

MAN HAD BEEN SHOT BEFORE

Gritty Veteran Refused to Leave His Post for a Few Bullets in His Body.

CARRIED BULLET NINE DAYS

Accused of Being a Strike Breaker Chicago Man Shoots Wickedly Into a Crowd and Wounds Two.

Chicago, Aug. 16.—Accused of being a stockyards strike breaker, Robert E. Close, a watchman for the Santa Fe railroad, has fired eight shots into a crowd of men standing near the Archer avenue bridge and wounded two of them. One of his victims, Frank Holleran, was wounded in the side and is at the hospital, but the other, Andrew Bloom, 70 years old, refused to desert his post at the crossing of the Chicago & Alton tracks, although he had a bullet in his thigh. Close was arrested. Both of the wounded men were taken to the police station and Holleran asked that he be removed to a hospital. It was not so with Bloom.

"No, I must go back to my station," he said. "After the trains all have gone through then maybe I'll go to the hospital, but until then I can't leave."

To the remonstrance of the police he replied:

"I have been shot before. I lost my arm at the battle of Antietam and I carried a bullet in my side for nine days. This hurts, but I must get back to my post."

The shooting was caused by a mistake. Close was patrolling the tracks of the Santa Fe railroad near Ashland avenue, he says, when he saw boys stealing from a freight car. He followed them to the Archer avenue bridge, where the men were standing. Some one shouted that he was a strike breaker and Holleran tried to stop him.

Close became enraged and drew his pistol, firing first at Holleran, and then into the crowd which promptly scattered.

NEW YORK'S SUBWAY.

Completion of World's Greatest Underground Railway.

The New York subway is the greatest underground railroad in the world, and its construction has proved one of the most remarkable engineering achievements of the time. The Manhattan division of the subway is now completed and it is expected that in a few weeks trains will be running and the public in general will have an opportunity to inspect the wonderful work.

The New York subway is much longer than any other underground road in existence. In that respect alone it constitutes an exceptional achievement. But as an engineering feat it is most interesting from the fact that it was necessary to tunnel under a populous and busy city whose daily operations of commerce and traffic could not be interrupted in order to allow the work of creating this system of rapid transit to go on. The complexity of the problem was further increased by the fact that underneath the surface of the city was a network of sewers, of water pipes and electric wires, all forming a source of vexation unless the difficulties imposed in this way were carefully studied out. The Manhattan borough of the Greater New York is built, so to speak, upon one great rock, and in the construction of the subway the engineers had to drill their way through rock along a considerable proportion of the route. Nearly 3,000,000 cubic yards of earth and rock have been dug or blasted out from beneath the streets and buildings of a crowded city, and about 900,000 pounds of dynamite have been exploded in the task.

The system soon to be opened extends from the Battery, at the southern extremity of Manhattan Island, to Two Hundred and Thirtieth street on the west side of the city, in a long sweep of 13 1/2 miles of four, three and two tracks. It also reaches from One Hundredth street under Central park to the east under Harlem river to Bronx park and One Hundred and Eighty-second street, a distance of seven miles. These lines constitute the Manhattan division of the subway which is about to be turned over to the operating company. The line which extends under the East river to Brooklyn and runs to the outskirts of that borough is being pushed to completion.

The estimated capacity of the Manhattan division for carrying passengers is over 42,000 per hour. The operating company expects to carry about 115,000,000 passengers per year on the

Manhattan division and about 500,000,000 over the whole system when the Brooklyn lines are completed.

The total cost of the division soon to be opened will approximate \$55,000,000, including equipment. The city originally appropriated \$35,000,000 for the construction and later added \$5,000,000. The equipment will cost the operating company about \$15,000,000. Four years and a half ago, when the city of New York invited bids for the building of this road, there was no eagerness on the part of contractors and financiers to undertake the work. Two contractors, however, submitted bids, John B. McDonald receiving the award of the contract at his bid of \$35,000,000. Up to last June the work had cost him something over \$32,000,000. The financier who had the courage to back the contractor in this then doubtful project was August Belmont. He is now at the head of the company which is to operate the road under lease from the city.

In equipment the subway will represent the latest achievements of engineers and inventors in safety appliances, convenience, efficiency and beauty. There will be no dirt, no smoke, no cinders, no rain, no snow, no trucks or wagons to get in the way of trains, and the power by which the latter will be run will be electricity. The third rail system is to be used, but the rail containing the current is to be covered with a hood so that there will be no danger to life from persons coming in contact with it. The tunnel seems like a splendid arcade with its width of 54 feet, its white painted walls and arched roof. The cars, of which 800 will be in use, are noncombustible and, so far as human genius can devise, indestructible, various contrivances being used to prevent collisions.

GENERAL LABOR NOTES.

One thousand garment workers in Chicago are on strike against the open-shop policy.

The strike of the United Garment Workers in New York against the open-shop has been declared off.

The engineers and firemen in several New York packing plants have been called out on a sympathetic strike.

Chicago meat packing strikers have begun boycotting meat markets. Two hundred and fifty markets have been placed on the boycott list.

The 32,000 New York tailors who have been on strike for several weeks have returned to work under the old wage schedule.

The International Miners' Congress, in session in Paris, passed a resolution limiting work to eight hours a day.

The situation in the New York building trades lockout and strike remains unchanged. The strike has been on for several days.

Former Mayor W. J. Donnelly of Victor, Colo., has moved his family from the Cripple Creek district in consequence of repeated warnings.

Attempts to move meat from the Chicago stockyards caused a number of fights between the police and striking meat packers. Several shots were fired.

Sioux City packing house companies have secured a federal injunction restraining strikers from acts of violence. The writs were served by 700 detectives.

The International Brotherhood of Teamsters, in convention at Cincinnati last week, pledged full financial and moral support to the packing-house strikers.

Five hundred Japanese laborers sent to Santa Rosalia, lower California, to work Rothschild's mines, have struck because they considered the timbering unsafe. They will stay out until more timbering is put in. The Japanese consul has gone there.

Five men who went to the home of a Cripple Creek miner for the purpose of deporting him, were met at the door by pistol shots from within. The deporters returned the fire and a dozen shots were exchanged. The would-be deporters then retired.

A mob of packing-house strikers stopped a train at Riverside, Kan., carrying strike-breakers to Kansas City, and drove the non-union men from the train with clubs, threw their baggage into the river and set fire to the car. No arrests were made.

The 50th annual meeting of the International Typographical union of North America, with 700 subordinate and affiliated bodies present from the United States and Canada, met in session last Monday in St. Louis and continued in session all week. All union printers were admitted to the fair grounds Wednesday free.

At the convention of the International Brotherhood of Stationary Firemen, held in Washington last week, resolutions were adopted endorsing the action of the packing-house firemen in going out on a sympathetic strike in aid of the cause of the butchers. A committee was appointed to raise a relief fund of \$5000 to aid the firemen in South Omaha, Sioux City and St. Louis.

JEWELRY ROBBERY

Another Mysterious Affair Similar to the Goelet Case in Concealment of Names.

NO REWARD FOR THE THIEF

Theft Has Been Kept Quiet and Every Effort Is Being Made to Secure the Return of the Booty.

New York, Aug. 16.—Detectives are working on another big jewelry robbery according to circulars received today by jewelers, pawn brokers and money lenders in New York and other large cities. The value of the missing articles is not nearly so great as in the Goelet case.

Descriptions of the theft are similar to that sent out in the Goelet case, however, in that no name is given of the person robbed or any reward offered for the arrest and conviction of the thieves. It seems to be another case in which the owners will be satisfied with the return of the stolen property. The circular says that all advances made on the jewels described will be refunded and a recompensation paid for any trouble that may be necessary.

The circular says that the jewelry was stolen on July 7 last. On that date the safe of the Clark estate at Cooperstown was robbed of valuable jewels and private papers. The fourth article in the list of stolen jewelry is described thus:

Red enameled watch, about the size of a half dollar, marked in the case "Florence L. Stokes, July 1."

Chicago Shellfish.

Ex-Justice Julius M. Mayer is very fond of things that come out of the sea, and while in Chicago recently at the republican convention he sought to indulge his tastes in one of the well known restaurants there, says the New York Times. After a survey of the menu, he called one of the waiters and ordered a portion of little neck clams. "Very sorry, sir," said the waiter, "but we're out of clams."

"Bring me a nice broiled lobster then," said the judge.

"There isn't a lobster left," said the waiter.

"This is very annoying," said Judge Mayer, taking another survey of the bill of fare. "Let me have some soft-shell crabs."

"We're out of soft-shell crabs, too," replied the waiter, looking rather shamefaced.

"Then why do you keep these things on the bill? Have you any shellfish at all?" he demanded.

"Only eggs, sir," replied the waiter.

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Headache Tablets Cause Death.

Martini Mortensen, a 20-year-old girl recently from Nebraska, was found dead Wednesday morning three miles north of Junction City. She was housekeeper for a man named Anderson, near whose place the girl's parents live. She was healthy, and the only cause assigned is an overdose of headache tablets. The coroner held an inquest Wednesday afternoon. The girl was a hard worker and good looking. No cause is assigned to lead to suspicion of suicide.

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Treasury Department, U. S. Life-Saving Service, Washington, D. C., July 26, 1904. Sealed proposals will be received at this office until 2:00 o'clock p. m., of Friday, August 26, 1904, and then publicly opened, for the construction of a floating boathouse for Grays Harbor (Washington) Life-Saving Station. Specifications and drawings, forms of proposal, etc. can be obtained upon application to the Superintendent of Construction of Life-Saving Stations, Pacific Coast, Room 35, New Appraisers' Stores, San Francisco, Cal.; to the Assistant Inspector of Life-Saving Stations, Coasts of Washington and Oregon, 13th District, Tacoma, Washington; or to this Office, Horace L. Piper, Acting General Superintendent.

Office Constructing Quartermaster, Astoria, Ore., July 28, 1904.—Sealed proposals, in triplicate, will be received at this office until 10 o'clock a. m., August 27, 1904, and then opened for the construction and plumbing of an addition to a frame guardhouse at Fort Stevens, Ore. United States reserves the right to reject any or all proposals. Plans can be seen and specifications obtained at this office. Envelopes should be marked "Proposals for construction," and addressed, Captain Goodale, Quartermaster, Astoria, Oregon.

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