

AGAINST THE STRIKE.

The Federation of Labor Declares
in Opposition to Going Out.

SYMPATHY WAS EXTENDED, BUT NO
WALK-OUT.

The Best Interests of the Unions Affiliated
Declared to Be That They
Refrain From Participating in a
General or Local Strike Which May
Be Proposed in Connection With
the Present Railroad Trouble.

Special to the RECORD-UNION.

CHICAGO, July 13.—The Council of the American Federation of Labor adjourned at 5:30 this evening, after having decided against a general strike. The position of President Debs of the American Railway Union was endorsed, however, and \$1,000 voted for a defense fund for the coming trial of Debs. The Executive Council of Seven will hold a final session to-morrow. The following address to the public was issued after a long discussion: "The great industrial upheaval now agitating the country has been carefully and fully considered in a conference of the Executive Council of the American Railway Union, and to the executive officers and representatives of the national and international unions and brotherhoods of railway unions, called to meet in the city of Chicago on the 11th day of July, 1894. In the light of all the evidence obtainable, and in view of the peculiar complications now developing the situation, we are forced to the conclusion that the best interests of the unions affiliated with the American Federation of Labor demand that we refrain from participating in any general or local strike which may be proposed in connection with the present railroad troubles.

"In making this declaration we do not wish it understood that we are in any way antagonistic to labor organizations now struggling for rights or justice, but rather that the fact that the present contest has become surrounded and beset with complications so grave in their nature that we cannot consistently advise a course which would add to the general confusion. The public press, ever alive to the interest of corporate wealth, have with few exceptions so maliciously misrepresented the strikers that in the public mind the working classes are now arrayed in open hostility to Federal authority. That is a position we do not wish to be placed in, nor will we occupy without a protest.

"By misrepresentation and duplicity certain corporations assume that they stand for law and order, and that those opposing them represent lawlessness and anarchy. We protest against this assumption, as we protest against the interference that, because a certain individual or a certain class enjoy a monopoly in particular lines of trade or commerce, it necessarily follows that they are entitled to a monopoly in loyalty and citizenship.

"While we may not have the power to order a strike of the working people of our country, we are fully aware that a recommendation from this conference to them to lay down their tools of labor will largely influence the members of our affiliated organizations, and appreciating the responsibility upon us and the duty we owe to all, we declare it to be the sense of this conference that a general strike at this time is unwise and contrary to the best interests of the working people.

"We further recommend that all connected with the American Federation of Labor now out on a sympathetic strike should refrain from work, and those who contemplate going out on a sympathetic strike are advised to remain at their usual avocations. In the strike of the American Railway Union we recognize an impulsive, vigorous protest against the gathering forces of plutocratic power and corporation rule. In the sympathetic rule of that order to help the Pullman employes they have demonstrated the shallow shams of Pullman's paradise. Mr. Pullman, in his heartless autocratic treatment to his employes, has shown himself a public enemy. The heart of labor everywhere throbs responsive to the many purposes and sturdy struggle of the American Railway Union in their heroic endeavor to redress the wrongs of the Pullman employes."

"The address then states that the railroad corporations have an utter disregard for law, and that they have given the greatest impetus to anarchy and lawlessness. It also refers to the display of armed force at the request of the "moved and agitated" and continues: "Would it not be worse than folly to call men out on a general or local strike in these days of stagnant trade and commercial depression? Better let us organize more generally, combine more closely with our forces, educate and prepare ourselves to protect our interests, and then we may go to the ballot box and cast our votes as American freemen, united and determined to redeem this country from its present political and industrial misrule, to take it from the hands of plutocratic wreckers and place it in the hands of the common people."

The morning session of the Federation took up the resolution where it was dropped the night before. Many strong speeches were made on both sides of the resolution to order a general strike of the members in sympathy with the Pullman strikers.

M. J. Croll of the International Typographical Union appealed to the feeling of the conference of the manner in which labor had been trampled upon by capital, and said that the only way to force a recognition was to order a complete tie-up.

Messrs. McGuire and Perkins made speeches on the same line, arguing most emphatically in favor of the resolution.

Mr. Drummond took up the opposition, and discussed at some length the inadvisability of a general strike. He said: "I want Debs to understand that it is unnecessary for us to order a strike. He wishes to shift the responsibility off from his shoulders and I object to it. If he has started it and cannot win, let him lose it. If we should order a strike, the financial situation of the country is such that a great

many of our members would not go out, and the vacancies of those who did would be filled by non-unionists. I believe that the condition of the country is such that a general strike would not win. I don't want the reputation of having our Federation lose. I am opposed to the resolution."

Mr. Garland of the Iron and Steel Workers, said: "We are unable to form an effective organization as long as the Pullman car shops were working on wages which they were, and not until this American Railway Union strike have we been able to do anything. In our organizations we have had and still have great strikes, both in sympathy and grievances. I am opposed to a general strike now, because we have now a certain scale of wages adopted by arbitration, and if we strike that scale of wages will be broken, and at this time of depression I believe that it would be impossible to get a scale of wages as we have now, and therefore a general strike would be detrimental to our men. I am not in favor of Debs' request. He was very arrogant in the start, not even recognizing us, and now he wants to shift all the responsibility off on us and blame us for losing the strike. Another thing, the Knights of Labor are in favor of a council, and not of monarchical rule, as Debs favors. This country will not stand that kind of thing. I don't care how smart he is, he cannot win. I can call out the iron and steel workers, but I can see no favorable results, and therefore I oppose the resolution."

Mr. Evans then said: "If the Local Organizer of the American Federation of Labor had attended to his business the American Railway Union would never have handled this strike. I am opposed to the resolution and any action in that regard now."

Patrick McBride, representing the coal miners, said: "If a strike is ordered, let it be for ourselves, and not for Debs. He has not managed this thing right and now he wants help, and I am not in favor of doing it. A general strike order by the American Railway Union would be of no value to us, and it would break our contract, change the present arbitrated scale of wages and do a general disadvantage to us. While I can call out the miners, I am not in favor of it, and think it very poor policy. I am opposed to bringing in any other organization into this strike. As Debs has started it, let him finish it."

IN OTHER SECTIONS.
Passenger Train Wrecked in Which Two Lives Were Lost.
INDIANAPOLIS, July 13.—The miners at the Fontanelle on the Big Four, a few miles west of Terre Haute, this morning wrecked a passenger train.

Engineer Charles Morgan and fireman Charles Flick were killed. No passengers were badly hurt. The train was running forty-five miles an hour when it struck an open switch and went down the embankment about a foot.

The engineer and fireman are under the wreck, ground to pieces. The engine, baggage car, express car and the day coach are piled in a disarray.

The wreck is undoubtedly the work of the lawless mob of miners that possessed Fontanelle all day yesterday, and sidetracked five Big Four freight trains.

CAN ONLY INVESTIGATE.
WASHINGTON, July 13.—Some misunderstanding occurred in the commission which the President will appoint under the authority given him by the Arbitration Act of 1888. The commission is to investigate the White House, and will have no authority to arbitrate between the parties to the recent disturbance at Chicago or elsewhere. It merely can investigate the labor contract and recommend legislation, etc. The commission is purely advisory.

DALLAS (Texas), July 13.—Under the protection of United States Marshals the Santa Fe moved their delayed passenger train from the White House on the 11th day of July. To-day's trains were gotten away an hour later. The Santa Fe officials have secured sufficient non-union men to run the trains, and the business is moving as though a strike was not on.

DISASTROUS WRECK.
SENECA (Mo.), July 13.—The south-bound freight on the Kansas City, Pittsburg and Gulf Railroad made a disastrous wreck at McElhane's switch, five miles south of Neosho, killing Engineer Travels and the train conductor, and injuring the fireman, G. A. Cranish. An open switch caused the wreck.

COLORADO'S DELEGATE.
DENVER, July 13.—The member of the American Railway Union Executive Board who has been summoned to Chicago to testify at the trial of Debs on his journey to-morrow night. His name will not be made public until after his departure. He will attend a meeting of the Executive Board of all American Railway Union districts.

WRECK IN OKLAHOMA TERRITORY.
ENID (O. T.), July 13.—A freight train went through a small bridge near South End to-day. The beams and braces in the bridge had been sawed. Drakeman Corby and Harry Lyon, a painter, were injured slightly. The wrecking is supposed to be due to the Round Pond trouble. About nearly 1,000 people being on the train, the tracks here were sacking stores and destroying property.

OTTAWA (Ill.), July 13.—Sheriff Taylor and fifty armed deputies left last night and are en route to Chicago to arrest the Pullman strikers. The men there had made plans for sacking the stores and destroying the mine property. There are now 500 deputies in La Salle county. It is believed that the Pullman strike has been down to the outbreak of the anarchistic element, prevalent in the mining regions of the country. Sheriff Taylor has voted additional 100 rifles. This makes now 200 at his command.

STRIKE IN MICHIGAN.
MARSHALL, July 13.—The firemen, conductors, brakemen and slackmen of the Cincinnati, Jackson and Mackinac road went out here this morning. The strike is supposed to be on account of the road handling coal for the Grand Rapids. The firemen have been gone until 10 o'clock to return, all others are discharged.

OHIO'S COAL STRIKE.
CONNEAUT, July 13.—The militia under Captain Woodworth marched to the dock this morning, and the strikers fled in all directions.

After a few shots were fired the officers succeeded in arresting the leaders in the strikers' demonstration. The rest of the strikers have gone back to Ashtabula.

he would make no statement until after a visit to the General Managers. It was generally understood, however, that the conference of the Federation of Labor gave no promise of either settling the strike, and that, with the assurances from Washington that Government arbitration would be enforced, was the course of the unexpected action of the strike managers.

General Master Workman Sovereign at 10 o'clock said: "Papers to call the strike were sent to the Pullman men yesterday. They contained two provisions: First, that there shall be arbitration, and second, that all striking employes, except those who are on the payroll, shall be taken back by the employers. As arbitration has been secured, and thus a great victory obtained, Debs does just right. As long as I am in I shall issue an order calling off the dogs of the strike."

The General Managers refused to hold a conference with Debs. Debs made a statement to a reporter that he had been declared off, adding, "under certain conditions." In the haste and confusion the reporter did not catch the last words.

As the General Managers Association refused to treat with Debs, a meeting of the Executive Board of the American Railway Union will now be held to decide upon the course of action.

Mr. Egan said informally: "The General Managers will under no circumstances have a conference with Debs on any subject. They will not draw in the employes who filled the strikers' places and are competent."

Mr. St. John said: "The proposition will not be considered by the general managers before their meeting to-morrow, if," he said significantly, "it will be considered at all."

General Master Workman Sovereign said that the President of the American Railway Union in the Pullman case is a great victory for the Knights of Labor. In his opinion the fight is as good as won.

GOMPERS, DEBS AND SOVEREIGN.
The Three Labor Leaders Hold a Consultation.
CHICAGO, July 13.—President Gompers of the American Federation of Labor, said at noon to a reporter for the Evening Post that last evening he, Debs and Sovereign held a long conference over the proposition to be submitted to the General Managers' Association to-day.

It was agreed that in case the railway managers should refuse to reinstate all the strikers employed, who were free from criminal charges, then Gompers should call out all the members of the National Federation of Labor throughout the United States.

The general managers' Association adjourned for the day at 11:40 A. M. When Mayor Hopkins and Alderman McMillan, commissioned by Debs, Sovereign and Gompers to present their proposition, arrived at railway headquarters, St. John was the only manager present. The Mayor left a written proposition and returned to his office.

The proposition will be formally considered by a special meeting of the General Managers summoned for the purpose after Mayor Hopkins told Debs the result of his visit to the General Managers' headquarters, Debs said that the strike was not off, and he would report the result of the Mayor's visit to the General Managers to a meeting of the Executive Board of the American Railway Union this afternoon.

Mr. Egan said, regarding the proposition made to the General Managers: "It is extremely liberal, I think. Debs does not ask the men to be taken back as members of the American Railway Union, but that they be treated with as individuals. There is no question of the recognition of the Union in return for their work."

P. J. McGuire, Secretary of the Miners' Union, said to-day that he and Gompers had refused from the beginning to order their men out on a strike, unless they must call the strike off, whether the men were reinstated or not.

DEBS' PROPOSITION.
Basis of Settlement on Which He Will End the Strike.
CHICAGO, July 13.—Following is the text of the proposition made by Debs to the railway managers:

"To the Railway Managers.—GENTLEMEN: The existing troubles throughout the Pullman strike having assumed continental proportions, and there being no indication of their termination, and business demoralization and disorder existing thereto, the railway employes, through the Board of Directors of the American Railway Union, respectfully make the following proposition, as a basis of settlement:

"They agree to return to work in a body at once, provided they shall be reinstated in their former positions without prejudice, except in cases, if any there be, where they have been convicted of crime.

concede to an arbitration which might decide that the Pullman works be operated at a loss.

There is hardly anything new to be said as to the position of the Pullman Company," said George M. Pullman, this evening. "But I have so many indications of the facility with which my expressions and those authorized by me have become distorted, and thus misleading to the public, and of an entire forgetting of my earnest efforts to prevent the strike, that perhaps it is well that I should again make a public assurance that the deplorable events of the last few weeks have not been caused by the Pullman Company's taking an obstinate stand in a debatable matter, and refusing to listen to reason. The leaders of the disorder have not hesitated to harass the public by all means in their power, because, as they say, they are the Knights of Labor."

The Pullman Company has not submitted to arbitration, and not that disorder seems to be quelled they are reinforced in their clamor for arbitration by the fact that the Pullman Company, as I know, by very few, if any, business men of the country.

Why is the demand concealed under the name of a strike? Why should it be again made a public assurance that the deplorable events of the last few weeks have not been caused by the Pullman Company's taking an obstinate stand in a debatable matter, and refusing to listen to reason. The leaders of the disorder have not hesitated to harass the public by all means in their power, because, as they say, they are the Knights of Labor."

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announced this morning that he would give the Federal Grand Jury supplemental instructions to-day, directing the investigation of the railway managers.

The Judge called the jurors before him, and instructed them that if evidence is presented that the railway managers agreed to have the mails or interstate commerce stopped, they are guilty of conspiracy.

After hearing a statement from the former the jurors decided to adjourn until Tuesday, in order to return to their homes. In giving his consent to the court said: "It is my duty to give you further instructions. No man is above the law. The line of criminality is not drawn between those who violate the law and those who do not. The fact that a man occupies a lower position does not preclude him from making known his grievances, or from being heard by the law."

Every man is entitled to bring his complaint in if he brings it with tangible evidence. It is the duty as well as the pleasure of the District Attorney to submit evidence as presented, and it is your duty to hear it."

It is probable that the Grand Jury will send for the telegrams sent and received by the Pullman Company, and the other leaders of the strike. The Grand Jury adjourned until Tuesday morning, and the investigation of the railways may not begin until next week.

A. R. U. AND K. O. F. L.
Joint Meeting of the Two Orders Held at Chicago.
CHICAGO, July 13.—A joint meeting of the Executive Boards of the American Railway Union and the Knights of Labor was held at Ulrich's Hall at 5 p. m. to-day to consider the treatment which the Railway Union's proposition to the General Managers' Association received earlier in the day.

An informal discussion was followed by an adjournment until 10 o'clock to-morrow. The feeling against the General Managers was very bitter, but the conclusion was to wait until the general managers had acted on the proposition before taking any further action themselves.

The Knights of Labor representatives at the meeting were in full accord with the proposition to refuse to take any further action themselves.

President Debs said at the close of the meeting that the American Railway Union had made its position clear to the General Managers. It had gone more than half-way. If the present proposition was ignored or rejected, the strike would continue until the railway people gave in. The people had been appealing to the Railway Union to stop the strike; hereafter they would appeal to the General Managers. The burden of further trouble and loss of business must rest on their shoulders.

What was added there had been no relaxation of the strike. It is on in force, and would remain so until an affirmative answer came from the General Managers. Such an answer were received, the strike would end in ten minutes. He intimated that the union had reserve forces which it could call into action, and that it would be held in their full strength if necessary. He said the labor unions were waiting patiently to be called upon to join in a sympathetic strike, and declared that twelve or fifteen were to be induced to do so within a few days.

CONTEMPT OF COURT.
Decision of Judge Taft in the Case of F. W. Phelan.
CINCINNATI, July 13.—Judge Taft of the United States Court delivered his decision in the case of F. W. Phelan, in which the Receiver of the Cincinnati Southern road, appointed by this court, in the management and operation of his road, by directing and inciting the employes to leave his employ, and by interfering with the business of other roads with which the Southern road does business. The courtroom was crowded, and large numbers of people were in the corridors.

Many Deputy Marshals were in the courtroom, but their presence was not needed, as the utmost decorum was observed. The Judge reviewed at great length the testimony, which he declared showed unmistakably that Phelan came here as the agent of and co-worker with Debs to institute and direct a boycott, in order to compel the Pullman Company to treat with its employes, who, it appears, are not eligible to membership in the American Railway Union.

Phelan's denial of personal agency had no weight with the court, owing to the evasive and flippant nature of his testimony, and in the face of telegrams passing between him and Debs, as well as his public utterances. He knew the Cincinnati Southern road was in the hands of a receiver, and yet his first efforts were directed against the receiver, and that he was the active agent here of an unlawful conspiracy with Debs and others to paralyze the business of the United States, or, in other words, to invade the nation by force or to force employes to terms.

Applying the law to the facts, the court held that to undertake to force a breach of contract was an unlawful conspiracy. Moreover, the whole plan was a boycott, which has been declared by all States except Minnesota to be unlawful. The court plainly recognized the right of shippers to unite, and even combine their forces for the purpose of obtaining a better price for their labor. They were warranted in striking, that is, leaving their employers a body to better their own interests, but there was no warrant in law for a boycott.

The Judge having found Phelan guilty as charged, said in reference to the sentence, that it was the duty of the court to enforce obedience to its orders. To do otherwise would court anarchy. The penalty for contempt of court, therefore, should be sufficient to enforce compliance with the orders of the court. The sentence was confinement for six months in the Warren County Jail at Lebanon, O., and the Marshal was directed to immediately execute the order of the court.

The Northern Fair Will Be Held.
TACOMA, July 13.—On account of general business demoralization caused by floods and the strike the matter of postponing the Interstate Fair for one year has been under consideration for several days. To-day, after a thorough canvass of the situation it was decided to go on with the fair as originally planned, opening it August 15th. To-night concessions were made at San Francisco and elsewhere, and it was notified that there will be no delay. Reports received from all along the coast, including California, indicate a large attendance.

IN CALIFORNIA.

The Sixteenth Day of the Blockade
in the Northern Section.

LOSS TO THE COMMERCIAL INTERESTS ENORMOUS.

An Overland From Los Angeles Under
Military Guard on Its Way North—
The Railroad Yards at Oakland Under
the Protection of United States
Marines—Funeral of Private West-
ley C. Dugan Held at San Francisco.

Special to the RECORD-UNION.

SAN FRANCISCO, July 13.—Sixteen days have intervened since the general strike was inaugurated on the Southern Pacific system. During the entire period railway traffic has been at an absolute standstill in Northern California. At least seven, and probably nine, human lives have already been sacrificed in the desperate struggle that is on between the railway company and the Federal Government on one side and the American Railway Union on the other. The commercial loss has been enormous. Not only is general traffic almost at a standstill, but a season's fruit crop to the value of hundreds of thousands of dollars is perishing in the orchards. It is every indication that the fruit-growers are to see more of their crop spoil on their hands, and that the embargo on commerce is to be indefinitely continued.

When the United States army and navy was thrown into the fight it was said the trouble would speedily end. It is now three days since the Federal troops went into the field in Northern California, but the end is not yet in sight. Another train bearing 250 United States troops from Fort Douglas, Utah, is westbound. This train arrived at Winnemucca at noon to-day, and under cover of these troops westbound passenger train that had been stalled at Winnemucca since June 29th was released and started forward under a military guard. One company of troops was left at Winnemucca and a military picket established around the railroad property.

The rest of the troops proceeded with the passenger train, the working train with two flat cars loaded with troops are coming on ahead of the train.

Another overland train from Los Angeles is also coming into Northern California under a heavy military guard. This train passed Bakersfield this afternoon, and without accident is due to reach Oakland to-night. The working train with two flat cars loaded with troops are coming on ahead of the train.

At Oakland the railroad yard and the mole are now under the protection of a force of 100 United States Marines, State National Guards and military police. The force has been sufficient to overawe the riotous strikers, and to-day there was no further violence.

What transpired on the event of to-day was the impeding of a special United States Grand Jury by Judge Morrow to investigate the prevailing disorders. In the course of his remarks to the jury which had been specially convened for the business men of San Francisco, Judge Morrow said:

"That the passage of the mails over certain lines of railroad in this State has been retarded and obstructed there is no question. The regular receipt and dispatch of mail over the roads of the Southern Pacific Company, in fact, have been suspended at the San Francisco Postoffice for a period of about two weeks. Who is responsible for this state of affairs? It is my duty to inquire into the matter. The railway is a great public highway, and the duty of the railroad company is first to the public. The road must be kept open to the public. It is the duty of the company to temporarily waive all claims concerning the make-up of regular trains, as the officers of the company claim to have done, and to have the resources as the company had in the movement of other trains in an effort to relieve the prevailing congestion and disorder. It is the duty of the company to be a public utility, and a willful failure to perform this duty with respect to the movement of the mails and interstate commerce is a violation of the law of the state. It is your duty to determine this question under the law and present the guilty parties to the court for prosecution."

"This inquiry you will not limit your examination to the conduct of any particular class of persons, but carefully scrutinize the acts of all parties concerned. You are to inquire into the conduct of the railroad company or employes, and with-out fear or favor or influence of any kind, point out in the proper manner the persons who have transgressed the law, and imperiled the best interests of this State."

"In your inquiry you may find that parties have so associated themselves together as to constitute a conspiracy, and that they have violated the law of conspiracy."

Judge Morrow continued his charge by referring to the demoralized condition of the country, and said: "The law of this State, and holding that the interstate commerce law can be applied to railroad employes as well as to railroads. He also quoted the law referring to conspiracy and obstruction of the mails, and says: "Where several persons are proved to have combined together for the same illegal purpose, any act done by one of the parties in pursuance of the common object, and with reference to the common object, is, in the contemplation of the law, the act of the whole party, and the prosecution may be maintained against any one of the others who were engaged in the same conspiracy."

"It is also true that any declaration made by one of the parties during the pendency of the illegal enterprise is not only evidence against himself, but is evidence against the other parties, who, as we have seen, when the combination is proven, are as much responsible as if they had done the act themselves."

"You will observe in this connection that the act of combination to violate the statute is the important element in the crime of conspiracy. The law regards the act of unlawful combination and conspiracy as dangerous to the peace of the society, and declares that such combination and confederacy of several persons to commit crime requires an additional restraint. To-day, after a thorough canvass of the situation it was decided to go on with the fair as originally planned, opening it August 15th. To-night concessions were made at San Francisco and elsewhere, and it was notified that there will be no delay. Reports received from all along the coast, including California, indicate a large attendance."

TO THE NUMBERS, POWER AND STRENGTH OF
a combination to affect it. It is also true that as it involves a number in a lawless enterprise, the prosecution may be maintained against the well being and characters of the men engaged in it, and, as a consequence, to the safety of the community to which and to the peace of the country.

"With the merits of the controversy between the railroad company and its employes you have nothing to do, except in so far as the act in reaching there may furnish evidence as to the actual parties engaged in the violating of the laws of the United States. The right of labor to organize is not denied, and the right of the employer to the well being and characters of the men engaged in it, and, as a consequence, to the safety of the community to which and to the peace of the country.

"The right of workingmen to quit work, either singly or in a body, is a right in this respect as any other association, and perhaps in some respects its freedom is probably greater. The laboring man is entitled to the same freedom, and the best conditions he can command, but he is not entitled to interfere with the rights and property of others, and by force or unlawful means to compel the appliances of organized industry and set at defiance the laws of the Government."

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