

A GENERAL STRIKE FEARED

Louisville and Nashville Employees
Quit Work at Evansville.

CHICAGO OFFICIALS HAPPY

**Grain Cannot Walk to Market and
Cars are Scarce—A New Sec-
ond Vice-President for
the Northwestern**

Trouble at Evansville. EVANSVILLE, Oct. 21.—What is feared may yet prove to be the beginning of a general strike on the Louisville & Nashville and Mackey system of railroads centering here was inaugurated in the Louisville & Nashville freight yards, this city, this afternoon. The switchmen when they struck had succeeded in blocking the track which runs through the city with loaded freight cars, thus leading from one end of the city to the other. The strike to-day is confined to the Louisville & Nashville employees only, but their leaders stated to-night that the Mackey system switchmen had promised to quit work to-day, too. The Louisville & Nashville strikers, with number about 500, have now been receiving standard pay, which is \$1.25 per day, while they have only been getting \$1.00.

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It is reported that the strike here is general at all the principal points in the Louisville & Nashville system.

fill the position assigned to Mr. Stubbards, who had found their man and that is all that there is to the matter. There is no doubt that the shoulders of President Miller, who for the last two years has been doing the work of the president, will be relieved of a heavy burden to be borne by Mr. Miller for final adjudication will be turned over to the second vice-president, who assumes one of the working duties of the road under the immediate supervision of the president instead of holding an honorary position, which usually accompanies an office of this nature. All will be business, which will be seen so long as the headquarters of the road are here.

GOES TO THE NORTHWESTERN.
CHICAGO, Oct. 21.—[Special Telegram to The Bee.]—“Yes, I have accepted the position of second vice-president of the Northwestern,” said ex-Vice President Newsum of the Missouri Pacific, to your correspondent last night. “My duties will be mainly in the traffic department and to-morrow morning I will start with a party of Northwestern officers for a tour of the lines. My term of office will be for one year.”

Mr. Newsum's appointment was not a surprise as a rumor has connected him with the position.

to THE BEA.]—A careful canvass failed, today, to find a solitary Chicago road, bound in any direction, which was not complaining of a scarcity of cars. The least shortage was 500 cars on any line, and the Pennsylvania

cars on any line, and the Pennsylvania is 2,500 short. In view of the fact that the grain receipts last week were over 5,000 tons short of the receipts the corresponding week of 1885 and the gross receipts almost exactly the same, the railroad officials are in a perfect fix. They know the grain can not wait to market, and with the present glut of traffic they are perfectly willing it shall not begin moving freely for a month.

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A PAIR OF WHEELS LIVES.

A Drinking Spree Ends the Career of
Two Chicago Friends.

Two Chicago Friends.
CHICAGO, Oct. 21.—Benjamin F. Nunnally's corpse, with the throat slit from ear to ear, was found floating in the Chicago river to-day. Two weeks ago he went on a spree with John Ranks, whose dead body was fished out of the river that night by a bridge-tender. There seems to be no doubt that the two engaged in a drunken quarrel on the docks; that Ranks knifed Nunnally, and that the latter, in his despair,

Nunnally, and that the latter in his death struggle pulled Ranks into the water and drowned him. The death of the two men together is a remarkable sequel to their lives, which were strangely alike. Each of the men was born in good circumstances and destroyed their prospects by over-indulgence in strong drink. Each had wealthy relatives. Nunnally's father

had wealthy relatives. Nunnally's father was a wealthy slave-holder and plantation owner. His brother is a large manufacturer and one of the prominent citizens of Dallas.

Pat. Grant's Cronin Letters.
CHICAGO, Oct. 21.—[Special Telegram to THE HERALD.]—The latest acquisition to the ranks of Chicago journalism and the latest sensation in the Cronin case is that of "Pat Grant," railroad laborer, who has joined the regular staff of the Inter-Ocean, to whose columns he has contributed a series of Irish-American letters, which have attracted much attention. It was supposed by many readers that "Pat Grant" was a disguise for some Chicago writer who concealed his identity under that nom de plume, but this is not the case. Pat Grant is just what he has given himself out to be and has till recently been a resident of Kansas City.

Michigan Mines Collapse.
NEGAUNEE, Mich., Oct. 21.—Saturday night the ground over the South Buffalo mine began sinking. The movement gradually extended until the Queen mine was also affected and several acres of ground have sunk.

from ten to fifteen feet. The movement still continues and nine buildings, railroad tracks and trees have been under ground. All the miners have quit work under the fault and are now employed on the surface, removing material from over the dangerous ground. The extent of the damage can not be estimated until the saving stops. The loss will be very heavy.

Steamship Arrivals.
At New York—The *Devonia*, from Glasgow.
At Southampton—The *Werra*, from New York for Bremen.
At Glasgow—The *State* of Pennsylvania.

from New York.
At the Lizard—Passed: The Switzerland
from Philadelphia for Antwerp.
At New York—The City of Pennsylvania
from Antwerp.
At Bremen—The Werra, from New
York.

A Mysterious Death.

CHICAGO, Oct. 31.—[Special Telegram to THE BEE.]—Miss Jaeger, aged nineteen years, and a resident of Lawndale, was killed this morning by a suburban train, on

killed this morning by a suburban train on the Chicago, Burlington & Quincy railroad. A mystery surrounds her death. The young lady had gone to the depot for the purpose of taking the train to come into the city, and in some unknown manner was run over.