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READY TO RUN TRAINS.

The Company Offers to Move Freight and Passengers,

INCLUDING ALL WHICH REQUIRE NO SLEEPERS.

The Seventh Day of the Strike in the State, With a Complete Blockade in the Northern Portion—Strikers in Absolute Control at Oakland.

Special to the RECORD-UNION.

SAN FRANCISCO, July 5.—The Southern Pacific Company officials authorize the statement to be made that the company is willing to run all trains it will be permitted to run; that it is ready to resume all freight business, and has been willing to move all freight the strikers will permit it to move; that it is ready to move the fruit crop or any freight if the strikers will leave the trains and the track unmolested. This statement is made on the authority of the General Manager and of the Board of Directors of the Southern Pacific Company.

MANAGER TOWNE'S OFFER.

SAN FRANCISCO, July 5.—In a communication addressed to the *Chronicle*, General Manager Towne of the Southern Pacific says: "I notice statements in the daily papers censuring the Southern Pacific Company for its alleged refusal to run any trains because the strikers, now in control of the road at many points, refuse to permit trains with Pullman sleeping-cars to be moved. From the beginning of the present trouble the company has been willing, is now, and will in the future be willing, to run all of its trains. If prevented by physical force or otherwise from running trains which require Pullman cars for the accommodation of ordinary daily traffic, it will, nevertheless, if permitted to do so, run any or all freight trains or passenger trains which do not require sleeping-cars."

H. E. Huntington said to-day: "We will run our trains as soon as we are able to do so. Our property is in the hands of United States Marshal Baldwin, and we rely on him to afford protection. If he finds it necessary to call for United States troops that is a matter resting with him, not us."

SEVENTH DAY OF THE STRIKE.

It Closes With a Complete Blockade in Northern California.

SAN FRANCISCO, July 5.—The seventh day of the great railroad strike closes with the great blockade more complete in Northern California than it has been at any time since Debs ordered the American Railway Union men to tie up the Southern Pacific. At Sacramento and Oakland the embargo enforced by the strikers is absolute, not a wheel being allowed to turn, and at no other point in the State is the Southern Pacific doing any business. Sacramento continues to be the center of interest.

At Oakland the strikers are in absolute control. The State militia proved of no avail, for the sympathy of the militiamen is with the strikers. Companies from Petaluma, San Rafael and Santa Rosa had been ordered to Oakland, but they were sent home without being ordered against the strikers. This morning the company fired up two switch engines on the Oakland mole. No sooner had this been done than a mob of 300 strikers bore down upon the yards, pushed past the unresisting Deputy Sheriffs and captured the locomotives. They ran the engines on to switches, blew off the steam, raked out the fires and let out the water. The railroad officials made no further attempt to turn a wheel.

While this riot was in progress on the Oakland mole thousands of people who live on the Oakland side of the bay and do business in San Francisco stood on the shore waiting for transportation. All the regular ferry-boats had been stopped, and to make the blockade more complete three big ferry-boats that were temporarily running up Oakland Creek grounded at low tide and stuck fast in the creek. From before 6 o'clock until after 10 o'clock there was no communication. The first Oaklanders to reach San Francisco arrived at 10:30. Traffic on the coast division running out of San Francisco is also obstructed. At San Jose a large force of strikers stopped the passage of trains by throwing themselves on the track. Many interior towns are already running short of supplies, and are complaining bitterly.

Coastwise and even Easterly mail is now coming into and going out of San Francisco on ocean steamers. The postal authorities no longer hope for a speedy resumption of railroad traffic. The steamer Walla Walla sailed for Puget Sound this morning with tons of general mail for Washington, Idaho, British Columbia, and letter mail for the East. The letter pouches will go East over the Great Northern. Mails for Southern California were taken out on the steamer Santa Rosa. Oregon mail was taken to Portland on the steamer Truckee. Mails also arrived by steamer from the north and south.

There is talk of sending the incoming Australian steamer Monowai to Puget Sound, there to discharge her Eastern freight and mails. She was due to-day. The coastwise steamers are unable to meet the demand for passenger transportation.

NO FEDERALS ORDERED HERE.

WASHINGTON, July 5.—No regular troops have yet been ordered to Sacramento or Oakland. The War Department says that regulars will not be sent until the State troops are found to be inefficient.

FEDERAL TROOPS IN THE STATE.

SAN FRANCISCO, July 5.—In case President Cleveland should call upon the Federal troops to quell the riot at Sacramento he will have about 1,000 soldiers in California at his command. These comprise four troops of cavalry, nine batteries of artillery and eleven companies of infantry. The present location of these troops is as follows: At San Francisco and immediate vicinity, nine batteries of artillery and two companies of infantry; at Los Angeles, six companies of infantry; at Benicia, two companies of infantry; at Sequoia National Park, one troop of cavalry; at Yosemite National Park, one troop of cavalry; at Gilroy, two troops of cavalry; at San Diego, one company of infantry.

AT LOS ANGELES.

The Santa Fe Moves Trains Under Shelter of U. S. Troops.

LOS ANGELES, July 5.—A surprise was issued from the United States Circuit Court here this afternoon. Judge Ross, in ordering the omnibus injunction now being served throughout the country to prevent interference with the United States mails, did not confine his order to the strikers alone. The writs were served as well upon Division Superintendent Muir of the Southern Pacific, General Manager Wade of the Santa Fe, and, in fact, on all persons in any way connected with either road at this point. The writs have been in the hands of deputy sheriffs since Monday.

Under the shelter of United States troops, the Santa Fe company moved a few trains to-day. One train was dispatched to San Diego. It is also reported that a train went out of San Bernardino on the kite-shaped track under the protection of deputy sheriffs.

At the Southern Pacific yards, notwithstanding the presence of United States troops, no trains were sent out. This evening a train for San Francisco is being made up. A number of turn table hands who were driven from the Southern Pacific yards by the strikers on Tuesday returned to work under protection of the troops this afternoon.

IN THE NORTH.

Resolution Adopted by the Chamber of Commerce at Seattle.

SEATTLE, July 5.—The Chamber of Commerce held a special meeting to-day to consider the condition of traffic and labor, and passed the following resolution:

WHEREAS, An association called the American Railway Union has arbitrarily prostrated the commerce of at least one-half in area of the United States in shameful disregard of the public and private rights.

Resolved, That the strike ordered by said association against the railroad companies at a time when no grievances existed between those companies and their employes is utterly selfish, involving millions of people innocent of any assumed or real cause of discontent, is a blow at civil liberty, and the continuance of such a power, coupled with the unbridled license with which it is exercised, will be to perpetuate a pernicious force within the republic.

INTIMIDATED BY STRIKERS.

TACOMA, July 5.—The Northern Pacific continues operating trains to Portland, Seattle and Carbonado with non-union men. Pullmans are carried on the Portland trains.

Last night John Gribble, one of the oldest engineers on the road and a well-known citizen, was attacked by Engineer Foster and two or three other engineers, knocked senseless and severely beaten. Gribble had told Superintendent McCabe that he would pull out his own train on his regular time, but would not take out another man's run. He met several engineers, told them what he had done and advised them to do the same, as the Brotherhood rules allowed it. Without previous warning, Foster, a man of 200 pounds, hauled off and hit Gribble between the eyes, knocking him senseless. Another engineer, also a sympathizer with the strikers, jumped on him and pounded him. By these and other means the strikers are trying to intimidate the men who remain loyal to the company.

Three non-union men employed in the Northern Pacific roundhouse, at this place, were waylaid this evening a few minutes after 6 o'clock by a gang of strikers and beaten unmercifully. The non-union men, James McFarland, T. J. Vivian and J. McClelland, were so badly injured that they were sent home in hacks after a Northern Pacific surgeon had dressed their wounds. McFarland had a scalp wound eight inches long, Vivian was cut across the face, ear and chin, and McClelland was kicked in the face. The assaulting strikers were not apprehended.

RIOTING AT SPOKANE.

SPOKANE, July 5.—The Northern Pacific passenger train arrived here at 4 o'clock this afternoon under an armed guard of deputies. A crowd of 500 strikers and sympathizers gathered at the depot, but no violence was shown. To-night the crowd increased to 1,000, and is now rioting. It has ditched three engines and wounded three deputies by throwing stones. Ex-Police Captain Martin was severely wounded in the head. The mob is growing more violent, and serious trouble is feared.

QUIET AT PORTLAND.

PORTLAND, July 5.—Everything is quiet in the local strike situation to-day. All passenger trains have left the Union Depot on schedule time without any interference on the part of the American Railway Union. The Southern Pacific to-night dispatched the California express under a guard of twenty Deputy Marshals.

INCITING MURDER.

Two Anarchists Placed Under Arrest in London.

LONDON, July 5.—Thomas Cantwell and Charles Quinn have been arrested here and charged with inciting the murder of members of the royal family. Prior to the recent opening of the Tower bridge the prisoners were found displaying the following placards:

"*To the Workmen of Tower Hill*—FELLOW-WORKERS: You have expended life, energy and skill in constructing this bridge. Now come the royal vermin and rascally politicians with pomp and splendor. They claim all the credit, while you are condemned to the workhouse and to the pauper's grave, in order to glorify these lazy swine who live by our labor."

Upon searching the prisoners' lodgings a printing press and a mass of anarchistic pamphlets were found. The prisoners will be prosecuted by the Treasury officials.

HOUSE PROCEEDINGS.

Cablegrams of Congratulation From the Brazilian Chamber of Deputies.

WASHINGTON, July 5.—The events of interest in the House to-day were a cablegram of congratulation from the Brazilian Chamber of Deputies to the House of Representatives on the one hundred and eighteenth anniversary of American Independence and the reception of the tariff bill. This latter event elicited Democratic applause, and the bill was laid upon the Speaker's table.

A joint resolution to authorize the Secretary of the Navy to continue the employment of mechanics and laborers in the navy yards who have been discharged owing to the failure of Congress to pass the appropriation bill was passed, after some tart remarks from Messrs. Cannon and Reed.

The bill to subject to taxation national bank notes and United States treasury notes consumed the entire afternoon, and no conclusion had been reached when the House adjourned at 5:15 o'clock.

O'Donovan Rossa.

LONDON, July 5.—J. O'Donovan Rossa, whose twenty year term expired on July 2, 1892, and who returned to this country last month, has announced his intention of standing for election as the City Marshal of Dublin.

Carlisle Exonerated.

WASHINGTON, July 4.—One thing in which the Democrats and Republicans of the Sugar Investigating Committee will agree upon, and upon which an emphatic report will be made, is the exoneration of Secretary Carlisle from any improper relations to the sugar schedule.

THE STRIKE AND BOYCOTT.

Most Turbulent and Critical Day Thus Far at Chicago.

GREAT MOBS OF STRIKERS GATHER ABOUT THE RAILROADS.

Box Cars Overturned, Switches Broken and Like Disturbances About the Yards—Uncle Sam's Forces Not Sufficient in Number to Cope with the Thousands of Strikers—Proclamation Issued by the Mayor.

Special to the RECORD-UNION.

CHICAGO, July 5.—The sun went down on by far the most turbulent and critical day thus far in the unparalleled railroad strike and boycott. When it opened there was a general feeling that its passage would go far toward clearing the atmosphere, if, indeed, it did not practically lift the embargo on commerce which has held this city in its grip for the past week. That expectation was caused by the presence of Federal troops in the most dangerous districts. But the situation at the close of the day is such that it must be admitted that the hope indulged in in this regard has not been justified. The troops are few in number at best, and when they were divided into squads and distributed at parts separated by considerable distances, it soon became evident that their prestige in overawing bodies had been dissipated at the same time. Instead of fleeing in fear before the faces of the soldiers, as was predicted, the turbulent thousands surged around the little bands and jeered and hooted at them, cast vile epithets at them, and literally played hide and seek with them, stopping trains at will, and generally rendering the embargo in the military districts stronger than before.

But the strikers did not resist Uncle Sam's police. Again and again when there were thousands of strikers about a train which it was sought to move, they gave way like water before the leveled bayonets of a single company of infantry or the trampling of a single squad of cavalry. Like water, too, they closed in again at a point just behind. They turned switches, derailed freight cars in front of the slow moving trains and played all sorts of railroad tricks with which the soldiers were unacquainted. Thus it was that the troops at the stock-yards with perseverance and silence spent the entire day in a vain endeavor to get one train-load of dressed beef out of sight of the starting point.

Another and pleasanter thing this experience showed, and that was the admirable coolness, self-possession and discipline of the troops throughout an exciting twelve hours. Not a shot was fired. Not a man was pricked with a bayonet, which argues with force enough that the soldiers would have done the work it had been expected of them if their force was large enough. Their quality was there, merely the quantity was lacking.

Aside from the immediate neighborhood where the troops were operating there was plenty of excitement and disorder. Great mobs gathered on the Lake Shore, Alton, West Shore and Rock Island tracks, and proceeded to obstruct them by overturning box cars, breaking switches and the like. At one time they set fire to a signal tower and an interlocking box, though the flames were extinguished before damage was done.

In two instances there was bloodshed. On the Western Indiana tracks a hard pressed special policeman fired at his pursuers, wounding a striker in the leg. On the Lake Shore road an official of that company in a Chicago train which was endeavoring to force through emptied his revolver point blank into the massed strikers about him, wounding two or three, it is believed.

Shortly after noon a mob numbering 2,000 started north on the Lake Shore tracks at Thirty-seventh street, overturning cars and obstructing the line in every possible way. They were not checked until they reached Twenty-second street, where a heavy force of police was massed and succeeded in turning them back.

During the afternoon Mayor Hopkins and Chief of Police Brennan went down to the Lake Shore road with an official of the road intending to go to the Stock Yards. The course was obstructed, and they were compelled to finish the journey on foot.

At 3 o'clock this afternoon a special, consisting of one engine and sixteen passenger cars, was sent out on the Lake Shore from the station on Van Buren street loaded with officers of the road. The police were dispatched to aid in moving the trains in the vicinity of the stock-yards. At Fortieth street the mob grew so demonstrative that the train was compelled to halt. The engineer believed himself to be the object of attack, and drew his revolver. Before he could shoot, a policeman disarmed him. The crowd saw the movements and became wild with frenzy. They rushed upon the engine, swarming all around it, pelted it with stones and bricks, breaking windows and howling like madmen. The police drew their revolvers and fired into their midst. One or two men are said to have been hit, but it is not yet known how seriously they were hurt. A dozen or so shots were fired. In the meantime the engineer had reversed his engine and the train was soon forced back out of reach of the now unbridled mob and returned to the city. The shooting occurred in a locality where the men were all ready and was believed to be a signal for a desperate encounter.

Two cars loaded with meat were overturned near the Fort Wayne crossing. The Union Stock Yards Switching Company had been blocked by four freight cars, which the strikers had placed across the tracks. From there they proceeded to the roundhouse for the purpose of piling some box cars on the switches leading to the roundhouse, so that no engines could get in or out of the roundhouse. Inspector Hunt, with fifty policemen, met the mob, however, and drove them away. The mob was very rabid and bent on doing everything to destroy property. They paid no attention to attempts to dissuade them, having become recklessly daring. There are large crowds blocking every street and alley in the stock yard district.

A mob coming north on the Lake Shore tracks was stopped by a squad of police near the Twenty-second-street crossing and dispersed. The mob busied itself overturning freight cars on the Western Indiana all day, and effectually prevented the operation of the road, but at 5 o'clock to-night disappeared, leaving nothing but idle spectators.

Orders have been issued to the troops to fire on any one who attempts to uncouple cars on trains made up. United States soldiers are hooted at and police officers do not seem to have control. Railroad communication with the city is cut off.

Of the striking men it may be said the situation broadened with the day. On the Big Four, on which it was presumed traffic would be resumed immediately, it was practically tied up. At Joliet everything is at a standstill, because the yard-men have gone out and the city water works have shut down.

The troops quickly put an end to the trouble at Raton, N. M., arresting a large number of strikers.

The conductors and brakemen of the Northwestern decided this afternoon to continue the strike. Sixty-five freight handlers on the Illinois Central struck to-day.

The order for a special Federal Grand Jury to investigate violations of United States statutes by the strike leaders was entered on the records to-day, in accordance with the decision of Judge Grosscup.

The Calumet Terminal Railway employes have struck, and as a result the steel mills in South Chicago will probably close in the morning.

Every policeman on the south side was called into service this afternoon when word was received that there was a blockade on the Rock Island road at Twenty-fifth street. A dozen cars had been thrown off the track, and behind the obstructions were three passenger trains trying to get into the city. Thousands of people surrounded the trains, and the aspect became threatening, so much so that the railroad officials sent in a call for policemen to disperse the mob. When the mob first attacked the train at Twenty-fifth street there were but few policemen there, and they could do nothing with the strikers.

At Twenty-second street there was another gang which attempted to throw a freight car off the track. While trying to disperse the mob and the strikers from carrying out their purpose an officer was struck on the head by a stone thrown by one of the crowd and seriously injured. Reinforcements arrived and the mob was dispersed. Over 200 policemen then patrolled the tracks and crossings and protected the wrecking crew who were engaged in replacing the derailed cars. This was not accomplished until nearly 7 o'clock, when the first train started from the city.

The most urgent call after the one from Twenty-fifth street and the Rock Island tracks was for men at Thirty-ninth street, and the Chicago and Eastern Illinois tracks. This call was sent out by General Manager Egan, who said a mob was in control at that place and the police were unable to handle it.

PROCLAMATION BY THE MAYOR.

CHICAGO, July 5.—After a personal inspection of the scenes of violence on Fortieth street this afternoon, Mayor Hopkins returned to the City Hall, and for half an hour was closeted with Corporation Counsel Reubens. At the expiration of their interview a letter was dispatched to Chief of Police Brennan, and the following proclamation issued:

"The events of the last twenty-four hours render it necessary that extraordinary measures be taken to preserve the public peace and order.

"The Mayor of the city of Chicago has the legal right to demand the services of every able-bodied man in the city, and to call upon the militia, if necessary, to suppress riots or other disorderly conduct, and he will certainly exercise every power vested in him by law for the protection of property and preservation of the public peace.

"He expects every citizen in the city to do his duty in preserving the peace by avoiding all places where crowds are congregated, to attend strictly to his own particular affairs, and to see that all women and children are kept away from the public streets and railway tracks.

"The Mayor intends to enforce every law of the State and ordinance of the city, and he confidently relies upon the people of Chicago to aid him in their efforts in that behalf.

"If the well disposed comply with his request as herein indicated, he will no doubt find a means of preventing the evil disposed from violating the laws. The police force is hereby directed to disperse every assemblage of persons in the public streets and on or near railway tracks, and to promptly arrest all persons who refuse to disperse on demand. JOHN P. HOPKINS, Mayor."

The Mayor has instructed the Chief of Police to suspend all officers who are in the Lake Shore and Michigan Southern yards to-day and did not interfere with the strikers who overturned cars by the score.

"The immediate cause of the issuance of my proclamation was the overturning of cars on the Lake Shore and Michigan Southern Railroad this afternoon," said Mayor Hopkins. "That sort of business must be stopped. I desire that my letter to Chief Brennan in reference to the duty of the police be published, so that all officers will hereafter perform their duty or receive their dismissal from the force. I desire it distinctly understood."

MATTERS LOOK MORE FAVORABLE.

WASHINGTON, July 5.—General Schofield to-day received the following telegram from General Miles at Chicago:

"Owing to the excellent discipline and the great forbearance of the officers and men, serious hostilities were avoided yesterday. Several small fights occurred. Matters look more favorable to-day, although interference exists on five roads. All roads are endeavoring to move freight and mail trains."

IN OTHER SECTIONS.

Passenger Service on all Roads at St. Louis Improving.

ST. LOUIS, July 5.—More switch engines are at work than at any time this week, and more freight cars are being handled. The passenger service is improving, and all roads report a better movement.

In spite of all this, the situation is still serious, for as one gain is reported a loss is found to balance it. St. Louis is at present suffering much from the strikers at outside points as well as at home.

NO SIGNS OF BREAKING.

KANSAS CITY, July 5.—The railroad tie-up shows no sign of breaking here. It looks now as if there will be a general strike of switchmen.

All passengers for California and Mexico via Santa Fe, who departed from this city within three days, were brought back this morning. They were unable to get beyond La Junta, Col.

RAILROADS HELPLESS AT JOLIET.

JOLIET (Ill.), July 5.—The Central Trades and Labor Council of Joliet held a session this morning and decided to tie up all roads, as far as Joliet was concerned, the strike to take effect at noon. At that hour every switch engine in Joliet, all conductors, firemen, engineers, brakemen, switchmen and even flagmen went out, and it made the railroads helpless. The Illinois Steel Company is badly crippled in its yard service, and no one will man their engines. The city water department will close to-night, as the Santa Fe will not handle any fuel for them, and the street railway will also close down this evening. It is rumored that all union laborers in Joliet will be called out, but it has not yet been confirmed.

ALL ORDERED OUT.

JOLIET (Ill.), July 5.—The local Trades and Labor Council to-day ordered all conductors, engineers, firemen, switchmen and brakemen out at 12 o'clock. The order will be obeyed.

CHICAGO AND ALTON ENGINEERS.

ROODHOUSE (Ill.), July 5.—The Chicago and Alton engineers have appointed a grievance committee, which will hold a conference with Chief Arthur and General Manager Capelle of the Alton. The engineers decided to return to work, pending the result of this conference.

BLOCKED THE TRACKS.

SPRINGFIELD (Ill.), July 5.—A Wabash passenger train from the west arrived to-day, but a crowd of 200 or 300 strikers blocked the tracks at Washington street, west of the depot. United States Marshal Brinton and a few deputies were there, but as soon as the men were pushed off others moved on.

STRIKE SITUATION BECOMING SERIOUS.

FORT WAYNE (Ind.), July 5.—The strike situation is becoming serious. Not a mail train has reached this city over the Wabash road for two days, and only one passenger train has been moved.

This morning the Nickel Plate employes quit, and not a wheel is running between Fort Wayne and Stony Island. Even the section men are out. There is no trouble reported on the Fort Wayne road, but the strike is hourly expected.

SOVEREIGN'S DEPARTURE.

OMAHA, July 5.—General Master Workman Sovereign of the Knights of Labor left here to-day to confer with Debs at Chicago.

BLOCKADE BROKEN.

ST. JOSEPH (Mo.), July 5.—The blockade in this city has been broken. Both the Rock Island and the Chicago and Northwestern are running trains.

TELEGRAPHERS TO BE ORDERED OUT.

EMPORIA (Kas.), July 5.—Grand Chief Powell and Assistant Grand Chief Dolphin of the Order of Railway Telegraphers have been holding conferences with the strikers in this city. It is claimed by the strikers that the telegraphers on all of the roads will be ordered out.

TROOPS FOR CHICAGO AND KANSAS CITY.

WASHINGTON, July 5.—General Schofield late last night wired General Miles at Chicago to order six companies of infantry from Fort Leavenworth, Kansas, and two companies of the Nineteenth Infantry from Fort Brady, Michigan, to Chicago immediately.

LEAVENWORTH (Kan.), July 5.—Just before noon to-day four companies of United States infantry and sixteen officers, in command of Captain J. M. J. Sanlo, left Fort Leavenworth via Burlington for Chicago.

LEAVENWORTH (Kan.), July 5.—It is reported that two troops of cavalry at Fort Leavenworth have been put under marching orders, and will proceed at once for duty at Kansas City. Preparations are now being made for the departure of the troops.

TROOPS AT RATON, N. M.

RATON (N. M.), July 5.—Troops from Santa Fe reached here last night and went into camp, after searching the American Railway Union headquarters, where no guns were found. Superintendent Hurley, of the Santa Fe, said to-day that he expected to have seven engines arrive soon and would endeavor to start delayed passenger trains.

This morning United States Marshal Hall arrested Richard Bland, President of the American Railway Union, and six other officers.

General Superintendent Charles Dyer arrived to-day. Two hundred men have been called on to go to work, and they refused, and have been discharged. The American Railway Union members said they would not interfere with the running of trains if the company could get men to run them.

THE U. P. SENDS OUT A TRAIN.

CHEYENNE, July 5.—The Union Pacific sent a train west from here at 2:30 this afternoon, consisting of mail car, day coach and four Pullmans, two engines were used, a non-union fireman being on each engine. To a telegram from the local union to Senator Carey, asking him to support the Kyle resolution in the Senate, the following answer was received:

WASHINGTON, July 4th.

Secretary American Railway Union, No. 8.: I shall not support the Kyle resolution. To support it you, on reflection, would condemn my action anyway, and I should lose my self respect. Your order does not advocate anarchy nor do I. Labor's enemy in times of trouble is the professed friendship of demagogues.
JOSEPH M. CAREY.

THREATENED WITH A TIE-UP.

DENVER, July 5.—The Rio Grande and Union Pacific are still unable to send trains west, and the Colorado Midland is threatened with a tie-up.

TRAFFIC SUSPENDED.

MEMPHIS (Tenn.), July 5.—Traffic is suspended on the Kansas City, Memphis & Birmingham, Kansas City, Fort Scott & Memphis, and Iron Mountain roads. Other roads are moving in fairly good shape. A warrant was issued from the Federal Court for the arrest of John Phillips, an employe of the Little Rock & Memphis road, who attempted to stop an outgoing mail train by shutting off the air brakes. Conductor Harry McDonald turned the brake on again and took the train out with a revolver in his hand, threatening to kill any man who attempted to stop it. His wife stood by his side with a revolver hidden under her apron.

WILL NOT HAUL PULLMANS.

MONTREAL, July 5.—The embargo put on the Canadian Pacific Railroad, from London west to Chicago, was raised to-day upon the company agreeing to do without the Pullmans.

ALTGELD PROTESTS.

He Wants Federal Troops Removed From Illinois.

WASHINGTON, July 5.—Governor Altgeld of Illinois has called upon the President to remove the Federal troops from Illinois. His letter reads as follows:

"EXECUTIVE OFFICE,
"STATE OF ILLINOIS, July 5th.

"*Hon. Grover Cleveland, President of the United States, Washington*—DEAR SIR: I am advised that you have ordered Federal troops to go into service in the State of Illinois. Surely the facts have not been correctly presented to you in this case, or you would not have taken the step, for it is wholly unnecessary, and, as it seems to me, unjustifiable. Waiving all questions of courtesy, I will say that the State of Illinois is not only able to take care of itself, but it stands ready to-day to furnish the Federal Government any assistance it may need elsewhere. Our military force is ample, and consists of as good soldiers as can be found in the country. They have been ordered promptly whenever and wherever they were needed. We have stationed in Chicago alone three regiments of infantry, one battery and one troop of cavalry, and no better soldiers can be found. They have been ready every moment to go on duty, and have been and are now eager to go into service. But they have been ordered out by no one in Cook County; neiher official nor private citizen asked to have their assistance, or even intimated in any way that their assistance was desired or necessary.

"So far as I have been advised the local official have been able to handle the situation. But if any assistance were needed the State stood ready to furnish a hundred men for every one man required, and stood ready to do so at a moment's notice. Notwithstanding these facts the Federal Government has been applied to by men who had political and selfish motives for wanting to ignore the State Government.

"We have just gone through a long coal strike, more extensive here than in any other State, because of our soft coalfield is larger than that of any other State. We have now had ten days of the railroad strike, and we have promptly furnished military aid wherever the local officials needed it. In two instances the United States Marshal for the Southern District of Illinois applied for assistance to enable him to enforce the processes of the United States court, and troops were promptly furnished him, and he was assisted in every way he desired. The law will be thoroughly executed, and every man found guilty of violating it during the strike will be brought to justice. If the Marshal for the Northern District of Illinois, or the authorities of Cook county need military assistance, they had but to ask for it in order to get it from the State.

"At present some of our railroads are paralyzed, not by reason of obstructions, but because they cannot get men to operate their trains. For some reason they are anxious to keep this fact from the public, and for this purpose are making an outcry about obstructions in order to divert attention. Some days ago, I was advised that the business of one of our railroads was obstructed at two railroad centers; that there was a condition bordering on anarchy, and was asked to furnish protection so as to enable the employes of the railroad to operate trains. Troops were promptly ordered to both points. Then it transpired that the company had not sufficient men on its line to operate one train. All the old hands were orderly, but refused to go out. The company had large shops in which worked a number of men who did not belong to the railway union, and who could run an engine. They were appealed to run the train, but flatly refused. We were obliged to hunt up soldiers who could run an engine and operate a train. Again, two days ago, appeals which were almost frantic came from officials of another road, stating that at an important point on their line trains were forcibly obstructed, and that there was a reign of anarchy at that place, and they asked for protection so they could move their trains. Troops were put on the ground in a few hours' time, when the officer in command telegraphed there was no trouble, and had been none at that point, but the road seemed to have no men to run trains, and the Sheriff telegraphed he did not need troops but would himself move every train if the company would only furnish engineers. The result was the troops were there over twelve hours before a single train was moved, though there was no attempt at interference by anybody.

"It is thought that in several instances the roads made efforts to work green men, and a crowd standing around insulted them and tried to drive them away, and in a few other cases they cut off Pullman cars from trains. But all these troubles were local in character and could be easily handled by State authorities. Illinois has many more railroad men than any other State, but as a rule they are orderly and well behaved. This is shown by the fact that so very little actual violence has been committed. Only a very small per cent. of these men have been guilty of any infractions of the law. The newspaper accounts have in many cases been pure fabrications and in others wild exaggerations.

"I have gone thus into details to show that it is not soldiers that the railroads need so much as men to operate the trains, and the condition does not exist there which brings the cause within the Federal statutes, except a statute that was passed in 1861 and was in reality a war measure. This statute authorized the use of Federal troops in a State whenever it shall be impracticable to enforce the laws of the United States within such State by the ordinary judicial process. Such a condition does not exist in Illinois. There have been a few local disturbances, but nothing that seriously interfered with the administration of justice, for the Federal troops can do nothing that the State troops cannot do.

"I repeat that you have been imposed upon in this matter, but even if by a forced construction it was held that the conditions here came within the letter of the statute, then I submit that local self-Government is a fundamental principle of our Constitution. Each community shall govern itself as long as it can, and is ready and able to enforce the law, and is in harmony with this fundamental principle; that the statute authorizing the President to send troops into States must be construed, especially is so in matters relating to the exercise of the police power and the preservation of law and order.

"To absolutely ignore a local Government in matters of this kind, when the local Government is ready to furnish assistance, needs and is amply able to enforce the law, not only insults the people of this State by imputing to them an inability to govern themselves, or an unwillingness to enforce the law, but is in violation of a basic principle of our institutions.

"The question of Federal supremacy is in no way involved. No one disputes it for a moment, but under our Constitution Federal supremacy and local self-government must go hand in hand, and to ignore the latter is to do violence to the Constitution.

"As Governor of the State of Illinois I protest against this, and ask the immediate withdrawal of the Federal troops from activity in this State. Should the situation at any time get so serious that we cannot control it with the State troops, we will promptly ask for Federal assistance, but until such time I protest with all due deference against this uncalled for reflection upon our people, and again ask the immediate withdrawal of these troops.

"I have the honor to be, yours respectfully, JOHN P. ALTGELD,
"Governor of Illinois."

THE PRESIDENT'S REPLY.

President has sent the following reply to Governor Altgeld's demand for the removal of the Federal troops from Illinois:

"EXECUTIVE MANSION,
WASHINGTON, July 5.

"*Hon. John P. Altgeld, Governor of Illinois, Springfield*: Federal troops were sent to Chicago in strict accordance with the Constitution and the laws of the United States upon the demand of the Postoffice Department, that obstruction of the mails should be removed, and upon representations of the judicial officers of the United States that process of the Federal Courts could not be executed through the ordinary means, and upon abundant proof that conspiracies existed against the commerce between the States. To meet these conditions, which are clearly within the province of Federal authority, the presence of Federal troops in the city of Chicago was deemed not only proper, but necessary, and there has been no intention of thereby interfering with the plain duty of the local authorities to preserve the peace of the city. GROVER CLEVELAND."

The Quality of Tacitus.

The reason why Tacitus will ever, by a large class of sympathetic readers, be placed facile princeps among historians is not far to seek. His grand elevation of moral dignity has never been surpassed. He has no relish for the ridiculous side of absurdity, but ever gravely unfolds its unreason, and writes like a man who had never enjoyed a hearty laugh. Of all the pasquinades in which the cultured high life of Rome avenged itself on its imperial tormentors, he has preserved not one, although possibly some of its bitterer sarcasms may have served to point the deeply mordant comments which ever and anon clinch the intervals of his narrative.

Of all the ancient historians preserved to us, he had the fullest imaginative power and the most profound moral consciousness. In these characteristics Tertullian—apart from his Christianity—most nearly of ancient writers resembles him. But Tacitus never loses his temper, as Tertullian frequently does, and never accompanies the thunder of judgment with the hailstorm of vituperation. His is "a landscape on which the sun never shines," but his gloom is always a calm, and by its very calmness the more intent.

His word pictures remind us of the legend of the Pilatus Mountain, which, as it darkens with the mist, throws out on that somber background the phantom of the spectral suicide. His virtue has the pungency, but also the robustness, of persecuted righteousness—

Per damna, per caedes, ab ipso
Ducit opes animumque ferro—

and makes us feel perpetually the "saeva et infesta virtutibus tempora," which threw a blight on his early life.—The Edinburgh Review.

An Effective Speech.

At a meeting of the Temperance Union, held in a small Pennsylvania city some time since, the attendance consisted wholly of white people, with one exception—the pastor of the African M. E. Church. He was a full-blooded negro, as black as the absence of light. The colored brother was requested to address the meeting, and rising in his place he gazed around upon his exclusively white audience solemnly. Then he said: "Brethren and sisters, I feel exactly like a huckleberry in a bowl of milk." It was the most effective speech of the session.—Harper's Magazine.

BIG BLAZE AT CHICAGO.

Five Buildings at the World's Fair Grounds Destroyed.

THE FLAMES FANNED BY A FIERCE SOUTHWEST GALE.

Two Bombs Found in New York City in Places Where Their Explosion Meant Great Loss of Life and Damage to Property—Whether Meant for Shipment or to Work Destruction There Not Known.

Special to the RECORD-UNION.

CHICAGO, July 5.—The World's Columbian Exposition is a billowy sea of fire. The administration building, the architectural crown of the White City, with its gilded and decorated dome, its supporting pavilions enriched with statuary; the majestic agricultural building, with decorated colonnades, with its beautiful statue of abundance, above which once wheeled St. Gaudens' beautiful figure Diana the Chaste; the beautiful hall of mechanical arts, with its lofty fluted Corinthian colonnades, its superb circular porched entrance and its figure-tipped spires; the light and airy electricity building, with its open roof, lanterns, its curvilear entrance, where erstwhile stood the statue of Benjamin Franklin on the south, and its graceful projecting bays on the north; the attractively inordinate but substantial-looking mines building; the mammoth manufactures and liberal arts building, with large arches of steel inclosing a forty-acre lot, and its lofty triumphal cornice and central arches, together with a number of structures, have passed into history at the wave of an incendiary's blazing hand.

From the south colonnade to the Government building, and from the lake to the golden door of the transportation building the world's famous White City is no more. As the evening sun was shedding his rays for the last time on the erstwhile scene of life, they fell upon the familiar outlines of these floaters of human handiwork almost untouched in their loveliness. Two hours later, the new moon bent her pale crescent above them, shining on a mass of ruins, wrapped in a pall of smoke, save where the yellow red of blazing timbers flare against the blue black which covers the site of the White City and covers up all of the great departmental structures.

The fire spared only the transportation building, horticultural and fisheries building and the art palace. The last named is now occupied by the Field Columbian Museum, and the fisheries building is a mere steel skeleton, having been demolished by a wrecking company. Besides these, the Government building, the woman's building and the British buildings are all that remain of the hundreds of structures that once filled Jackson Park. Even the polyglot glories of the merry midway have departed.

The fire was discovered by several boys in the southwestern corner of the first floor of the terminal station. When first seen it was but an incipient blaze, and the boys tried to stamp it out for several minutes. They were unsuccessful, however, as the fierce gale which was then blowing from the southwest fanned the fire.

Before an alarm could be turned in the fire had reached the second story of the building. Owing to the distance which separated most of the engine companies from the scene of the fire, there was considerable delay in getting a stream of water upon the blazing structure. The first alarm was immediately followed by a 3-11 call, and this by a special call for ten engines.

By the time the first detachment of engines was fully at work the terminal station was a mass of flames and the fire had leaped across to the administration building. In twenty minutes the dome of this beautiful structure fell with a terrible roar, and sparks and blazing brands were carried by the wind north and northeast to the mining, electricity and agricultural buildings. The electricity building was the first to take fire. In a few minutes it was enveloped in flames, and at 7:10 the glass roof collapsed and the iron framework of the structure fell in. At 7:15 the east end of the mining building fell in, and the flames became so fierce that the engine companies stationed between the electricity and mining buildings had to fly for their lives.

Engine No. 18 was forced to abandon their engine and had scarcely time to unhook the horses from their traces. One of the animals succeeded in getting away but the other was suffocated. Several hundred feet of hose was also burned.

BOMBS FOUND IN NEW YORK.

In Places Where Their Explosion Meant Great Loss of Life.

NEW YORK, July 5.—Within the past four days two bombs have been taken to police headquarters, having been found in places where their explosion meant great loss of life and extensive damage to property. The first bomb was found on Monday, and after being inspected was sent to the Bureau of Combustibles. Whether the bombs were meant for shipment or to work destruction here is not known. The fact that Mr. Pullman has been in this city and is now at Long Branch lends some degree of probability to the latter story.

A Station Agent Murdered.

COFFEYVILLE (Kas.), July 5.—The Missouri Pacific station agent at Nowatawit was killed by supposed bandits last night. The murdered man was getting the express on the train and carried his revolver in his hand according to custom. He was ordered to throw up his hands, and as a reply raised his revolver. The robber fired, killing him instantly. The attacking party fled.

Cholera in Europe.

LONDON, July 5.—A special from Liege says that three cases of cholera, one of them fatal, have occurred in that city within the past twenty-four hours. A number of cases are reported from the near neighborhood of Liege.

ST. PETERSBURG, July 5.—Twenty cases of cholera, six fatal, were reported from this city from July 1st to July 3d.

To Control the Supply of Spirits.

CHICAGO, July 5.—The managers of the whisky trust met to-day to consider the new tariff bill and probable effects of the increased tax on spirits. It was said the trust will make an effort to get possession of all the supply of spirits in the market, in anticipation of the rise which will follow the passage of the bill.

Anarchistic Plots Discovered.

ROME, July 5.—The *Populo Romano* states that the authorities are in possession of proofs of anarchist plots against Premier Crispi of Italy, President Carnot of France, the Czar of Russia and other heads of European Governments. The same paper states that all these were to have been killed in the same week.