

RANKS OF THE STRIKERS SWELL

Accessions From Men Employed by De Armitt.

Dolan Issues Orders to Maintain a Pacific Attitude.

As There Are No Disorderly Proceedings in Pennsylvania Troops Will Not Turn Out.

PITTSBURG, Pa., Aug. 3.—The striking miners appear to have received accessions from W. F. de Armitt's miners. President Dolan says the Turtle Creek and Sandy Creek mines are closed down, only a few men being at work, and Secretary Warner claims that only 200 out of 450 miners are at work at the Plum Creek mine. Permanent camps have been established near the three mines. It is the intention to have no more than 300 men at each camp. Later the number will be reduced to 100.

An order was issued by Dolan to-night to strictly maintain a pacific attitude. A general manager is appointed for the camp at Turtle Creek, and enjoined to arrest and punish all violators of the peace. The general public is also invited to help arrest all strikers guilty of a breach of the peace.

Brigadier-General John A. Wiley to-day conferred with the colonels of the local militia regiments. He said he sees no need of calling out the guard, as the strikers are orderly. The strikers had a parade to-night at Turtle Creek similar to the one last night.

Members of other labor organizations took part. Preparations are under way for a big sympathy meeting on the wharf here Thursday night. Debs and others will speak. Friday night Debs will speak at Turtle Creek.

INDIANAPOLIS, Ind., Aug. 3.—A committee of striking miners last night visited the mine belonging to the Indiana Coal Company, in Clay County, and endeavored to persuade Walter Wright to stop work. Wright refused.

During an altercation he struck William Daniels, a member of the committee. Daniels seized a heavy club and struck Wright on the head, fracturing his skull. Wright died this afternoon.

The local relief committee met this afternoon and ordered \$800 rent to the strikers. Reports received to-day show the list of miners needing help is rapidly increasing. Sixteen hundred in Clay County are dependent upon charity.

The coal-miners at the Western Coal and Iron Company's No. 1 shaft are on strike, the company having discharged the union check weighman.

ALTOONA, Pa., Aug. 3.—The striking miners at Hastings, Cambria County, have instituted proceedings by entering thirty-two suits to compel payments for the "fifth ton," which they allege has been stolen from them. The defendant operators are W. P. Duncan, M. L. Spangler, James L. Nicholson, George and Ed Nicholson.

The miners set forth that the robberies amounted to 20 per cent of their earnings during June, and in addition to being robbed of every fifth car they put out they have been compelled to dig 2500 pounds coal for a ton.

TERRE HAUTE, Ind., Aug. 3.—Marching miners about 150 strong with several wagon-loads of provisions left Washington last night on a crusade to the mines in Southern Indiana, where 600 or 600 men have continued at work.

At Little's and Cannelburg the men came out readily, and the march has been continued to Ayshire, where 200 men are digging coal.

Woolley's men at Petersburg have quit, notwithstanding that Woolley made cash of them a present of a \$5 gold piece a few days ago and is paying full-scale wages. The crusaders will go on to Princeton, then to Evansville district.

WYOMING STAGE HELD UP.

Two Masked Men Expect to Make a Haul, but Get Nothing for Their Risk.

CHEYENNE, Wyo., Aug. 3.—Two masked men, believed to be members of the Buck Cassidy band of outlaws, held up the southbound Lander-Rawlins mail coach yesterday morning and rifled the mail pouches.

The holdup was made as the coach was coming through the draw, a mile out of Lost Soldier station. The driver was compelled to dismount at the point of revolvers, and while one of the robbers kept him covered the other ransacked the express packages and cut open the mail pouches. All the registered letters were taken and the remainder of the mail scattered on the road. There were no passengers on the coach.

The registered mail, so far as known, contained little of value. The robbers were evidently disappointed at the meagerness of their haul and suddenly commanded the driver to drive on.

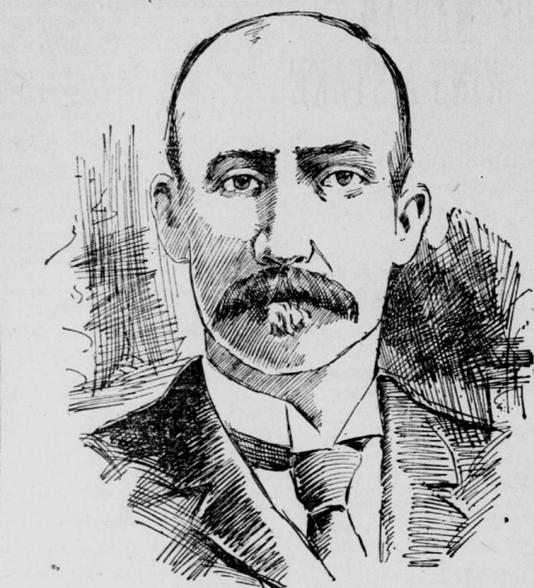
At the stage station there was no one but a stock-tender, and no pursuit of the robbers was attempted until to-day, when United States Marshal McDermott with some deputies started on their trail.

It is believed that the robbers expected the coach to contain a big express shipment of gold dust from the Atlantic City mines near Lander. This shipment was made, however, on the preceding coach, coming through safely.

The Buck Cassidy gang, consisting of about twenty outlaws, has a rendezvous in Brown Park, near the Colorado-Wyoming line. Small parties of the gang ride into Utah, Colorado or Wyoming and hold up country stores and banks.

During the past two months they have robbed the Montpelier (Idaho) bank, Fort Bridger store and postoffice, robbed a Mexican sheepherder of \$400 and would probably have held up the Union Pacific passenger train had not their plans been discovered and armed guards run on all trains of the Wyoming and Utah divisions. The Government has a standing reward of \$500 for the capture of each mail-robber.

BERLIN, GERMANY, Aug. 2.—Herr Otto, editor of the Artiste, a paper in the interest of pure vaudeville, has been fined 2000 marks and ordered to pay 2000 marks damages to Lona Barrister, one of the noted Barrister sisters. Lona claimed defamation of character. Otto is financially ruined by the judgment.



PATRICK DOLAN, President of the District Mine-Workers' Union at Pittsburg, Arrested Monday While Preparing to Lead a Detachment of Strikers to the De Armitt Mines at Plum Creek, Where They Intended to Urge the Working Coal-Miners to Lay Down Their Picks and Join the Strike.

TO DREDGE THE YUKON FOR GOLD

Continued from First Page.

by the hundreds who have been plying him with questions, he took a rest to-day at the Clifford home. To-day he visited a number of relatives and friends and drove about the city looking at old landmarks. Clement was seen by a CALL reporter just before he took the train for Los Angeles. He said he had spent most of his time while in San Francisco dodging reporters, and that he had never before been interviewed, but soon he was talking enthusiastically of the Klondyke gold-fields. He claims to have been the first to strike gold on El Dorado Creek, locating claims 4 and 5. He went with five others from Los Angeles a year ago last March, but did not make a strike until last September, when he found dirt that would run \$700 to the pan. He has a number of claims and town lots in Dawson. Clement advises those who intend to go to the Yukon not to go there until spring. He thinks there are yet millions of yellow metal to be taken from the Klondyke region.

FOR CARRYING MAILS.

Government Contracts to Increase the Postal Facilities in the Yukon Country.

WASHINGTON, D. C., Aug. 3.—Owing to the great number of citizens who have gone or contemplate going to the Klondyke, the postoffice Department has made additional contracts for carrying mails in that region. Since July 1 contracts for mail over what is known as the "overland route" from Juneau to Circle City have been made by the department. The round trip over Chilkoot Pass and by way of the chain of lakes and Lewis River takes about a month. The department has just been notified by the contractor's agent that three carriers would start from Juneau on July 12. Another party would start on August 1, and there would be a party to leave regularly on the 1st of each month thereafter. The cost is about \$600 for the round trip. Chilkoot Pass is crossed with the mail by means of Indian carriers. In winter transportation is carried on by means of dog-sleds, and it is hoped under the present contracts there will be no stoppage, no matter how low the temperature may go.

The contractor has reported that he was sending a boat in sections by way of St. Michaels up the Yukon River, to be used on the waterway of the route, and it is thought much time will be saved by this, as heretofore it was necessary for carriers to stop and build boats to pass the lakes. For the summer season contracts have been made with two steamboat companies for two trips between Seattle and St. Michaels. When the steamers reach St. Michaels the mail will be transferred to flat-bottom boats running up the Yukon to Circle City.

TO ISSUE A NEW MAP.

The Government to Give Desired Information Regarding Alaska's Gold Fields.

WASHINGTON, D. C., Aug. 3.—Owing to numerous calls on the Government for information regarding the Alaskan gold fields it has been decided to issue another map. It will be made under the supervision of the Secretary of the Interior and the Commissioner-General of the Land Office, and more comprehensive than any ever before issued of this region. Commissioner Hermann will immediately commence its preparation. It will show not only Alaska, but adjacent British possession with Washington and a portion of Oregon and California, particularly the western seaboard of the United States. It will give ports from which passengers desiring to reach Alaska can sail going by water to Lynn Channel and through the passes with Lakes Bennett and Marsh which constitute the sources of the Yukon. It will show all the tributaries of the Yukon, and the locations of new cities which have sprung up. Climatic conditions will be noted, especially around Dawson City and Circle City.

Commissioner Hermann in speaking of the map to-day said: "Some very valuable data now in the possession of this office obtained from various sources not open to the public will be made public property for the first time."

A SLICK SCHEME.

Canadian Dealers Booming the Slick-En River Route Greatly to Their Own Advantage.

Victoria and Vancouver merchants are strongly urging upon persons going to the

Yukon country the advantage to be gained by purchasing their outfits and supplies in those cities and taking the Skeena River route to the Yukon basin, as they can go up that river by steamer some sixty miles beyond the boundary line, as claimed by the United States, without landing, and so get their goods through without paying any duty, whereas by purchasing in the United States they must pay duty by whichever route they go.

Any one contemplating this divergence from the popular and well-established routes would do well to examine into the matter thoroughly before doing so.

The popularity which the Juneau and Chilkoot route has enjoyed for years past in which people have been going to the upper Yukon was not by accident, but because it was by far the shortest and most well-defined, and taken altogether in comparison with either of the other routes to the south it was the best, even though for a short distance just at the summit it presented great difficulties in the shape of steep ascents and sharp declivities.

With this exception its disadvantages are shared by all the others. After the Chilkoot route must come the Skagway and Whites Pass route, which is a few miles longer but not so safe, as it is not so well defined; then the Moores Pass, with the same objection. These three, starting near each other at the head of Chilkoot Inlet, with the difference of a few miles travel (not over thirty by the longest) land the traveler at the head of Lake Linderman, below which they become one.

The next route to the south is the Taku River route, which, while it may be most practicable for a highway or railroad, is too long as compared with the other for foot travel and packing. It is nearly 100 miles from Juneau to the divide which separates the valley of the Taku from the headwaters of the stream flowing north-west into Atlin Lake, and not until that lake is reached is water travel available.

The lowest and last, as well as the longest of all the overland routes, is that by way of the Stikine or Slikine River—the one so strongly urged by the merchants and traders of the Canadian cities. With the exception of the intangible satisfaction which some men may feel at being able to get to the land of gold without touching their feet on American soil, it is difficult to see what this route has to recommend it.

True, the traveler can go on a light-draught steamer as far up as Telegraph Creek, some 120 miles from the mouth and well into British Columbian territory, but when arrived there and disembarked, though he may have met no United States customs officers, he has before him a land journey of at least 135 miles through an unbroken wilderness, as it were, and across mountain ranges as high if not higher than those on the more northern route.

There is indeed some rolling country, bearing in season food for cattle, but it lies not altogether in the direction to be traveled. Then, even when at Lake Atlin, the distance is greater by nearly two days' travel to the Lewis River, where the routes join, than from the head of Lake Linderman. In urging this route upon the people the Canadian merchants must in their desire for their own gain lose sight altogether of the outcome for their customers.

They outfit him and send him for a consideration by a Canadian steamer to Telegraph Creek and their concern there ends. Should the boundary as claimed by the British be finally conceded they will control the sea approaches to all the northern routes and it is safe to say that the Stikine River route will then be seldom mentioned. Time is money to the Yukoner and until a railroad takes him from tidewater to navigable fresh water beyond the divide the Chilkoot route will be followed because it saves time.

TURKISH SHIPS IN CRETE.

Action of the Tricky Sultan That May Again Complicate the Eastern Situation.

CONSTANTINOPLE, Turkey, Aug. 3.—Turkish warships have left the Dardanelles for Crete. Three vessels sailed last evening. As the foreign admirals have announced they would forcibly oppose the landing of more Turkish troops at Crete, in disregard of the Sultan's promise to withdraw the present force, there is considerable apprehension over this new move, which bids fair to offer an aggressive sequel to the Turkish Governor's reply to the admirals that he would not accept their demand.

ATHENS, Greece, Aug. 3.—Premier Ralli authorizes a denial of the statement made yesterday that King George had unalterably decided to abdicate in the event of external control being imposed on the Greek finances. Ralli declares the King did not threaten to abdicate, but will support the Government to the utmost in opposing the plan of the powers to take over the control of the finances.

Coming Trial to the Marlborough Family

LONDON, Eng., Aug. 3.—The Daily Mail says: It is expected that the Duchess of Marlborough, formerly Miss Consuelo Vanderbilt of New York, will be accouched in September. She will come to the dual town residence, 104 Mount Street, Grosvenor square, for the occasion.

WEYLER'S WILY PEACE TERMS

Spurned by Gomez and Every Insurgent in the Field.

A Home-Rule Scheme to More Thoroughly Enslave the Island.

Woodford's Arrival at Madrid Anxiously Awaited—It is Believed to Portend Trouble.

HAVANA, Cuba, Aug. 3.—The proposals of peace made by Weyler to Gomez, to discuss which the Captain-General asked the privilege of an interview, which Gomez refused, were embodied in the following four articles:

1. The insurgents to lay down their arms in the six provinces of the island.

2. All insurgents now in arms to be pardoned by Spain and factories afforded them to leave the island for their residence in any part of Cuba where they may wish to live.

3. Cubans abroad in sympathy with the revolution or engaged in foreign countries in helping the insurgent army to be pardoned by Spain and means given to the poor among them to return to their native land.

4. Home rule to be granted to Cuba. Under this new system Cuban municipalities will be authorized to control their finances. General assemblies, in which the six provinces shall be represented according to their population, will have control of all municipal and provincial affairs. The Captain-General will preside over this body and have the right to veto its decisions, but all decisions shall be finally submitted to the Ministry of Colonies at Madrid. The Captain-General will elect all civil employes except heads of departments, but will in all cases submit to the Ministry of Colonies three names of candidates for each important post. The Ministry at Madrid will appoint one among the three proposed. Cuba will pay the expenses of the Spanish army that may be detailed for service in Cuba, the extent of service to be decided by the Ministry of Colonies. All possible efforts will be made to satisfy the claims of Cuban commerce and industry with regard to tariff.

This plan is said to be a step in advance of the earlier scheme of reforms proposed by the Government. Not a word is said in this scheme about the debt—nearly \$300,000,000—but Cuba is made responsible for this debt after the conclusion of peace in all contracts signed by the Spanish Government with money lenders. Further, the whole plan leaves the fate of the Cubans absolutely in the hands of the captain-general and the Madrid Government, as it has always been.

The powers given municipalities and local assemblies are hardly nominal, and it can be truthfully said that the conditions of the Cubans under so-called home rule would be worse, if possible, than before. A Spanish Captain-General will always, naturally, favor Spanish residents against the interest of the natives.

As already announced, Gomez rejected the proposals with scorn. Not a Cuban in the field would accept them.

In Havana the uncompromising Spaniards and the Marquis of Montoro—a Cuban by birth, but raised in Madrid and full of Spanish sympathies—are the only persons to welcome the so-called "home rule."

Weyler's attempt to secure a meeting with Gomez for the purpose of urging him to sign a treaty of peace was prompted by the general apprehension which prevails in Government circles at Madrid as well as here regarding instructions given by McKinley to Woodford.

Even the war, whose present phase threatens Havana itself, does not claim so much attention as Woodford's mission. Canovas has cabled to Weyler ordering him to try to arrive at an understanding with the insurgents before the American Minister could make any proposals to Spain, and authentic information from Madrid says that Canovas and Sagasta have agreed to stop their dissensions until it is seen what the American Minister is going to do.

According to a dispatch from Madrid, Sagasta has telegraphed to all members of his party in the provinces to cease all attacks upon the Government and the United States. The Spanish authorities believe Woodford is going to propose a settlement of the war on the basis of indemnity to be paid by Cuba to Spain on condition of complete independence of the island. From well-informed persons I learn that this information has been received at the Captain-General's palace from the Spanish legation at Washington.

ENCOURAGING TO CUBANS.

Ramero Mazorra Brings Important News from the Government.

NEW YORK, N. Y., Aug. 3.—Ramero Mazorra, who arrived Monday on the steamer Antilia from Nassau, is the bearer of important civil military dispatches from the Cuban Government to the Junta in this city. Mazorra left Cuba July 16 in a small catboat accompanied by a negro acquainted with the course between Cuba and Nassau. They started from Punta Ganado, a few miles from the port of Neivitas. After sixty-six hours' rough sailing the little boat reached Nassau in safety. Over 300 suits of clothing were purchased in Nassau and loaded with this freight the pilot returned alone to Cuba. Mazorra then took passage on the Antilia.

Mazorra said yesterday the situation of the insurgents was never more promising. The provinces of Santiago de Cuba and Camaguey were practically free. Spanish troops seldom venture out now when they do it is almost in a direction where they are not likely to encounter any resistance. There is plenty of food in the eastern part of the island, but the insurgents are suffering considerably from a lack of clothing and medicine, both of which are almost impossible to obtain.

The Cuban government of late has been stationed on one of the largest hills in Camaguey province. The Spanish have never attacked the spot, as they know such an attempt would result disastrously.

In speaking of the coming election Mazorra said Bartolomeo Masso, the present Vice-President, will undoubtedly be elected. It was thought at first that General Garcia would be the next President, but the delegates have determined to elect Masso, as a majority of the army wish General Garcia to be the first President after Cuba has freed herself. It has also been decided to establish a house of representatives and elect Salvador Cisneros its president.

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WRECKED BY A BIG ICEBERG

British Steamer Furter Is Sunk Off the Newfoundland Coast.

Officers and Crew Take to the Boats and Are Finally Picked Up.

For Forty-Nine Hours the Shipwrecked Men Drifted Until Rescued by the Sagamore.

BOSTON, Mass., Aug. 3.—The British steamer Furter of London sank off Newfoundland July 7 after being in collision with a big iceberg and later burned to the water's edge. The shipwrecked crew, numbering twenty-one men, were brought here to-day on board the Warren line steamer Sagamore, Captain Alexander Fenton, which picked up the men at sea after they had suffered for forty-nine hours without provisions in the open boats.

The Furter, under command of Captain D. J. Jenkins, sailed from West Bay, N. S., on June 23 for Barry, Wales. The names of the rescued men are: Captain, D. J. Jenkins; first officer, W. S. Lamin; first engineer, J. W. Wilson; steward, G. E. Sparks; second engineer, A. P. Coulter; third engineer, S. McFerran; second mate, J. Jones; cook, J. E. Nutt; second steward, A. Sweeney; and A. Beading, all natives of England, while the following members of the crew are natives of France: A. Bally, fireman, and Seamen J. Manarch, L. J. Mari, H. Chantry, L. Lostoe, J. Brisouillier, M. Lefrere, C. Allain and J. Paschis.

Chief Officer W. S. Tamin told the story of the wreck to THE CALL correspondent as follows:

"On June 27, at 1:30 o'clock, the steamer ran into a towering iceberg, which stove in her bow and compelled her to make for St. Johns, N. F., where she was drydocked. Three weeks later our interrupted voyage was continued. On July 25 a strong gale set in, accompanied by heavy seas and drenching rain. The terrific seas caused her to spring a leak. We remained on board until 2:30 o'clock in the morning of the 27th, when we lowered four boats and left the doomed steamer. The vessel caught fire and when we left her she was fast sinking in the water. We remained in the boats for forty-nine hours, suffering considerably from the cold, and were drenched to the skin by the rain.

"At midnight we sent up rockets, in hope of attracting the attention of some craft, but in this we were unsuccessful until the Sagamore bore down on us, took us on board and brought us safely to this port. Our personal effects were lost in the wreck. She went to the bottom within a few hours."

The Furter was a steel steamer, owned by J. Holman & Sons of London. She was formerly named the Tynecliff. Her registered tonnage was 1404 net and 2217 gross.

TESLA'S LATEST DISCOVERY.

The Great Inventor Juggles With Electricity Before a Few Intimate Friends.

NEW YORK, N. Y., Aug. 3.—Before a few intimate friends to-day Nicola Tesla tested his latest discovery—simultaneous transmission of messages by means of the earth's currents to as many scattered points as desired. He had his rooms in the laboratory darkened.

From a room adjoining the one in which he and his visitors stood a current was turned on invisibly. A huge black disk hung on a frame about eight feet in diameter, from the center of which protruded a brass electrode seven inches in diameter. As the group gazed at this the apartment was filled with a crackling sound which, as it increased, sounded like the rattle of musketry.

Bright flames shot from the electrode, not from pole to pole as in the ordinary demonstrations. Like fiery serpents wavy coils of flame darted in graceful lines around the disk. The longest sparks were fully eight feet from the point where they burst into dazzling brilliancy to the vanishing point. These electrical sparks were undoubtedly the longest flashes of light ever produced by similar means.

Tesla explained that this was to create a disturbance of the earth's natural electricity which, with the aid of a few simple instruments, could be felt all over the globe. These messages could be taken up from any part of the earth without the intervention of wires. He said the voltage generated by his machine was almost beyond computation.

PRICE OF WHEAT ADVANCING.

And the St. Louis Pool Promises to Make a Tremendous Cleanup.

NEW YORK, N. Y., Aug. 3.—Wheat made new high records in the local market to-day for this crop delivery. Further enormous purchases for export were the leading influences in advancing prices. At least 800,000 bushels of wheat were bought for shipment abroad. In addition interior points reported a large cash business, nearly 300,000 bushels of cash wheat being sold in Chicago.

ST. LOUIS, Mo., Aug. 3.—Operators on wheat saw many indications of a realization of their hopes to-day, when the biggest bulge of the season occurred. It was the quickest and largest since the memorable bulge last fall. The market was stationary over night, the opening being 79 3/4 cents, Monday's closing price. From that figure the price of September option went as high as 82 3/4 yet there was no outward indication of a bulge. The pit was quiet as if it were the dullest day of the year. After to-day's development there is little doubt of the determination of the St. Louis pool to corner the market. As stated Sunday, the St. Louis combination, headed by ex-Secretary of the Interior Francis, has been quietly buying wheat since June, and now controls over half the available supply.

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at first fainted, and afterward fled, running until he dropped from exhaustion. The bout was entirely friendly, and the boys, in view of the fact that they had no gloves, agreed not to hit each other in the face. They were laughing and chatting while they sparred. Suddenly Freichler feinted, and, as his opponent stepped forward, planted his fist over Flynn's heart. Flynn sank to the ground with a groan, dying before the doctors arrived. Freichler is now locked up.

BANKER SPALDING'S COLLAPSE.

Mind and Body Give Way as His Dishonesty Is Exposed.

CHICAGO, Ill., Aug. 3.—Charles Spalding, the ex-tanker, has become a physical and mental wreck. The excitement of his failure two months ago, with the exposure of his dishonesty, has proven too much for him, and his health and mind have been seriously impaired. He will probably be taken to the county hospital for treatment.

Until the failure of the Globe Savings Bank Spalding was one of the most respected business men in Chicago. When the failure of that institution took place last May it was learned that for months Spalding had been misappropriating funds held by him. The failure of the bank also brought out a story of domestic infelicity, for he had practically abandoned his family to lavish attentions and large sums of money on the young women typewriters employed in his office.

Then followed the action of the Grand Jury, which found twenty-nine indictments against him. At that time it was reported that he was losing his mind, but in the period that elapsed before his trial he recovered his health in great measure. Although the trials on the first two indictments resulted in verdicts of acquittal on technicalities, yet he was under great mental strain the whole time, and when on the third trial a verdict against him was rendered he broke down completely. It is believed that complete rest, even if it were within the walls of a penitentiary, will restore his health.

Floods in Colorado.

DENVER, Colo., Aug. 3.—Heavy rains again caused considerable damage throughout the eastern portion of Colorado this afternoon. At 4 o'clock it became so dark in Denver that little work could be done without artificial light.

Near Castle Rock a cloudburst swelled Plum Creek so that several wagon bridges were swept away. Cherry Creek also began to boom from rains falling twenty-five miles southeast of the city. As a result the Platte was so swollen that the police warned all families living in the bottoms to seek higher ground. Wastouates are reported on several railroads.

Chicago Gas Combine Incorporated.

SPRINGFIELD, Ill., Aug. 3.—The articles by which all the Chicago gas companies are consolidated into one great company, to be called the People's Gas and Coke Company, were filed with the Secretary of State this morning. The new company will have a capital stock of \$25,000,000, an increase from \$4,000,000. The fees for the consolidation are \$21,000.

NEW TO-DAY.



Our Removal Sale of Clothing has started off remarkably well. There has been no great crush, but the store has been well filled with genuine buyers from morning till night.

The public is familiar with the motto of the present Golden Rule Bazaar—"Do unto others as you would have others do unto you." The name of S. N. Wood & Co. (Columbian Woolen Mills) is synonymous with that motto, and our business will continue on the same principles.

We are going to show you an entire new line of goods when we take possession of the Golden Rule premises, and in order to do so we must dispose of all our present stock. This means that all goods will be sold at cost—some lines less than cost.

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