive hours; a wage scale of 20 cents an hour; the abolishment of swing runs; the reinstatement of several men who were said to have been discharged from their places by the company because they belonged to the union; and the promise that employes who were members of the union should not be discharged without adequate cause, of which the union should be apprised.

These demands were drawn up under the advice of W. D. Mahon, international president of the Amalgamated Association of Street Railway Employes, of which organization the men had become members. When Mr. Mahon, with other officers of the union, went to present the demands to the officers of the transit company they were refused an audience in their official capacity, the transit company men saying that they would be glad to confer with any employes of the company, as such, about any matter of mutual interest.

This action the leaders of the employes considered in the light of a refusal to recognize the union. Several meetings of the men were held, and there were grave fears of a strike. At one time, early in March, it was believed that a walk-out was inevitable. The trouble was patched up however, and on March 10 an agreement was signed by which the company conceded, practically, everything that had been asked, though it did not in so many words recognize the union.

The company agreed to meet any committee of its employes speaking for themselves or for all or any of the men and discuss any question which might arise. None of the officers of the street railway men's organization except such as were employes of the company had anything to do with these negotiations. The men continued to work and apparently the trouble was at an end.

New Demands Presented.

Early in April, however, trouble broke out afresh. The men declared that the company was not living up to its agreement in the matter of restoring men who had been discharged previous to the agreement of March 10. There was also discontent with some of the changes that had been made in the runs on several lines, the men asserting that the company had not made any improvement in conditions. An added and very important source of irritation was the presence on the company's pay rolls of several hundred men who had not joined the union and persistently refused to do so. The members of the union number more than 2,000. In the latter part of April, Mahon, who had left the city, returned and matters began once more to look grave. The situation was all the more serious on account of a strike on the Suburban line, though it had not been able to prevent the operation of the cars as usual.

It was decided to make a bold move to compel the transit company to recognize the union fully and secure an arrangement of schedules which would fully satisfy the men. The summary discharge of several union leaders for alleged trivial causes added to the serious aspect of the case. There was one small strike on the Broadway line over the discharge of a gripman, which resulted in his immediate restoration to his place.

On May 4, Chairman T. B. Edwards of the Grievance Committee of the men, and other members of the committee, presented to President Edwards Whitaker of the transit company a communication in which it was announced that the agreement of March 10 had been abrogated. An entirely new set of demands was presented at the same time.

Strike Declared.

President Whitaker laid the matter before the Board of Directors of the transit company with the recommendation that the demands be refused. This was unanimously agreed upon and a communication to that effect was sent to the Grievance Committee, the company stating its position substantially thus:

"That it will not relinquish to the union any authority in the hiring or discharging employes.

"Refuses to demand of any of its employes that he join the union.

"Refuses to suspend or discharge employes who have been suspended by the union, on that ground or at the dictation of the union.

"Offers additional compensation to all employes in the service for five, ten or fifteen years."

A meeting of the union was called at once. It assembled shortly after midnight on the morning of Tuesday, May 8, in the Masonic Temple at Seventh and Market streets. The hall was packed with union men. They heard the reply of the transit company, and after a brief discussion the question of whether to strike came up for a vote. Not a dissenting voice was heard. The strike was declared immediately.

The scenes of the next two days were of the wildest confusion. Not a car was allowed to run on the transit system. Wherever an attempt was made to move the cars a crowd of strikers and their sympathizers would assemble, jeering the men in charge of the cars and pelting them with stones. Several cars were wrecked. The disturbance spread to the Suburban line as soon as the crowds were certain that the transit company could be prevented from operating its cars. The strike on this system was still in effect, though cars had been running. The hostile crowds assailed the Suburban cars as they had the others. The downtown streets were packed with excited throngs. Threats and attempts at violence were made wherever a car appeared. After 10 o'clock in the morning few cars were sent east of Jefferson avenue, and these were riddled with stones and bullets unless they were under police protection. A score of persons were badly injured.

Strange Sights in St. Louis.

At night not a car moved in St. Louis. People who had been able to get downtown in the morning were forced to walk home or ride in such rude vehicles as had been pressed into service for the occasion. Olive street and other downtown thoroughfares resembled the big road at the approach to a county fair. Fortunately the weather was ideal and the crowds for the most part took the inconvenience as a huge joke. Business was paralyzed in all retail lines. The big stores downtown had to lay off from half to three-fourths of their employes. The strike was at once and keenly felt in every part of the city and in every walk of life.

For three days no definite steps were made to end the strike or effect a settlement of the difficulties, by which it was caused. On the first day of the strike Mayor Ziegenhein offered his services as an arbitrator, but did not follow this by any suggestion as to the means of bringing the belligerents together. His proposal was not accepted, and the Mayor subsided into a state of masterly inactivity, which lasted during all the rest of the disturbance.

On May 11, the officials of the company offered to reinstate any of the strikers who should present themselves for service on the following Sunday, May 13. In the meantime, a few cars were operated with great difficulty on the Lindell system, always under the guard of several officers. Several persons were shot by rioters or officers, some of them fatally. On Saturday, the men and the company made proposals looking toward a settlement. That of the strikers withdrew the demand that only union men be employed by the transit company. It also asked that the agreement of March 10 be restored. A conference was arranged between representatives of the strikers and the company to take place the following Monday afternoon.

On Sunday General Manager Jenkins of the Suburban system offered to arbitrate the troubles with his employes, and negotiations were begun, which speedily resulted in a settlement of the Suburban strike. The traffic situation was thus somewhat relieved, but the strike sympathizers turned their attention to the transit lines, and the situation became graver than ever. Chief of Police Campbell called for 2,500 emergency policemen to assist in maintaining order until the strike should be settled. Governor Stephens directed a letter to the Police Board urging that body to use every effort to preserve the peace and suppress every violent demonstration at all hazards.

Negotiations Failed.

The conference of Monday, Tuesday and Wednesday failed to bring the strikers and the company together. The proposal of the company was satisfactory to the strikers, it was announced, with one exception—the plan of reinstatement for the men who were out. The company simply proposed to reinstate them, but the strikers insisted that the old men should be restored to the places which they occupied previous to the strike. The company at the same time held that the new men in its employ should be retained and none of the old men who had been guilty of criminal acts towards the company's property or its employes should be taken back.

Upon the failure of the negotiations, the strikers issued an appeal to all the unions in the city to take up their cause and force a satisfactory settlement by a sympathetic strike in all trades. The matter was urged on all the labor organizations, but was quickly allowed to drop, the other unions feeling that a strike without more direct cause would be a breach of faith on their part towards the firms that employed them. Most of the unions, however, contributed largely to the support of the strikers.

The next turn of affairs was reached when the matter of obstructing the tracks of the transit company was brought up in the Federal Court. It was alleged that the actions of the strikers had resulted in acts which caused delay in handling the United States mail by means of the cars recently placed in service. A temporary restraining order was issued by Judge Adams which was later made a temporary injunction. The names of W. D. Mahon and all the prominent leaders of the strike were included in the injunction.

For several days nothing definite was done towards a settlement. In the meantime cars were operated on several lines and a few lines in North and South St. Louis were run, though with great difficulty. No cars were run at night on any of the transit lines, and the cars in the day time had to be guarded by the police. A proposal for settlement was drawn up by President Harry B. Hawes of the Police Board, and at first approved by the strikers. On second thought, however, they concluded that it was substantially the same as one which had been already rejected, and this effort went no further. Governor Stephens again visited the city and conferred with officials as to the best means of preserving public safety. The volunteers for duty as special policemen did not prove entirely satisfactory as to numbers or qualifications, many of those who were accepted refusing to guard transit company or men from assaults, asserting that they were in sympathy with the strikers. In the meantime the demonstrations against the company's property had extended to the persons who supplied the company's employes with food, and even those who rode on the cars. These became so bitter that several women were assaulted in South St. Louis and stripped by mobs on the street, though they had done nothing more than use the cars.

Posse Comitatus Ordered.

Finally the situation became so grave that the Police Board called on Sheriff Pohlman to summon a posse comitatus to assist in restoring order. The number of men asked for was first placed at 1,000, but was later increased to 2,500, and the work of enrolling the men for active service began at once. The men were placed in command of Colonel Cavender and were recruited as fast as possible. Their number finally reached more than 2,500, and they did effective service in preventing riotous outbreaks.

Shortly before the posse comitatus was asked for, a committee of leading citizens assembled at the Merchants' Exchange and took steps to bring about an adjustment of the trouble. This committee, after carefully reviewing the situation, proposed to the strikers and the transit company that both sides submit their views, looking towards a peaceful arrangement of the troubles. This resulted, after some delay, in a proposal from the company to at once reinstate 1,000 of the strikers and give places to 500 more as soon as vacancies should occur.

This proposal was sent to former Governor Stone, who had been employed as counsel for the strikers, Saturday, June 2. It was reported that the strikers had rejected this proposal the same night, but on Monday, after the company had announced that it did not have as many places to fill as when it had made the proposal, Governor Stone asserted that the strikers had never officially acted upon it, and he accused the company of acting in bad faith. There were a few more communications between Governor Stone and the attorney for the company, but nothing definite resulted.

In the week that followed there were no very large disturbances, and cars were operated in daylight without much difficulty in the western part of the city. On Thursday night, June 7, cars were run until midnight on the Lindell lines, with little or no trouble. There were occasional outbreaks, which showed that there was always a chance for serious trouble, but the presence of companies of the posse comitatus at important points prevented mobbing of cars to any great extent. The posse had by this time become thoroughly organized, and was armed with riot guns. In spite of the comparative quiet there was doubt in the minds of many citizens as to the ability of the police and posse to cope with the situation. A conference was held of all the police officials, Sheriff Pohlman, Governor Stephens and the commanders of the Missouri National Guard, but it was decided not to call out the militia.

Washington Avenue Riot.

Sunday, June 10, marked the climax of the riotous actions of strikers and others. Several hundred strikers, who had attended a demonstration in East St. Louis, on their return, marched up Washington avenue. When they were in front of the barracks, occupied by the posse comitatus, some of their number attacked a transit car, calling the crew names. Several of the deputies attempted to arrest one of the men and his companions tried to rescue him. In the excitement that followed, some one discharged a revolver. The deputies responded with shots from the riot guns. The strikers scattered and ran, but several were struck. One man fell dead and two others died later from their injuries. On the same day a bystander was shot dead by a deputy in the course of a riot in North St. Louis. Later the Coroner's jury failed to hold any one to account for the Washington avenue killings, and the Grand Jury indicted twenty of the strikers, who were in the crowd that started the disturbance.

The shooting of the strikers awakened the wildest indignation on the part of their friends. But there were no more demonstrations of so grave a nature as had characterized the previous weeks. On the following Friday the strikers submitted an offer to leave the matter of reinstatement of former employes to arbitration. This proposal was not well received. The strikers then began to push their project of establishing bus lines to compete with the transit company.

Last week the situation was so well in hand that the Sheriff began to disband his posse, and the last company was mustered out only three days ago. Shortly after the company had declined to arbitrate the question giving the strikers employment, the negotiations began which resulted at last in the agreement explained fully elsewhere.

Cost of the Strike.

The actual cash cost of the eight weeks of strike to St. Louis so far as it can be estimated, is approximately $3,550,000, apportioned as follows:

Loss in salaries to persons thrown out of work by the strike (not strikers)	$1,150,000
Loss to transit company in receipts	1,600,000
Loss in wages to strikers	270,000
Loss in property in riots	100,000
Cost of extra police	100,000
Cost of posse comitatus	100,000
Extra cost to transit company	10,000
Total	$3,550,000

But the greatest loss of all, and a loss that can hardly be estimated is that of trade. Retail business was practically dead during a large part of the strike. Besides this, persons who lived in certain parts of the city have been put to great expense ever since the cars began to run, through their fear to ride on them.

COMPLETE LIST OF STRIKE CASUALTIES.

No other strike in recent years has been attended with so many fatalities and casualties as the one which was terminated last night. A list of the killed and injured, compiled from the police records and other sources, follows:

Killed.

Frank Liebrecht, bystander, shot May 8.
Martin Zika, bystander, shot May 21.
Duncan K. MacRae, emergency policeman, shot on car May 23.
Harry Potts, union motorman, shot May 25.
Alfred Koenig, shot in fight with police officers, May 31.
Dennis Crane, policeman, shot May 31.
Arthur J. Bunce, strike sympathizer, shot May 27.
Frederick Bohne, bystander, shot through head June 10.
Edward Thomas, union conductor, shot June 10.
George Rine, union motorman, shot June 10.
Edward Burkhardt, union conductor, shot June 10.
R. H. Stilson, nonunion motorman, shot May 29; died June 24.
John Goettling, bystander, shot June 7; died June 12.
Herman Peschke, shot May 28; died June 24.

Injured.

Wounded by bullets and otherwise injured:
Hurd Gilbreath, bystander, shot in left lung.
Joseph Kohring, shot in left leg.
Harry House, shot in leg.
Fred H. Eckelman, ex-conductor, shot in groin.
Julius Piosky, motorman, shot in thigh.
Thomas King, wounded by shotgun.
Joseph Trendall, shot in hip.
John Flatley, union motorman, shot in hip.
Henry Benton, policeman, shot in head.
John Keena, saloonkeeper, shot four times by policeman.
James F. Richardson, conductor, shot in head.
Jacob Hollingsworth, policeman, shot in hand.
John Wickes, transit employe, shot in thigh.
Robert Nelson, bystander, shot through ear.
Miss Minnie Kruger, shot in thigh.
R. E. Kilgore, nonunion employe, shot in back.
Edward Manz, 3 years old, shot in thigh.
James Sullivan, shot in side.
William Boddemann, bystander, shot in foot.
David Shell, union motorman, shot in side.
Peter Wells, policeman, shot in arm.
J. D. Coakley, policeman, shot in body.
John B. Harding, union motorman, shot in abdomen.
Herman Fichtenmeyer, real estate man, shot in left knee.
Ronald Watts, union motorman, shot in right knee.
Philip Sullivan, union conductor, shot through lung.
James Sullivan, union conductor, shot in right cheek.
Patrick O'Connell, union motorman, shot in thigh.
Policeman Schaeperkoetter, shot in arm by cut rifle.
Joseph McAuley, bystander, shot in left knee.
William Grannemann, passer-by, shot in left leg.
Collie Mitchell, 10 years old, shot in right arm.
George Lazortian, brewery employe, shot in the arm.
Albert Mackwitz, brewery employe, shot in the arm.
Martin Burke, union conductor, shot in the left leg.
John T. Rice, road officer, shot in the back.
William E. Pierson, shot in thigh.
Edward Cleary, striking motorman, shot in the right side.
R. L. Barker, conductor, shot through both legs.
Earl Smith, shot in leg.
Julius Lee, ex-conductor, shot in arm.
James Cate, shot in shoulder.
August Winkle, policeman, shot through the left ankle.
Julius Derler, conductor, shot in the right groin.
John Decker, bystander, shot in left thigh.
Frank Yeager, bystander, shot through the ear.
Anton Chalupsky, strike sympathizer, shot in right leg by policeman.
Thomas Riley, striking motorman, shot through left breast.
Fred H. Petter, strike sympathizer, shot through hand.
Carroll Sharp, shot in left knee and right elbow.
Ed Hanney, teamster, struck by a stray bullet.
Edward Day, motorman, shot through the arm while running his car.
Albert Wilson, striking motorman, shot in the back.
R. J. Mitchell, shot in abdomen.
Samuel Ford, policeman, hit with brick.
Frank Pearson, policeman, leg broken.
Mounted Policeman O'Connor, hit with brick.
Joseph Davis, boy, skull fractured.
Frank Fisher, motorman, badly beaten.
Jack Heinze, fell from car.
David Stambach, motorman, beaten and kicked in face.
William I. Long, policeman, hit by brick.
Thomas Hynes, motorman, face gashed and nose broken.
Lewis S. Skinner, gripman, nose broken.
M. J. Grojean, conductor, beaten and kicked; left unconscious.
David Dougherty, transit employe, face gashed and eyes closed.
R. E. Curry, motorman, knocked senseless.
Thomas E. Gullick, gripman, left unconscious, after being badly beaten.
F. J. Colter, conductor, beaten and kicked in face.
C. E. Schock, conductor, kicked in face.
E. H. Magnus, motorman, kicked in abdomen and beaten.
Louis Rach, motorman, bones of face crushed.
Jacob Weidner, motorman, ear ripped by rock.
J. W. Simpson, conductor, kicked and beaten.
Richard Richter, conductor, kneecap cut off by sharp stone.
Samuel Scott, transit employe, hit by brick.
J. H. McFarlane, motorman, hit by stone; ankle broken.
Rudolph Goetle, sabered by mounted police.
Joseph Stewart, sabered by mounted police.
R. H. Hodge, conductor, badly beaten.
Edward Steinberg, policeman, beaten with his own club.
John Caruth, motorman, face cut.
William Stoops, policeman, injured in collision.
J. F. Stickney, sabered by mounted police.
John Grannath, driver, hurt in collision.
Louis Chase, eye destroyed by torpedo on track.
Julius Deppesh, motorman, concussion of the brain.
Jake Miller, bystander, sabered by mounted police.
Ira Short, motorman, beaten and kicked.
Cornelius O'Keefe, policeman, injured in explosion.
M. L. Wringer, motorman, beaten and kicked.
Thomas Sullivan, policeman, hurt in explosion.
John Smith, conductor, beaten and kicked.
Emmett Southard, conductor, fracture of skull.
H. P. Ferris, mistaken for nonunion man and badly beaten.
Walter Goldenbach, transit company's laborer, beaten and kicked in face.
George C. Williams, beaten for riding on cars.
W. L. Wirzer, motorman, beaten and kicked in face.
Fred Smith, conductor, kicked in face.
Sergeant Neun, struck by rock.
John Peterson, motorman, beaten into insensibility by strikers.
Mike Bickel, scalp wounds.
Flora Siegfried, skull fractured by flying brick.
Lawrence Powers, policeman, injured in falling from his horse.
Tom Keefe, beaten over the head.
James O'Neill, scalp wounds.
Clarence L. Mullen, conductor, flesh wound of the left arm.
Leo Hewner, beaten by a crowd.
Tom Walsh, conductor, scalp wounds.
Juan Navarre, motorman, struck by flying rock.
T. B. James, beaten for riding on a transit car.
Sergeant of Police Neun, struck in the chest with flying brick.
Maurice Kichel, traveling salesman, beaten for riding on nonunion car.
Carl Kitchmer, bartender, assaulted for riding on car.
Maurice Hession, assaulted for riding on street car.
Miss Pauline Hesser, beaten for riding in transit car.
John Davis, beaten about the head.
Mrs. Herbert Hughes, beaten for riding on street car.
Theodore Karr, assaulted for riding on street car.
George Koestner, clubbed by policeman.
William Sullivan, shot in the back.
Theodore Connor, shot in right side.
Wade Sergeant, shot in right foot.
Mrs. Ida Gerber, assaulted and beaten by a mob for riding side on a transit company car.
George Koestner, clubbed in a crowd.
Miss Ethel Borgelt, assaulted for riding on transit car.
Frank A. Cooper, assaulted by crowd.
Rosie Hensel, assaulted and stripped of her clothing for riding on car.
Charles Theis, policeman, dislocated shoulder by falling while dispersing crowd.
August Smith, bystander, shot in hand.
Charles Ludwig, bystander, shot in right arm.
Daniel Weitenberger, passer-by, shot in leg.
F. J. Ross, nonunion motorman, shot in eye.
Albert Babcock, posseman, shot in left thigh and foot.
Oscar Marvin, union motorman, shot in left hand.
Joseph Mulhall, nonunion motorman, shot in hand.
Louis Sharker, bystander, shot in arm.
Sylvester Bedaf, nonunion conductor, shot in back.
E. G. Belton, posseman, shot in right leg.
Enfield Moore, nonunion conductor, hit by rock; badly injured.
Robert B. Dula, posseman, accidentally shot in neck.
Mrs. Margaret Clamer, shot in arm.
Charles J. Steinbaugh, nonunion conductor, shot in forearm.
Jasper Davis, Rich Hill, Ill.; beaten by sympathizers.
Henry Mohr, bystander, shot in left leg.
John Holbeck, bystander, shot in right foot.
Philip Fanning, bystander, shot in right arm.
Ben Williams, machinist, badly beaten by strike sympathizers.
Miss Winnie Alter, accidentally shot in leg.
William C. Harvour, posseman, badly beaten by strike sympathizers.
Paul Hueis, posseman, badly beaten by strike sympathizers.
Burr Scott, bystander, shot in abdomen.
Albert Thies, assaulted by strike sympathizers.
Mrs. Susie King, struck by flying rock.
Gus Burton, bystander, shot in left arm.
Thomas Hyland, assaulted by nonunion motorman.
John Anderson, chest injured in street car collision.
Edward J. Lamb, assaulted by crowd.
William Kling, shot in right arm.
Joseph Eisnick, nonunion conductor, assaulted by crowd.
Miss Mary Murray, assaulted by crowd.
George Reef, assaulted for riding on car.
Cornelius Murphy, messenger boy, assaulted for riding on car.
Julius Klaare, shot in right chest.
Alexander Steffragen, shot in thigh.

The Quickest Way

To Northern Michigan Summer Resorts is via the Illinois Central Through Sleeping Cars. Leave St. Louis Union Station at 12:30 noon.

Keep Cool and Comfortable.

Light Weights for Summer Wear

We Have Them in Profusion.

Suits, to order.....$15 to $50
Trousers, to order.....$4 to $12

Skilled Union Labor.

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KANSAS CITY, ST. JOSEPH, OMAHA.

The Burlington's trains to these cities are of the highest grade in all respects, the usual Burlington standard. They are broad vestibuled, Pintsch lighted, and have as equipment the best models of chair cars (seats free) with smokers' compartments and the most modern patterns of drawing room, compartment, buffet and standard sleepers.

3 GREAT TRAINS
8.45 P. M. for Kansas City, St. Joseph, Omaha and Denver.
9.00 A. M. for Kansas City, St. Joseph and Northwest.
2.05 P. M. for St. Joseph, Omaha and Denver.

HISTORY OF THE POSSE.

Its Organization and Effect—Washington Avenue Riot.

Probably the most unique feature developed by the great strike was the posse comitatus. Never before in the history of this country has so large a body of prominent men been called from their business pursuits to shoulder shotguns and patrol the streets of their city for the preservation of law and order. It was the acts of mob violence enacted throughout the city which caused the authorities to summon a posse.

With but few exceptions all those who were called replied to their summonses with alacrity. Lawyers, capitalists, doctors, merchants, laborers, clerks and men from every walk of life were represented in the ranks. In spite of the fact that but few of the recruits had ever had an hour's military training, the natural soldierly spirit of Americans asserted itself, and within a very few days after being mustered in the various companies displayed order and discipline which would have done credit to trained bands of soldiers.

The posse comitatus was organized by Sheriff J. H. Pohlman at the order of the Board of Police Commissioners. The first demand was for 1,000 men. Later 1,500 additional men were ordered, which brought the posse up to 2,500 men. The first recruits were mustered in on May 31. On that day 145 deputies were sworn in. The authority to call out a posse of citizens in case of emergency is vested in the Board of Police Commissioners by article 10 of the Revised Statutes of 1889.

At a consultation of officers of the Police Department, members of the board and Sheriff Pohlman it was decided to arm the deputies with Winchester riot shotguns, which would shoot a shell loaded with buckshot. The moral effect of these formidable weapons was great, and the sight of them alone did much to intimidate the lawless element which had been committing depredations.

Lieutenant Colonel J. H. Cavender was appointed Colonel of the posse by Sheriff Pohlman. He chose as his staff, General Farrar, Colonel Edwin Batdorf, W. A. Pisse, William Frederick, Lester M. Hall, E. C. Rowse, W. F. Kennett, George B. Webster, Perry Bartholow. All of these men were sworn in as officers and appointed to different companies. After the organization of companies they were distributed about the city in barracks and at the different car sheds of the transit company.

From the start, posse members had the respect of the lawabiding element of the city. They were all determined to carry out their instructions. Positive orders were issued by the Sheriff to put down lawlessness at any cost, and it was generally understood that the men would do so. Considering the fact that many of the men were unaccustomed to the use of firearms, accidents and unwarranted shooting were exceptionally small.

The pay of each deputy was two dollars per day, for which each received a warrant at the time the posse was mustered out. The St. Louis banks have agreed to cash these warrants. The work of mustering out commenced the early part of last week, and the last company was released on Saturday.

The gravest event in the history of the posse was the shooting of three strikers on Sunday, June 11. A large number of strikers attended a picnic in East St. Louis on that day. On their way home they marched in a body before the posse barracks at Sixth and Washington avenue. A riot ensued and posemen rushed from the building armed with shotguns. In the fight E. Edward Thomas and George Rine and Ed. Burkhardt, all striking transit employes, were shot to death, and several others wounded.

On the same day, Fred Bohne, an old man, was shot by a posseman in the front yard of his home, No. 1724 North Tenth street. There were a number of lesser shootings by posemen, but under the existing circumstances the general work done by the posse comitatus was considered by police experts to have been excellent.

REPUBLIC GAVE NEWS FIRST.

Extra Edition Told the People the Strike Had Been Settled.

The termination of the great street railway employes' strike, which for two months has been the theme of general discussion and cogitation in this city, was first made known to the people of St. Louis by The Republic.

At 8:20 o'clock last night Edwards Whitaker, president of the transit company, and T. B. Edwards, chairman of the strikers' Executive Committee, signed an agreement which was acceptable to both sides of the controversy.

Within a very short time after the signing of this agreement The Republic's extra edition was on the streets. It gave a succinct account of the final negotiations which brought the big strike to an end, and a verbatim copy of the agreement.

In an incredibly short time the extra was transmitted to the remote parts of the city, the summer gardens and the suburbs. Before the summer hour of retiring citizens in all parts of the city were reading The Republic's exclusive report of the settlement of the strike.

Meanwhile the indefatigable and enthusiastic newsboys, thoroughly imbued with the spirit of legitimate journalistic enterprise, were crying the extras up and down the streets and reaping in showers of pennies, the reward of their alertness and ambition.

Men and women, hearing the newsboys crying "Republic extra!" "Strike settled!" ran out of their homes to meet the welcome harbingers of such splendid, first and unexpected news.

On Olive street and Washington avenue where the outgoing cars were crowded with business men returning to their homes, dozens of passengers on the cars, hearing the newsboys' cries, jumped off the cars and ran to the sidewalks to grasp copies of the extras.

There was no haggling or parleying over penny change in those sales. The business man who has felt for weeks the dire effects upon his business of a big strike did not think or care for his change. The news was worth dollars. It cost but a penny. And the newsboys can go to a dozen baseball games.

At the summer gardens, where great crowds were trying to find some air on the sultry and oppressive night, The Republic's extra created a sensation. Papers sold like hot cakes and as the good news was disseminated the heavy atmosphere seemed to lift and clear and the faces of the throngs testified to their appreciation of The Republic's news.

As one man said, it was positive and convincing proof that a bona fide newspaper extra, carrying to a city full of people a news story of vital interest to all, is appreciated and bought by all.

**Piles Cured Without the