Daily Globe.

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DEATH OF A SENATOR.

Gen. John F. Miller of California, After a Lingering Illness, Quietly Passes Away.

His Successor to be Appointed by a Democratic Governor in the Absence of a Legislative Session.

Charges by Mr. Boutelle of Navy Yard Mismanagement Refuted by Commodore Truxton.

Little Done in Congress, an Adjournment Being Taken Early Out of Respect for Senator Miller.

Gen. John F. Miller Dead.

WASHINGTON, March 8.—Senator John F. Miller of California died at his residence on Connecticut avenue, this city, at 1:20 o'clock this afternoon, after a prolonged sickness. While his condition has been regarded as precarious for many weeks past, his death to-day was sudden and unexpected. At no time since his arrival in this city to attend the sessions of this congress has he been regarded as entirely out of danger, but he showed such wonderful recuperative powers and rallied so often from attacks which were regarded at the time as necessarily fatal, that his friends have been encouraged and even looked for his ultimate recovery. His death was the result of a complication of disorders arising primarily from a severe wound in the eye, received during the war twenty-three years ago. The bullet remained in his head for about twelve years before it could be extracted and the wound sapped his strength and rendered him an easy victim to disease. Loss of sleep debilitated his system and as asthmatic symptoms kept him in almost constant pain. Bright's disease subsequently began its insidious work and then dropsy disorders were developed, but through all his illness the senator showed such nerve and will power that his physicians were encouraged to hope that he might possibly recover. Several operations were performed and seemed to give much relief. When the storm passed over the city last night the senator complained of feeling much worse and was troubled with asthma. His physicians were promptly summoned, and their attentions seemed to have built him up again This morning the attending physician, Dr. Pope, made a careful examination of the patient and reported his condition as more favorable than it had been for several days past. Miss Miller reminded her father that she had made an engagement with her cousin, Maj. O. C. Miller, to go to the capital, but she did not think she ought to go under the circumstances. Her father said it was wrong for her to think of staying home on his account. The doctor had said he was better, and in fact he did feel much stronger himself. He urged her so strongly that at last she she consented, and thus it happened, by her father's own consent, she was away from his bedside when he breathed his last. The news of her father's death unnerved her completely. The senator remained quiet up to about 12 o'clock when he became restless and asked for the doctor. A messenger was sent for Dr. Pope, but before he arrived Mr. Miller had passed away. He was conscious to the last and took a sad farewell of his wife, who had been at his bedside all day. Mr. and Mrs. John Davis had called in a few minutes before and were also present when he died. The senator leaves a wife and one daughter. There is no legislature in existence in California. A new one to be elected in the autumn will meet next January. Gov. Stoneman, who has the appointing of Gen. Miller's successor, is a Democrat. The remains will be taken to California for burial.

HIS PROBABLE SUCCESSOR.

Among Californians here the persons spoken of as likely to receive the appointment by the governor of California to succeed Mr. Miller in the senate are Ex-Chief Justice of California Wallace, George Hearst, the Democratic caucus nominee at the last election, Gen. Rosecrans and Mr. Delmas, the attorney for the state in the railroad tax cases now before the United States supreme court.

SKETCH OF HIS LIFE.

John F. Miller was born in Indiana in 1831. He took up the profession of law. He entered the army as colonel of the Twenty-sixth Indiana Volunteers. As commander of a brigade he served under Gens. Sherman, Buell, Rosecrans and Thomas. He was severely wounded in the battles of Stone river and Liberty Gap. Subsequent to his promotion to the rank of brigadier general he commanded the left division of 8,000 men in the battle of Nashville, and was brevetted a major general for conspicuous courage.

He afterward held several public offices, and was elected senator in 1881 as a Republican. He was wealthy, his fortune being estimated at from $4,000,000 to $6,000,000. His house last winter was one of the most noted in Washington for its entertainments.

THE NORFOLK NAVY YARD.

Commodore Truxton Takes the Wind out of Boutelle's Sails.

The secretary of the navy in reply to the resolution of Mr. Boutelle regarding the removal of inscriptions at the Norfolk navy yard, transmitted to the house a letter from Commodore Truxton, commandant of the yard, in which he says that there never were any honorable inscriptions upon any cannon captured by the United States and placed in the yard obliterated by his orders. The Dry Dock, he says, was never destroyed. The following inscription on the pumping engine, "Destroyed by the Rebels in 1862; rebuilt by the United States government in 1863," the commandant says he had removed. Mr. Lyons, the former superintendent of machinery, was not removed for protesting against the removal of the inscription referred to, but on account of his bitter partisanship and because his personal character was objectionable. Commandant Truxton doubts the loyalty of Lyons. The opinion is expressed that there are more Union soldiers and sailors employed in the yard to-day than there were on the day the present administration came into power. It is stated that the colored freedman when he had the same mechanical skill as the white man was given the same opportunity for employment. Three men were removed from the yard for offensive partisanship, and these removals the commodore said were necessary because of a determination to rid the yard of politics. Two of the successors of the dismissed men served in the Confederate army, but had superior mechanical skill. The commodore concludes his letter with the statement that he has always, to the best of his judgment, prevented politics from being the controling element in the navy yard.

THE UPPER HOUSE.

Mr. Bowen Speaks on His Bill--Senate Adjourns.

WASHINGTON, March 8.—The chair laid before the senate a statement from the secretary of the senate showing the names of the private secretaries of senators. Among the petitions presented were many from Knights of Labor favoring the Hennepin canal. Mr. Logan indorsed the petitions and their object. Mr. Vance offered a resolution directing the committees on civil service reform to report forthwith the bill before them providing for the repeal of the civil service act. Laid on the table for the present. Mr. Bowen then addressed the senate on the subject of his bill "to provide a new basis for the circulation of national banks." The bill provides that banking associations shall deposit with the United States treasurer silver dollars, gold dollars and United States bonds to the aggregate amount of 70 per cent. of the circulating notes, as desired by such association. In lieu of these they are to get United States notes, $100 for every $70 thus deposited. The active circulation of the United States shall be $30 per capita. The government as further security shall have a first lien on the bank and stockholders shall be liable to the extent of twice the par value of their shares. The new notes are to be legal tender for all debts except customs dues. The bill also gives to the secretary of the treasury, with the approval of the president, authority to suspend and resume specie payments. The national bank system, Mr. Bowen thought, was an admirable one with one fatal defect: it gave to the national banks power to regulate the volume of the currency. He thought the government alone should emit paper currency. He feared that the banks would contract the currency when it was to their interest to do so, and inflate it when to their interest. This was a dangerous power which should not be posssessed by any one class. Mr. Bowen continued at considerable length to discuss the features of the bill and the silver question generally, and when, at 2:30 p. m., his remarks were concluded, Mr. Stanford announced to the senate the death of his colleague, Mr. Miller of California, and out of respect to his memory moved an adjournment. The motion was agreed to, and the senate forthwith adjourned.

THE LOWER BRANCH.

A Number of Bills Introduced and an Adjournment Taken.

WASHINGTON, March 8.—Thomas R. Hudd, member-elect from the Fifth district of Wisconsin, took the oath of office. Mr. Blanchard of Louisiana, rising to a question of privilege, had read an extract from the Indianapolis Journal with reference to the nomination and subsequent withdrawal of Maj. Lewis Merrill's name for promotion. The article charges that Mr. Blanchard's personal solicitation was the cause of the withdrawal, and that this enmity was owing to the arrest during the reconstruction times of Blanchard by Merrill. This Mr. Blanchard vehemently denied and characterized as a falsehood. He had not known of the nomination until he heard of its withdrawal. Under the call of states numerous bills were then introduced. Among others by Mr. Clordy of Missouri to regulate the transportation of live stock; by Mr. Bennett of North Carolina repealing the civil service law; by Mr. Bennett of Pennsylvania to preserve and protect the "Garden of the Gods" in Colorado from spoilation and to create a public park of the same. Mr. Reagan reported the interstate commerce bill and it was placed on the calendar. Mr. Henley from the committee on public lands reported favorably a bill for the forfeiture of lands granted to aid in the construction of a railroad from Portland, Or., to the Central Pacific in California. Mr. Morrow of California then announced the death of Senator Miller, and out of respect to his memory the house adjourned.

FAVORING PROTECTION.

Protests Before the Committee Against Reduction on Rice.

WASHINGTON, March 8.—Civil Service Commissioner Trenholm appeared before the ways and means committee to-day to express his views upon the section of the Morrison tariff bill touching rice. He said that the duty on rice imported into the Pacific states was paid by the Chinese laborers, who were the consumers, and was almost the only tax paid by the Chinese. Mr. Trenholm told of the ill effects on the rice plantations in this country, resulting from disuse during the war and said that if the productions should be checked at this time it would be difficult or almost impossible to re-establish the source of supply within a long period of years. Representative Dibble of South Carolina said the labor employed in rice culture formed an appreciable part of the country's laboring population and was entitled to consideration at the hands of the committee. Representative Gay of Louisiana spoke of the excessive cost of harvest labor on rice plantations in his state, as compared with cheap East Indian labor. Louis Schade of this city said that one brewing firm in the West used an amount of broken rice equal to the entire production of this country. S. S. Wilkinson, a Louisiana planter and dealer, denied that Louisiana dealers mixed foreign broken rice with home products. He declared that there was an opportunity for fraud; the imported broken rice was unfit for food, and two-thirds of the Louisiana crop this year was very little better.

Archibald Mean of Louisville, Ky., representing, as he said, a firm that consumes one-sixth of the zinc and spelter product of this country, read a paper protesting against a reduction of duty on these articles and setting out the benefit to labor of a protective system as evidenced by the upward course of wages in Germany since the return of the empire to the protective policy.

CLEVELAND, O., March 8.—A mass-meeting of the iron workers was held at Youngstown, O., to-night to protest against the passage of the Morrison tariff bill. The following committee was appointed to visit Washington and present the views of the iron workers before the ways and means committee: Roger Evans, Thomas Williams, A. C. White, Philip Hogan and Michael McAndrews. They will start for Washington Wednesday evening.

Report on the Commerce Bill.

WASHIGTON, March 8.—The report of the committee on commerce upon the interstate commerce bill was presented to the house to-day. After explaining the details of the measure, the report says:

It is believed that the enactment and enforcement of such a law will provide for the just and necessary abridgment of the monopoly powers of these corporations, and protect the people against unreasonable charges and extortionate actions, and will, at the same time, not interfere with or embarrass the management of railroad corporations in anything which is reasonable and just. The committee believe it wiser and better to provide for the enforcement of such a law through the instrumentality of the ordinary course of justice and by the judges and juries of the country than by the orders of a commission. The machinery of the courts is already in existence and will require no additional expense, and is within convenient reach of the people everywhere and as fully able to adjudicate all cases arising under this bill and by methods with which the people are familiar, while no plan of a commission which has been proposed could be conveniently accessible to all the people, and if a plan should be presented which would provide a jurisdiction convenient to all the people, it would necessarily be cumbrous and very expensive. In this view, a commission is unnecessary unless it is the purpose of congress to enter upon the detailed regulation of freight rates.

Washington Waifs.

The house committee on pensions to-day agreed to report a committee bill to pension the surviving soldiers and sailors of the Mexican war. The new measure contains a provision requiring the applicants for pension to have served at least sixty days and prohibiting the drawing of more than one pension by any pensioner under the act.

The house committee on Indian affairs to-day heard three Southern Ute Indians, chiefs of bands, in favor of Senator Bowen's bill to authorize the transfer of these Indians from Southern Colorado to Southern Utah. They say their present reservation is too long and narrow, and offers too many opportunities to the whites to steal their cattle.

Senator Plumb introduced in the senate to-day a bill to amend section 5192 of the Revised Statutes so as to include the cities of Kansas City, Omaha, St. Paul, Minneapolis, Indianapolis and Atlanta among those whose national banks' reserves may consist in part of balances due one association by another.

Senator Logan has made a contract to write a series of articles on reminiscences of the late war for the National Tribune of this city. The first article will appear early in April.

First Comptroller Durham to-day approved a requisition of $12,000 to pay the salaries of the members of the legislature of Utah.

O. D. Crocker having been acquitted at Cleveland, O., on a charge of fraudulent mining transactions, has brought suit for $150,000 damages against his accusers, Bennett and Hussey.

POWDERLEY'S VIEWS.

Workmen too Apt to Rush Into Ill-Advised Strikes, According to the Grand Master Workman.

Arbitration Quite Capable of Settling the Majority of All Contests With Employers.

Aims of the Knights of Labor, One of Them Being Complete Separation From Politics.

Progress of the Southern Railway Strike and Labor News of Interest From Other Sections.

Objects of the Knights of Labor.

PHILADELPHIA, Pa., March 8.—Grand Master Workman Powderly, the head of the Knights of Labor organizations, who is now in this city attending a meeting of the general executive board, said to-night to a representative of the Associated Press that he had received no summons to St. Louis to settle the difficulties between the strikers and the Gould system of roads; that there is no significance in the fact that so many strikes are now in progress in the United States by assemblies of the Knights of Labor.

"It is a coincidence, merely," said he, "and there is no concerted action contemplated by the order, as has been suggested, the strikes being incidental and I think chiefly owing to the fact that this is just the beginning of the spring trade and the opening of a period of prosperity in business."

Mr. Powderly, upon being asked whether he did not think the increase in the number of strikes just now was owing to the knowledge of an increased power by the organizations of labor, said:

I doubt it, and I think that I can speak for the general executive board, do not think that it is wise to inaugurate so many strikes unless it can be shown that there is an extreme necessity for them. If many of the men who are striking would display a litte

MORE COMMON SENSE

and use a little more patience, they would get all they are striking for and save money in the bargain. If they would exercise proper moderation in their negotiations with their employers and submit their claims firmly made and properly represented to arbitration, I am free to say, that I am sure that out of ten cases which end in strikes nine could be as satisfactorily arranged without resorting to such an extreme and generally doubtful expedient. Indeed, in the nine cases there would be no necessity for a strike. There is a feeling now that labor must be recognized by the employer, that the employer must listen to the employes and the time has come when the shop, the mill owner, the manufacturer in every department of trade is ready to listen to the demands of his men and to yield to them when these demands are reasonable. Organization, discipline and realization of the right and the might in the case has brought about these changes and these advances on the part of the employer should not be repulsed by hasty and

INCONSIDERATE ACTION

on the part of the workingmen."

"Arbitration, and not strikes, is the theory of the order?" said the reporter.

"Yes; arbitration always when it is possible; strikes only as a last resource, but when that point is reached strike hard, strike earnestly, and never surrender except to just concessions. Why, this board," pointing to the members who were listening, "has, since the 1st of January, settled by arbitration 350 cases which would otherwise have resulted in strikes. The Knights of Labor and the other labor organizations in sympathy with its plans constitute at the present time the most powerful organization of workingmen ever know in the history of the world. Its strength is increasing every day and its influence is felt every day in every branch of trade in the country. It is dangerous to abuse this power. It always insists upon just demands carefully considered and thoughtfully digested. It cannot afford to fritter itself away upon every little

PRETENSE OF WRONG,

hastily formulated and pigheadly insisted upon. The growth of the power of labor should be an occasion for calm deliberation and moderation. The workingmen should be careful to see to it, that they do not sap and undermine their strength by extreme demands and unreasonable assumption of importance and power. It is, as some one said before me, "a good thing to have the power of a giant, but it is an evil thing to use it like a giant." It was the disposition on the part of the employer to refuse to treat with his workmen that made the labor organization a necessity to them. Now that we have the power which comes from organization we must use that power wisely and moderately and be careful that we do not change positions with the employer and refuse to treat with him, except at the point of the pistol, or the strike, which is about the same thing. A strike

SHOULD BE THE LAST RESORT

when everything else has failed and not an every day expedient which used as such loses its power as it increases in frequency. In the old assemblies, which are familiar with our plans and purposes, strikes were infrequent. The new, and as yet not fully informed, organizations upon sometimes insufficient and frequently trivial cases make this final and desperate appeal. As our organizations grow, there will be less strikes, because there will be less necessity for them. Our power will be in time greater than men now think. It will last so long as we use it wisely (and it will be so used) as power no less important than the constitution itself."

"Is the strike the last resort of the Knights of Labor?" asked the reporter.

The master workman smiled. "I see," said he, "what you are driving at. A strike is a bad thing, but

A BOYCOTT IS WORSE

in its results. A strike stops production, a boycott kills it. A strike for a week is only the loss of a week's business, trade and wages. A boycott for a week can be the utter ruin of the business itself. We have never failed in a boycott which has been ordered by the general committee. Its effectiveness is undoubted, but it is an extreme power which we use with caution."

"Is there no danger that your organization may become engaged in political movements and thus lose its power?"

"I have no fear of that. The matters involved in the existence and work of the Knights of Labor are nearer to its members than

MATTERS OF PARTISAN POLITICS.

We have here, as you see on this committee, members of the two old parties, a Greenbacker and (with a smile) other cranks like myself. We are not politicians here. We have a method of dealing with those, who, as some have, entered our ranks to serve political ends—we turn them out. We have had no part in politics. It is bread and butter, the rights of the employed, the material aims of every-day life that constitute the elements which do now and always will hold us together, and these are stronger than partisan political ties. This is why I do not fear the intrusion of politics. When people talk, as sometimes they do, about using the Knights of labor as a political engine, they utter the most

ARRANT NONSENSE.

It's not worth while to discuss the matter with such a man. He is either a liar or an empty-headed fool."

In conclusion Mr. Powderly said that the Knights of Labor as an organization had nothing to do with the strike in the bituminous coal regions, as the miners were under charter organization, but he was satisfied that the day was very near when all the labor organizations of the country would be united under one general supervision and control. He will remain in Philadelphia with the general committee several days unless called away, as he thinks possible, to the West to arrange the difficulties there.

PROGRESS OF THE STRIKE.

Mail Trains Not Interfered With but no Freight Moved.

ST. LOTIS, March 8.—The strike of a part of the Knights of Labor on the Gould Southwestern system of railways Saturday was followed yesterday at various points along the lines by a general suspension of work of all the Knights employed in any position by the railroads, until the number reached 8,000 and 10,000, and included shopmen, switchmen, trainmen, brakemen and firemen. The engineers, none of whom have joined the strike, are prevented from working by lack of assistance upon their engines, and are counted in among themselves by the knights, so far as their value to the roads is concerned. Another general order is expected from the executive board in Marshall, Tex., which it is anticipated will call from their work all the Knights now left on the roads, and will still further cripple them. In St. Louis all the Missouri Pacific's employes who are Knights of Labor are on a strike, and a number of them who were not knights have joined the order and left their work.

'NO FREIGHT TRAINS

and no passenger trains went out of St. Louis on the Missouri Pacific road yesterday, and its business in every department is at a complete stand-still. The Knights have been holding quiet and orderly meetings in the hall, while their executive committee is in session awaiting to hear from the railroad authorities to whom they are looking for a proposition for a conference at which their differences can be arranged. It is probable that unless a proposition of this kind is made to-day the strike will assume greater proportions, and will injure the road more than it has already. The strikers exercise great care that the delay of the mail shall not be attributed to them. They have appointed delegates from their number to prepare the mail cars for their trips, switch them into position, and attach them to the engines. This precaution makes it impossible for the United States government to prefer charges against them for delaying the mails, and thus the government can find

NO PRETEXT FOR INTERFERENCE

unless violence is resorted to. It was with great difficulty that any Missouri Pacific trains could be moved this morning from the union depot, as the officials of the road could pursuade none of the strikers to assist in making them up. Assistant Superintendent Stillwell of the union depot, assisted by three yardmasters, however, succeeded in starting all the passenger trains on time, the strikers offering no resistance to their efforts. Not a freight car on the Missouri Pacific has been moved from this city since Saturday night, and the probabilities are that none can be moved until the present difficulty has been settled, or unless the railroad company fill the places of the striking Knights of Labor by non-members of that organization. The members of the board of directors of the road have arrived in the city, but whether they came to assist in

SETTLING THE STRIKE,

or simply to attend the regular annual meeting of the board set for next Wednesday, is not known. Chairman T. V. Powderly of the general executive committee of the Knights of Labor is expected to arrive here any hour, and the Knights feel confident that his efforts to adjust matters will result in a settlement of the difficulties. The officials of the road are as reticent as ever, and no hint of their future policy in regard to the strike has been disclosed.

MORE MEN QUIT WORK.

ST. LOUIS, March 8.—All the men employed at Carondolet, six miles below here, quit work this morniug. This is an important point, as it is the river terminus of the Kirkwood branch of the Missouri Pacific road and large quantities of freight for the East are transferred across the river there. The Iron Mountain road also passes through the place and the yards of the two roads are quite extensive. Now everything is still. The transfer boats are tied up and the yards and shops deserted. Over 500 freight cars, many of them laden, stand on the tracks. The men are holding meetings and discussing the situation. The Brotherhood of Brakemen here have notified Supt. Dickinson of the Union Depot and Tunnel company that they are willing to continue work if they are not required to handle cars belonging to the Missouri Pacific road. Many of this order are also Knights of Labor, and all those employed on the Missouri Pacific went out with the other men. Supt. Dickinson accepted their services on the conditions named. It has been stated in reference to the transportation of the mails that the Knights of Labor would permit only an engine, one postal car and one coach to be run, but it is now stated that they have abandoned this position and allow full passenger trains to be run. A report comes from Dallas saying that the receivers of the Texas & Pacific have in contemplation the arrest of leading Knights of Labor and strikers at Marshall, Denison, Big Springs, Fort Worth and other places. A dispatch from Sedalia, Mo., says there are 200 cars laden with perishable freight in the yards there and that there are several hundred car loads of California oranges sidetracked along the road between there and Fort Worth.

The switchmen of the Bridge and Tunnel company went out at 8 o'clock to-night. This will greatly disturb traffic between the union depot and the relay depot in East St. Louis, as the system of tracks on both sides of the river is quite complicated and requires very skillful men to handle it. A special from Pilot Knob, Mo., says that owing to the refusal of the Iron Mountain road to receive freight the Ore Steel company shut down to-day, throwing 400 men out. At Fort Worth the situation grows graver each hour. Passenger trains of the Transcontinental division of Texas & Pacific will, it is thought, be discontinued, owing to the bad condition of the road. Cattle men are

LOSING LARGE SUMS

by the present freight blockade. The troubles on the Gould system have not yet reached Galveston or Houston, but no freight is being sent out for points north of Houston. The district executive committee of the Knights of Labor convenes Wednesday. It is believed that until then matters here will remain in statu quo.

THE STRIKE AT ATCHISON.

ATCHISON, Kan., March 8.—The Missouri Pacific shopmen employed here, 250 in number, went out to-day on orders from Sedalia. All Central branch freight trains are stopped though a train of live stock was permitted to come through. Patrol committees guard the companies and permit only passenger trains to run. The strikers have prepared a schedule of grievances which simply incorporates the demands made by the Texas strikers. They make no local demand for themselves, but set forth that the company is discriminating in grain rates against Atchison and demand that the same rates be given to all Missouri points. Gov. Martin has been in the city all day endeavoring to adjust the trouble, but the men refuse to act except on orders from Sedalia.

A GAME OF FREEZE-OUT.

Manager Hoxie Will Allow His Road to Lie Idle.

Special to the Globe.

ST. LOUIS, March 8.—A confirmed report is circulated to-night that Manager Hoxie, Mr. Gould's manager, has ordered a suspension of all business temporarily on the Missouri Pacific road. All departments of the road and general offices are to be closed temporarily, and no effort made to operate the road as long as the strike lasts, the intention being to force the strikers to terms or freeze them out entirely.

Employes Locked Out.

PHILADELPHIA, March 8.—Yerkes & Plumb, manufacturers of edge tools in Frankford, this morning locked out all their employes as an initial step in a contest with the Knights of Labor. The firm made objection to the men joining the Knights and on Saturday posted up a notice requiring all their men to renounce that organization. This morning a committee of the employes consulted with the firm and the trouble was thought to be ended, but subsequently the proprietors changed their minds and the shut down resulted. The firm say they will sell the works before they will submit to the interference of the organization. The men held a meeting this afternoon but no action was taken.

SIX DAYS ON WHEELS.

W. M. Woodside and Albert Schock Begin a Six-Days' Bicycle Contest in Minneapolis

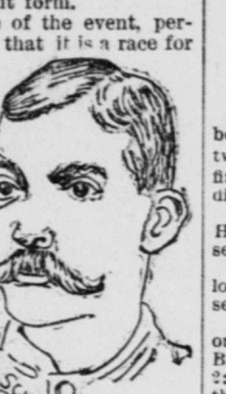
For the Championship of America and Five Hundred Dollars—A Day's Work.

Several Records Lowered--How the Riders Carry Themselves--Good Audiences.

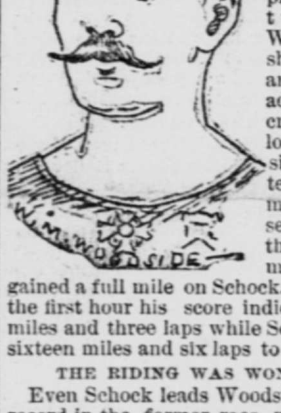
Teemer and Gaudaur to Row on White Bear Lake in June for $2,000.

For the Championship.

Yesterday morning after a brief address by Joseph Mannix, who had been chosen a referee, in which he cautioned the wheelmen to avoid fouls, Albert Schock and W. M. Woodside were sent off on their six-day's journey in the Washington rink. Both men have been in active training for the struggle for over three weeks, and were consequently in excellent form.



The main importance of the event, perhaps, lies in the fact that it is a race for the championship of America, won by Schock a month ago, as well as for $500 a side. The track has been regularly surveyed and is full distance. Each is confident of winning, and it is not improbable that the six-day record will be broken. In the last contest Woodside allowed Schock to open up a lead of twenty miles during the middle of the week. The result was that Schock was not forced to his utmost, and for that reason the claim that nearly 1,000 miles will be covered during the week seems quite plausible. In the first race Woodside took the lead on the first day, covering 175 miles as against 168 miles made by Schock. Henry Schock and Hank Seeley are the trainers of Albert Schock in the race, and C. A. Savage and A. Jay Gamble have Woodside in hand. Ed O'Neil is the judge for Schock and E. A. Taylor performs the same office for Woodside. G. W. Randell is the ticket taker for Schock and Bob Coleman will alternate with him every six hours on behalf of Woodside. The scorers are H. A. Potter, William W. Cranston, and Fred W. Shaw; the referee is Joseph Mannix. The wheel upon which Schock rides is a 53-inch Gormely & Jeffrey Champion. Woodside rides the 57-inch Columbia tight roadster, which he used in the last six-days' race. Schock drew the pole, but at the start Woodside forged to the front and worked away at a rapid rate, soon opening a wide lead, and in just six minutes had placed a lap between them. When "Woody" shouted "Pole" and passed his adversary the crowd cheered loudly. Woodside rode his first ten miles in 32 minutes and 16 seconds, and at the end of fifty minutes he had gained a full mile on Schock. At the end of the first hour his score indicated eighteen miles and three laps while Schock only had sixteen miles and six laps to his credit.



THE RIDING WAS WONDERFUL.

Even Schock leads Woodside's first day's record in the former race, while Woodside has pulled out away in the lead. The most wonderful feature, however, lies in the fact that Woodside has again lowered his record. Each man remained in the saddle practically all day. Woodside was off the track only six minutes and Schock only off long enough to change from one wheel to another. The wheels he rides are of a new pattern—the Champion. There is a slight difference in the saddles, one being wider than the other. Schock changes now and then to get rest. He likes the machine and praises it above any other, and has covered more miles than was ever covered in a six-day race. Woodside has occasionally spurted, but Schock has ridden at a uniformly even pace. Woodside has adopted different tactics. He studiously and determinedly avoids pace making. When he cries for the pole he shoots past at his utmost speed and then spurts until a full half-lap has been gained. Then he lets up. During the entire day Woodside continued to gain. He relies upon his wonderful speed, while Schock will stick to the saddle nearly the full twelve hours a day if he finds it necessary in order to win.

Woodside made his twelve-hour record of 175 miles in 11 hours, 37 minutes and 15 seconds. The cheering was tremendous. Both men indulged in brilliant spurting, and the excitement was at its height until the finish. Each watched the other as a cat would a mouse, and when one bent over his handles the other did, but it was not infrequent that

SCHOCK PLAYED POSITION

by only pretending to spurt. It seemed to be his desire to tire Woodside out. The last few miles, however, were ridden very fast by both. When there were but fifteen minutes more to ride, the cyclists' trainers appeared on the track and urged their proteges to their best. Around they flew with amazing speed and the audience generally on their feet cheered Woodside, who was the favorite, owing to the unprecedented score he made. As the bell rang, Woodside had made 181 miles and 1 lap and Schock's score stood 172 miles and 7 laps, or 1 lap less than 173. In the dressing room Schock appeared the freshest, although Woodside had sustained the great feat remarkably well. Woodside broke all the following records in the time indicated: 52 miles, 3 hours 5 minutes 45 seconds; 60 miles, 3 hours 36 minutes 33 seconds; 70 miles, 4 hours 15 minutes 26 seconds; 80 miles, 4 hours 53 minutes 47 seconds; 90 miles, 5 hours 33 minutes 3 seconds; 100 miles, 6 hours 11 minutes 26 seconds.

THE SCORE BY HOURS.

	Woodside. Miles.	Lps	Schock. Miles.	Lps
First hour	18	3	17	2
Second hour	35	..	33	3
Third hour	50	4	47	3
Fourth hour	66	1	62	3
Fifth hour	81	6	77	3
Sixth hour	97	1	91	5
Seventh hour	111	1	105	2
Eighth hour	123	7	119	3
Ninth hour	138	1	131	7
Tenth hour	152	4	146	1
Eleventh hour	166	1	158	4
Twelfth hour	181	1	172	7

Champion Scullers.

PITTSBURG, March 8.—John Teemer, the oarsman, has accepted an offer of $2,000 made by J. O. Conroy to have the coming race with Gandauer take place on White Bear lake, Minn. The race will take place June 12, and by the articles of agreement was to have been rowed at Pullman, Ill. The following are the articles of agreement which were signed at Cincinnati:

The undersigned agree to row a match race, three miles, with a turn, on perfectly smooth water, for $2,000—$1,000 a side—and the championship of America, on June 12, 1886, between the hours of 2 and 6 p. m., the winner to take the entire receipts that may be derived from the gate, pool or other privileges; the race to take place on Pullman lake course.

It is agreed that the race be rowed under the rules of the National Amateur Rowing association, when said rules do not conflict with any special rule herein contained. It is agreed that the boat shall turn from port to starboard, and each shall turn its own buoy and finish between the two starting flags or buoys. It is agreed that the Cincinnati Enquirer company shall be final stakeholder, and that the last deposit shall be made fifteen days before the time set for the race, and either party failing to do so hereby agrees to forfeit all money now in the hands of the stakeholder, at which time the referee shall be chosen by mutual consent. In case we cannot agree upon a referee at that time, the stakeholder shall appoint one. It is agreed that all correspondence referring to gate-money and privileges of all kinds, together with all agreements with railroads, etc., shall be deposited with the stakeholder, who shall, upon a written order from the referee, pay to the winner the full amount of the stake and all other moneys, together with all papers or acknowledgements he may hold relating to this contest. It is agreed each man shall have two judges, one at the turn and one at the finish. The referee shall follow the race in a barge or gig, if possible, and see that the course is clear of rowboats, steamboats, or craft of every kind, so that the race shall be won upon the merits of the men, and the referee has a right to postpone the race from day to day if it is the referee's opinion that the water is too rough.

Signed: JOHN TEEMER,
J. A. ST. JOHN (for J. G. Gaudaur).
Witnesses: T. S. FULLWOOD,
E. G. SHIELD,

New Orleans Races.

NEW ORLEANS, March 8.—First race for beaten horses, six furlongs. Dead heat between Dick Watts and J. H. Fenton's Liga finishing third; time 1;22½. The money was divided.

Second race, selling race, seven furlongs. Hot Box won by a length, Amanda Brown second, Hibernia third: time 1:38¾.

Third race, selling allowances, nine furlongs. Rio Grande won by a length, Ligan second. Brevet third; time 2:00¼.

Fourth race, handicap, all ages, one and one-quarter miles. Kioba won by a length, Blizzard second, Beechenbrook third: time 2:24½. The weather was threatening and the track heavy.

PECULIAR PREACHING.

Sam Jones Entertains Another Large Audience in Chicago.

Christianity Taught in a Vigorous, if Rude, Style.

Special to the Globe.

CHICAGO, March 8.—Sam Jones preached this afternoon at the Casino rink to a congregation that seems to follow him wherever he goes in this city. It was, as one good sister expressed it, rather of "the stuck up sort," in that he worked in his claim for a good share of the credit for the religious excitement that Jones and God are kicking up here. After he got down to work on his text, he said:

This book talks mighty plain. I don't remember going out of the Bible to get a word. I called a man a red-nosed devil, but the devil part I got out of the Bible, and that is the part he objected to. Jefferson Davis said the most intolerable feature of his prison life was, not that he was in captivity of a foe, but whether day or night, eating or trying to sleep, he was even conscious of the

TWO BURNING EYES

of the sentinel resting on him. It was intolerable. Brother, the two burning eyes of God are resting on you. He understands you. He knows all about you. He knows whether you are trying most to please Him or to please man. I am glad God sees me. The world sees my foibles and mistakes, but it does not see how much I pray. God knows I judge a man's faith by his works. When I hear a Christian people getting up to say they have many doubts, I want to tell them it ain't no credit to them to say it. Quit your meanness. If your works were right, it would be the best proof your faith was right. There is just as much sense in praying for sweet potatoes as to pray for faith. Now you will say I have

STEPPED BEYOND ORTHODOXY.

No, I haven't. I never have. My orthodoxy rests on the steel rails taken out of this Bible, and they are laid down on the cross-ties of humanity. Oh, Lord, give me muscle. That aint the way to get it. Go over to the blacksmith shop and swing the big hammer. Just keep your mouth shut and do what God tells you to. There has been much said since I came here of indiscriminate denunciation of the church. I had to do this, for you see if I had let down the gap thep would all run out. There is no danger of hurting the good Christians. My plan is to beat the goats and to feed the sheep, and if you have got hit it is because you were a goat. [Laughter.] The best way to prepare for a revival is to turn everybody out of the church who is not living right. Some seem to think purity a second consideration to peace. If you can't have any peace except at

THE EXPENSE OF PURITY

I would not have any. If I had a church here—which I wont have, for I wont get a call, and I wouldn't answer it if I did—and if you kept running on your present schedule, I would turn every one of you out or bust your church into a thousand pieces. Brother, let us let iniquity alone and get after the deviltry of this community. Thank God, there is not a Christian church in the world that has not pronounced against these things. I just want to hurrah for Methodism, and hurrah for any ism that is down on these things. Talk about preaching: "Blessed are the pure at heart," wait until we've got them. Let us lay aside all such foolishness. Lord pity us stilting ourselves on what we are. Let us have a grand old Holy Ghost revival. We want the prayer and financial revival. I want to see God Almighty control as much money in this city as the devil does. I want a revival of honesty and a revival that will bless everything as high as the shoulders of God and as broad as humanity.

THE LONG-LOST HUSBAND

Gives Out the Impression that He is Drowned.

Special to the Globe.

NEW YORK, March 8.—Mrs. Charles H. Birk of New York, was informed on Saturday that her long-lost husband was alive and in Chicago. She had been making preparations to get the money on his life insurance policy, and it is said she will now sue for divorce. Birk was a liquor salesman employed by George Randall of New York to make monthly circuits through New Jersey. On July 28, 1885, he was in Ashbury Park, and after giving his watch and papers to a hotel clerk, he announced his intention of taking a bath. His clothes and a torn newspaper was found in one of the bathing houses three days later, and it was believed that he had been swept out to sea. Among the papers he left was an insurance policy executed a day or two before his disappearance. Mr. Randall and the Ashbury Park authorities came to the conclusion that Birk had been drowned. The insurance company was finally convinced that he was dead, and it began to negotiate a settlement with his wife. The fact that he is alive came out in this way: He wrote to a Newark friend early last week, and asked for a recommendation so that he could secure a place in Chicago. He said that he had committed a very foolish act and was sorry for it. He added that he was going to lead a new and righteous life in the West, and hoped soon to be able to face the world again.

Grasshoppers in Winter.

Special to the Globe.

OWINGSVILLE, Ky., March 8.—Several farmers of this immediate vicinity are somewhat startled by what they regard as a phenomenon. Messrs. A. Wright, J. McDonald, A. L. Wright and others report that now, as for some time past, grasshoppers have been abundant on their farms. They say they are precisely like the grasshoppers that abound here in the summer, but to which, it is well known, cold weather is fatal. They are very lively and eat the vegetation to be found at this season. It is greatly feared this early appearance of these pestiferous insects presages devastation to crops, and especially tobacco, of which plant they are very fond.

FATAL FIRE DAMP.

An Awful Explosion in a Pennsylvania Mine Attended With the Usual Results.

Two Men Killed, Four Fatally Injured and Eight Seriously Hurt, Down in the Depths.

A Falling Tree Causes the Death of Two Men and the Serious Injury of a Third.

Overcome by the Cold, a Man Freezes to Death in the Open Street in Chicago.

Death in a Mine.

CONNELLSVILLE, Pa., March 8.—Shortly after noon to-day a series of explosions took place in the Uniondale mine at Dunbar, four miles from here, by which two men were killed and twelve others received injuries which will prove fatal in at least four cases. The cause of the explosions was fire-damp. There were twenty-three men in the pit. The first explosion occurred about 12:30 this afternoon. It was a terrific shock and was followed by two others in quick succession a few minutes later. The first explosion caused the death of the two men and injured three. The rest ran towards the mouth of the pit but before they reached it the other explosions occurred. The lights were blown out and the dust blinded the men. The passageways were blocked up and cut off all escape. The pit was on fire.

A HORRIBLE DEATH

awaited the imprisoned miners. Nine of them who had been working in another entry managed to make their way out before the mouth of the pit was choked up. The force of the shock can be imagined as it caused the men in Merrell, Calvin and Wheeler's, the adjoining mines, to drop their tools and rush panic stricken to the top. The ground rolled and quaked so that many fell down and three or four in the Morrell mine were violently thrown against the walls and seriously injured. Everybody rushed toward the Uniondale mine. Columbus Shay of the Mahoning works and James Henderson of the Calvin mine headed a rescuing party and went to work with picks and shovels to force an entrance. In a few moments an opening was made and several rushed forward to enter the mines but were repelled by a volume of flame. It took several minutes for the smoke and fire to clear away. The cries of pain and the moans of the injured were pitiable. They were lying in every direction buried under masses of debris. Several of them were horribly burned. Their sufferings were terrible. Twelve of them were found in a dying condition. Two others were dead, mangled almost into an unrecognizable mass.

LIST OF THE VICTIMS.

The killed are: John Williams, trackman, aged 45 years, wife and four children; Joseph Cope, miner, aged 50 years, wife and nine childred. Injured: Jacob Cope, aged 15 years, burned internally and externally, cannot live; Cal Morton, 19 years, burned about the head and internally, cannot live; William Sterling, colored, burned and internally injured, will probably die; Smalley Morton, leg broken; William Shaw, aged 70 years, dangerously burned; Isaac Frey, Peter Blunt, Hiram Higbie, William Ross, Thomas Bowen, pitt boss, Mall Hannan, Peter Kearns, all these were more or less injured and several of them will be maimed for life. It was the first day Cope and his son had worked in the mine. Mine Inspector J. J. Davis and Charles Conner, a member of the board of mine examiners, left for the mine this evening to inquire into the

CAUSE OF THE EXPLOSION.

Nothing will be disturbed inside the mine until the coroner impanels a jury in the morning, hence it is impossible to estimate the extent of the damage to the mine. Mr. James M. Reed, one of the owners of the mine, attributes the explosion to fire damp, which came from the Morrell mine belonging to the Cambria Iron company.

"The reason why we never employed a fire boss," said he, "was because his services would have been unnecessary, as our mine never genetated gas, although it has been worked for several years. Our men were working to-day in the lower portion of the mine near the Morrell. I suppose that one of them stuck his pick through a wall of one of the abandoned chambers in the Morrell mine, which was

FILLED WITH GAS.

It found an outlet into our pit and ignited from a miner's lamp. The second explosion was caused by young Cope who, in his agony and suffering, did not forget his father. He lit a match to look for him and the gas again ignited and exploded. I cannot account for the shocks which followed."

It is the opinion here that if a fire boss had been employed the explosion might not have occurred. Experts say that gas will generate in mines just when it is least expected. The last disaster of this kind in this region occurred at the Youngstown mine in October, 1884, when fourteen people were killed. In February of the same year nineteen men were killed by a fire damp explosion in the Lesininge mine near here.

A School House Burned.

Special to the Globe.

PEORIA, Ill., March 8.—At midnight last night the two-story brick building known as the Ninth district or Summer school, in the lower part of the city, was completely destroyed by fire. The origin of the fire is a mystery. Some indications point to incendiarism. The cost of the building and furniture was $15,000. The insurance is $5,500.

Killed by a Falling Tree.

Special to the Globe.

WHEELING, W. Va., March 8.—Charley Bolton, aged 17, was instantly killed, Clem Bolton, his father, had his skull broken, and may die and Thomas Shary, neighbor, had one arm and two ribs broken, by the fall of a tree the men were felling in Barbour county, Saturday.

Frozen in Chicago.

Special to the Globe.

CHICAGO, March 8.—On Saturday a man by the name ot Gotschald was found on the prairie at Sixty-third street in a frozen condition. He was taken to the city hospital and died there to-day.

Southern Carnival Festivities.

NEW ORLEANS, March 8.—The carnival season was opened to-day with imposing ceremonies. Rex, his court, his guards and a numerous retinue in quaint costumes arrived on the Illinois Central railroad and were received by the civic authorities and an imposing military escort, including a body of United States regulars. They immediately boarded the steamer White, which, followed by seven other large river steamers and a number of tugboats steamed up the river, while salvos of artillery were fired from the place of embarkation. On arriving at the exposition landing, Rex and his followers were met by President McConrico, Director General Wood, the commissioners of the states and territories and a multitude of people from all parts of the country and escorted to Music hall, where a formal reception took place.

The Union Pacific Must Explain.

WASHINGTON, March 8.—In the house to-day Mr. Henley of California offered for reference a resolution for the appointment of a sub-committee to inquire into alleged evasions of the Thurman act by the Union Pacific Railroad company, and to determine whether by reason of any violation of the provisions of the act the corporate rights, powers and franchises of the company have become forfeited.