

THE NEWS.

The late Mrs. Rosanna Singmaster in her will left \$46,000 to be divided between the Lutheran Theological Seminary of Gettysburg and the Lutheran Seminary at Mt. Airy, Philadelphia.

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A LUNATIC'S ACT.

Dr. Dey While Examining the Man's Mental Condition is Felled by a Terrible Blow.

Dr. Richard Dey, of Romulus, N. Y., lies in a critical condition as the result of an attack by Ernest Benjamin, a lunatic.

Dr. Dey was making an examination to determine the man's mental condition when Benjamin suddenly became violent, seized a stone and struck the physician a terrible blow on the head, felling him and producing concussion of the brain.

ATLANTA'S FAIR.

Opening of the Great Cotton States Exposition.

CROWDED WITH VISITORS.

President Cleveland's Party Started the Mighty Machinery by Touching a Button—Brilliant Pageant.

The Cotton States and International Exposition was opened Wednesday afternoon. Responsive to the touch of President Cleveland at his summer home, Gray Gables, on the shore of Buzzard's Bay, in Massachusetts, a flash of electric light illuminated the Auditorium on the Exposition grounds, the steam was released from a valve in Machinery Hall, the mighty machinery began to move, and the great fair was open to delight and instruct visitors until the last night of the year 1895.

This interesting event was the climax of the day's exercises. A procession had been formed in the city and proceeded to the exposition. The streets and grounds were crowded and the greatest enthusiasm prevailed.

During the night the finishing touches had been put on a number of buildings. Over nine-tenths of the exhibits were complete and neatly arranged attendants stood at each booth. The policemen were patrolling the grounds. Exposition guards were everywhere.

At 1 o'clock the procession, under command of Col. W. L. Kellogg, of the United States Army, as marshal, began to move. In the line were the fifth regiment, United States Army, the Washington Artillery, New Orleans' crack company, commanded by Col. John B. Richardson; the Fifth Regiment of Georgia Volunteers and various visiting State troops, making twenty-five companies in all.

The head of the column reached the gates, the companies were halted and the exposition directors and their guests in carriage passed into the grounds.

The guests and the directors entered the auditorium, where the formal opening occurred. While the crowd was still gathering Vice and Herbert rendered his new and original "Salute to Atlanta," amid great applause.

Ex-Gov. Rufus B. Bullock, as master of ceremonies, presented Bishop Cleveland Kinlock Nelson, who offered the opening prayer. Mr. Hemphill presented Col. Albion Howell, who read the Exposition ode, written by Frank L. Stanton.

President Collier delivered the opening address. Mrs. Joseph Thompson, president of the board of woman managers, spoke in behalf of the woman's department.

Booker T. Washington, colored, the principal of the Tuskegee Normal Institute, then delivered an address in behalf of the negro department.

Mayor King spoke for the city and Hon. George H. Brown represented Governor Atkinson, who was prevented by ill-health from speaking for the State.

Then came the electric spark from Gray Gables and the machinery started, the electric fountain spouted upward, and the fireworks blazed and belched.

This closed the regular programme, and the great crowd distributed itself over the grounds and the buildings for a first peep at the big fair, whose formal inauguration they had just witnessed. The opening was a complete and unequivocal success, and the exposition begins with every good omen in its favor.

BUILDINGS AND SITE.

The site of the exposition is a natural park about three miles from the heart of Atlanta. From a ridge which marks its outside boundary the land slopes down toward a basin in the center, which is utilized for the bed of an artificial lake. The amphitheatric topography of the ground lends itself naturally to spectacular uses. Fine, sweeping vistas are obtained from every point, and, with the lake for a scenic focus and a fringe of forest foliage skirting the fence for probably two-thirds of the entire circumference, nothing is left to be desired in the way of broad landscape effects.

Eight of the eleven main buildings have been designed on the lines of a cottage rather than of classic architecture. They are simply big, airy, well-lighted wooden rinks. Their sides and roofs are of clapboard and shingles. Their window-frames and sashes, though large, are of the conventional pattern. These are the buildings dedicated to machinery, electricity, manufactures and the liberal arts, agricultural and transportation, the United States government, the negro, the administration and the Georgia manufacturers' buildings. All except the last named are painted slate color, with dull green roofs and white trimmings, so as to be as unobtrusive as possible.

Of the three main buildings which are outside of the common architectural scheme—the Woman's Building and the Hall of Fine Arts—are classic in outline and covered with white staff. The remaining one is the Minerals and Forestry Building, which has a flat roof and a large octagonal tower in the center, and whose sides have a rustic surface of split logs with the bark on. The largest of the main buildings is that of Manufactures and the Liberal Arts, which is 356 feet long and 206 feet wide; the smallest is the Woman's Building, 150 by 128 feet.

In one respect the mechanical and electrical exhibits at Atlanta will be especially noteworthy, if not unique. Fifty thousand dollars' worth of Worthington pumps, which are an exhibit in themselves, supply water for the fountains and aquarium, fill all the reserve tanks, and will do whatever other service may be required of pumping apparatus under the premises.

The cotton machinery of various kinds will

illustrate their practical value by operating on cotton picked from plants growing on the exposition grounds, the tufts being taken from their bolls by one new piece of labor-saving mechanism, ginned by another, carded, spun and woven by others, and finally made into suits of clothes by the aid of sewing machines on exhibition with the rest, all in a single day and under the eyes of the visitors.

The Minerals and Forestry Building will contain as fine an exhibit as any that has ever been brought together in this country. The collection is made up almost exclusively of the products of the Southern States. Bauxite, from which aluminum is made, being largely a Southern product, a manufacturing corporation has volunteered a complete exhibit of the articles now made of it, from drinking cups to small steamboats, and will have a machine in operation turning out souvenir trinkets for the crowd. Inside the circle of clays will come one of the building stones, each specimen in the rough, polished and carved. Next will come coals, next iron ores, and so on. Inside of all will be a circular case of gems from Southern mines and river beds, including two or three diamonds and the largest single piece of pearly mother ever discovered anywhere.

The exhibit in the Woman's Building will be distinguished chiefly for the absence of the customary proportion of needlework and fancy knick-knacks, and a preponderance of illustrations of woman's accomplishments in the higher fields of art and industry. Collections have been made of paintings, statuary and architectural drawings, executed by women; of literature and music composed by them; of book covers, tiles, etc., designed by them; of inventions they have patented, and of typical specimens of their work in various lines of trade formerly monopolized by men.

DISASTERS AND CASUALTIES.

Cape Vincent, at the foot of Lake Ontario was struck by a tornado. The rail and depot, storage sheds and other buildings were destroyed. Two persons were killed and sixteen injured.

Edward Lashaw, his wife, their two young sons and Hans Bjornstad were killed and three other persons were badly injured by an explosion of dynamite at Specht's Ferry, Iowa.

Charles Freundt, a carpenter, 37 years of age, fell from the steeple of St. Patrick's Cathedral in Toledo, Ohio, and was instantly killed. The distance from the steeple to the pavement is 133 feet.

A party of men went down shaft No. 4 of the Oceola Mine, at Calumet, Mich., and found twenty-three dead miners at the fourth level. Five are still missing. The fire has been extinguished.

A report has just been received in Brownsville, Texas, of the wreck of the steamer Gaslock, near the mouth of the Rio Grande. The captain, a crew of four men and Joseph Simon, Jr., a passenger, were lost.

Fifteen oil tank cars on the Burlington road were burned near Altona, Ill., the result of a collision. Jonas Welch was fatally burned and Charles Carlson, fireman of the locomotive, was fatally injured by the collision.

A Cincinnati despatch says that Frank Sloeber and a man named Harrison were killed, Engineer Roberts was seriously injured and three locomotives and 40 freight cars were demolished in a head-on collision on the Cincinnati, New Orleans and Texas Pacific Railway, near Blanchet.

W. T. Thompson and O. L. Morton, of Los Angeles, California, were poisoned by drinking from a bottle which they supposed contained wine. It was left by a colored man at the Santa Fe railroad station and was to have been given the porter of a sleeping car. Thompson and Morton opened it instead, with fatal results.

The Rev. Dr. Francis L. Robbins, of Philadelphia, fell downstairs at his home in Greenfield, Mass., breaking his left wrist and badly bruising his head and body. The house was to be opened as the new Franklin County Hospital, and as Mr. Robbins cannot be moved for several days, he will be the first patient in the hospital.

SIX PERSONS KILLED.

A Southern Railway Train Strikes a Wagon near Lynchburg, Va.

Six persons were killed as a result of a crossing accident at Lawyers' Station, 11 miles below Lynchburg, Va. A vehicle containing six persons—supposed to be Joseph Callahan, of Rustburg, Campbell county, Va., two women, a girl of about sixteen and two small children, was crossing the tracks of the Southern Railway, when it was struck by the engine of a south-bound passenger train.

Five of the occupants of the vehicle were killed outright, and the young girl was so severely injured that she died shortly afterward. The parties were unknown in the vicinity of the accident, and it was only with difficulty and some uncertainty that they were identified as the family of Mr. Callahan of Rustburg.

The railroad officials are at a loss to understand how the accident occurred at the place named, as they say the track is visible for a distance of 200 yards or more and the occupants of the vehicle should have been able to learn of the approach of the train.

THE EUROPEAN CROPS.

Condition of the Cereal Yields in England, France and Elsewhere.

The crop prospects of Europe are reviewed in a report of the European agent of the Agricultural Department. In Great Britain there are 1,147,541 acres of wheat under cultivation, 2,166,279 of barley, 3,795,905 of oats, 541,217 of potatoes, and of hay, clover and rotation grasses, 2,303,481, and of hops, 93,940 acres.

The crops in Holland, Belgium and Denmark are of average quality, but deficient in quantity. In Switzerland the wheat crop is under 5,000,000 bushels. In France the wheat crop is excellent, but in Germany the quality has been impaired by bad weather, though the quantity is good. The central crops in Austria-Hungary are favorable, but in Italy and Spain the yield is poor. In Romania barley, wheat and rye are of good quality, but oats not so good. A large maize crop is expected.

CRUISER LOST.

Sunk in Havana Harbor by a Merchant Steamer.

FORTY-SIX WERE DROWNED.

Among the Victims Were Admiral Delgado Parejo, Commander of the Spanish Naval Forces in Cuba.

The cruiser Barcastegui was wrecked at midnight, by coming in collision with the merchant steamer Mortera in the canal at the entrance to the port at Havana.

Admiral Delgado Parejo and three other officers and thirty of the crew were drowned. General Parejo's body has been recovered. Captain Ybanez's body was also recovered, but in a badly mutilated condition, indicating that he had been crushed in the collision.

The cruiser Barcastegui had been employed in going on government business between different parts of the island of Cuba. She was a third-class cruiser, carrying five heavy and two rapid-firing guns, and was of 1,000 tons displacement. She was built in 1876.

The cruiser left Fort Barcastegui at midnight, with General Delgado Parejo on board. On reaching the mouth of the harbor, close to Moro fort, the Barcastegui came in collision with the Mortera, a steamer engaged in the coastwise trade. The Mortera struck the cruiser on the starboard and so badly injured her that she sank at once. The Mortera, though badly damaged, stood off to give assistance to those on board the Barcastegui, and, with her boats, saved the greater part of the crew.

Admiral Parejo, Captain Ybanez, First Lieut. Lopez Aldazola, Second Lieut. Juneo, Soto and Canajo, Dr. Martin, Purser Puyo, Mechanist Zarruela and 35 of the crew were drowned. Aide-de-Camp Gaston was saved. Victor Troja, alder of the officers, had his leg broken, but was picked up by a boat from the Mortera.

Admiral Delgado Parejo was commander of the Spanish naval forces in Cuba. He arrived on the island June 17, from Spain.

Captain Vidal, of the steamer Mortera, in the course of an interview, said that at 11.15 o'clock, when he was within two miles of the entrance of the harbor and going at a moderate rate of speed, he saw ahead on his starboard side a green light, which he presumed was that of a steamer leaving port.

"I ordered the steamer to slow down," said Captain Vidal, "and proceeded on our course bearing to whistles from the cruiser, to which we replied. Turning into the harbor and keeping in sight on our starboard the green light of the cruiser, we whistled twice again, thus indicating that we were turning into the harbor, when suddenly all the lights of the cruiser were put out."

"I immediately ordered the engineer to steam backwards; but it was of no avail, for the steamer collided. I ordered the boats to be lowered and life preservers to be thrown overboard. After the collision we were engaged with the Barcastegui for a time, but this situation endangered the Mortera as well as the cruiser, and I ordered the engines to go ahead, my attention being to try to run the Barcastegui ashore. I soon found, however, that this could not be done with safety to the Mortera. Backing off from the cruiser the Barcastegui sank almost instantly."

The cause of the extinguishment of the lights on board the cruiser, which was described by Captain Vidal, of the Mortera, and which undoubtedly was the cause of the collision, was occasioned by the stopping of the engine to save the life of a sailor whose arm had been caught in a dynamo.

A DESTRUCTIVE CYCLONE.

Tears a Church from Its Foundations and Levels All Before It.

A terrific cyclone swept over Door county peninsula in Wisconsin, demolishing fully thirty buildings. The principal losses were suffered by the farmers.

At Clay Banks the large Shiloh Church was twisted from its foundations, lifted bodily into the air and dumped tumbledown several rods from its foundations. It is a mass of bricks, stone and lumber, and has no semblance of a building. For a distance of twenty miles the cyclone cut a swath through timber and across farms, leveling everything before it. No one was killed, and only two persons are known to have been hurt.

DEFECT IN THE TEXAS.

Officials Think Her Ventilation Will Prove Faulty in Her Trial Run.

Reports from the battle-ship Texas are that the vessel is being gradually put into shape for the official steam test. The machinery, which was damaged by the shoal water at the Norfolk yard, has received a general overhauling. It is believed at the department that no permanent damage was done.

The experience which has been had with the ship shows that there will certainly be trouble with her ventilating apparatus, which was constructed upon the same plan as that of the Amphitric and has been found to be very defective.

FIERCE FIGHTING.

Cuban Insurgents Blow Up a Train With Dynamite.

Details of the battle of Sao del Indio are still vague. Some terrific fighting was done and the Cuban cavalry showed desperate valor in two unsuccessful attempts to capture the Spanish artillery. They finally succeeded in taking one of the guns.

The insurgents have blown up with dynamite one of the trains conveying the reinforcements lately arrived to the interior. On the cars was the battalion of Luchana, and the explosion occurred between Guantanamo and Calmanera. Immediately after the explosion a charge was made, all mangled, and the butchery which followed was fearful.

PENNSYLVANIA ITEMS.

Epitome of News Gleaned From Various Parts of the State.

John Young, of Topton, had both legs cut off on the Allentown Railroad at Topton. He was walking on the track; when the Kutztown train came along and struck him.

Lancaster City Councils passed an ordinance authorizing a loan of \$120,000 to pay the judgment recently obtained by the county against the city, and another submitting to the electors of the city the question of increasing the city debt \$100,000 for the establishment of a garbage crematory. At the present time there is no place about the city for the deposit and destruction of garbage.

James Brown was instantly killed at the Stevens, Jackson & Co. quarry, Pen Argyl, where he was employed. While eating luncheon a large piece of rock fell from the side and struck Brown in the back, crushing his body in a frightful manner. He leaves a wife and four children.

The Corry rioters, Michael Kane and Charles McLaughlin, who led in the demonstration and tumult following ex-Priest Ruthven's lecture last winter, were convicted at Erie. Twenty-five others will be brought to trial. Ruthven was not present at the trial; the prosecution was conducted by the Corry City authorities.

An unknown man committed suicide at Emaus. The man had been at Captain Adriaens' Hotel. He was seen a number of times lately to lie down on the railroad track as passenger trains were about to approach, but as the engines drew near he apparently lost courage and got up and walked away. His dead body was found on the Perkiomen Road, near the station. There is no clue to the man's identity. The body was badly mangled. He was about 50 years of age. It is believed that he had escaped from some lunatic asylum. During his stay in Emaus he told Captain Adriaens that he had murdered some one.

The Pennsylvania Railroad intends to give Pittsburgh a depot worthy of the city. It is to be one of the most palatial passenger stations on the continent. Just as soon as the question of site is settled work will be begun.

J. Martin Woessner, of Woessner Bros. contractors, Allegheny, killed himself in his office sometime Saturday night by shooting himself in the head. His brother, Jacob Woessner, the head of the firm, hanged himself on March 1, 1894, under a small bridge on Troy Hill. A peculiarity about the suicide of both men is that they left home without any intimation of self-destruction or previous threats. His body was discovered by the police, and was taken to the morgue. He was a victim of chronic ill health.

Francis Hauvieu, a Frenchman, the window sash who was the terror of the people of Villa Nova, and Wayne for weeks was convicted in Media, of window breaking, and also of assault and battery upon those who tried to arrest him. He has an anarchistic appearance, and wild look and could not speak a word of English. Judge Clayton acted as interpreter, and told Hauvieu with what he was charged. He refused to say a word to the Court, when first arrested, he said that he broke the windows because the people laughed at him, and to others he said that people has no right to live in such fine houses, and permit him to starve. The stone throwing was always done between 12 o'clock and 3 o'clock at night, and the stones thrown in bedroom windows. Judge Clayton sentenced Hauvieu, to two years in the Eastern Penitentiary. As there was some doubt as to his mental condition, the Court directed an examination of the man to be made and if found insane, he will be sent to the asylum at Norristown.

The Court at Norristown filed an opinion in the estate of John Boyer, deceased, allowing the Protestant Episcopal Hospital of Philadelphia \$6,117. The deceased was a Norristown banker, and left a will giving Mrs. Mary Simpson the interest of \$5000 for life, and at her death the principal to be paid to the hospital. Mrs. Simpson died in 1892, and the auditor awarded the interest and accretions on the principal sum, amounting to \$1017, to other devisees, but the hospital filed exceptions which the Court sustained.

Great inconvenience to the majority and loss of much needed work has been caused at Wilkes-Barre, by the water famine and now it has assumed a more serious aspect, for one of the companies has been obliged to suspend operations for lack of supply. The water famine in Ashley is becoming a serious question with the railroad officials and the L. & W. R. Coal Companies. The boilers at No. 1 slope of the Harford Mine were closed on account of no water and all but two were closed at the new slope at the Maxwell No. 2. The men were all ordered out of the mines and the fan stopped.

A man called at the headquarters of the Phoenixville police making inquiry about two horses stolen from him. The man had been sent from Philadelphia to Reading with four horses for a man by the name of Eyrich, of the latter place. When the man reached Norristown he embarked freely and it was late when he again started on the way to Reading. After leaving Jeffersonville he went to sleep and when he awoke two of the horses were missing.

The Carlisle Grand Jury came into court and recommended, among other things, to Judge Riddle the building of an addition to the County Jail for the accommodation of women and children who may be detained for court offenses. They also recommended that the Sheriff should receive 12 cents per diem instead of 9 for the boarding of tramps.

The Champion Mine at Ishpeming, Michigan, started its steam shovel and ore crushers with 100 men, the miners and laborers desiring to get back to work.

About 200 men and women, members of the Kneefoot Makers' Union, who were on strike in New York, returned to work, the employers renewing the old agreement for one year.

Trouble is arising brewing in the Massillon, Ohio, coal district, and a strike of the miners about the end of this month is regarded as probable. About 600 of the Paimyra men have voted to rejoin the United Mine Workers.

The longshoremen of Fernandina, Florida, are on strike, and colored men have been imported to take the strikers' places. These imported men were fired on while sleeping in their camp. No one was injured, but the men were badly frightened, and some have left.

The pumpmen, firemen and other Union employees at Ishpeming, Michigan, have refused to go on strike at the bidding of the Miners' Union. The pumps, it is stated, would be run in case no mining was done, and the pumpmen desire to hold their positions.

Ex-Queen Liliuokalani has been pardoned by the Hawaiian government and all exiles may return to the country. There had been thirty-five deaths from cholera at Honolulu up to September 5.

BURNED AT SEA.

Terrible Catastrophe on the British Steamer Iona.

SEVEN PERSONS PERISH.

Six Women and a Child Burned to Death While the Crew Was Fighting the Fire—The Charred Remains of the Victims Found.

Fire broke out on board the steamer Iona, from Edinburgh to London. The flames spread with so much rapidity that before aid reached the vessel six of the passengers and the stewardess of the Iona were burned to death. The fire was put out after four hours' struggle.

The fire broke out when the Iona was off Clacton, in the fore part of the vessel. The passengers were aroused and it was supposed that all had escaped from the burning cabin. While the crew were busy fighting the flames soldiers on board assisted in lowering the boats and in supplying passengers with life belts. There was no wind and the sea was perfectly smooth. There was, however, so much excitement and confusion among the passengers that the captain was unable to restore order.

Suddenly it was discovered that some women and children were missing. The stewardess re-entered the burning cabin, it is presumed to try to rescue those who were missing, and also perished. The darkness and the volumes of a smoke rising from the burning cabin combined to make a terrible scene.

Here there was a passenger rushing two and fro in anguish seeking his wife, and there was another searching for his daughter. It was not until three compartments had been burned that it became possible to enter the cabin, where were discovered the charred remains of six women and one child. Then the engines of the steamer were started up again and the vessel proceeded on its way to London.

INCREASE IN PRICE OF COTTON.

The South Has Raised a Remarkably Large Corn Crop.

The Manufacturers' Record in its weekly report of Southern business conditions says: The large falling off in the cotton crop as compared with last year will be more than counterbalanced by the great increase in price which this crop is bringing compared with last year's. In addition to this the South has raised a remarkably large corn crop and an abundant supply of provisions and diversified farm products, thus putting the farmers of the South in better condition than for many years. Cotton mill interests continue active, and during the week a number of enterprises have been reported. The Union Mills Company, now running 13,000 spindles at Union, S. C., will build a new mill to be equipped with 40,000 spindles and 1,200 looms at an aggregate cost of over half a million dollars. A New York company is figuring on the building of a million dollar mill in the South. A company has been organized at Goldsboro, N. C., with \$60,000 capital, to purchase and reequip an old mill. A \$75,000 company has been organized at Winsboro, S. C. A \$100,000 cotton compress company has been organized in Louisiana, and a cylindrical-bale cotton compressing company in Tennessee.

Among other enterprises reported for the week were a \$25,000 shirt and pants factory at Selma, Ala.; machine shops and pressed brick works in the same State; a \$25,000 lumber company; \$10,000 tannery; a \$25,000 machinery company; a \$10,000 electric light plant; a \$25,000 tobacco cultivating company and a \$100,000 fertilizer company in Florida; a \$150,000 paper factory and a \$10,000 saw; stores in Georgia; a \$50,000 bicycle company in Louisiana; and \$22,000 plant works in Kentucky; electric light plant and water works in Mississippi; a \$50,000 cooperage factory, a packing house and a lumber plant in North Carolina; two coal and coke companies with \$5,000 and \$60,000 capital stock respectively in Texas; and a \$10,000 cotton seed oil company and a \$10,000 cotton compress company.

WORK AND WORKERS.

Work was started at Champion Mine, 14 miles from Ishpeming, Michigan, the miners being guarded by State troops.

Two hundred weavers and spinners at the Aurora, Illinois, Cotton Mill struck for a 10 per cent increase in wages, and the mill was shut down.

The American Wire Nail Company gave notice, at its big plant at Anderson, Ind., that it would reduce its force of employes one-half, this week.

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