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VOLUME LXXXVIII.—NO. 72. SACRAMENTO. TUESDAY MORNING, NOVEMBER 13, 1894.—SIX PAGES. WHOLE NO. 16,561.

LATE RAILROAD STRIKE.

Report of the National Commission Investigating the Matter.

THE PULLMAN PALACE CAR COMPANY TAKEN TO TASK.

The Commission of the Opinion that Had the Pullman Company and the Railroad Managers' Association Pursued a Policy of Conciliation Loss of Life and Property Would Have Been Prevented at Chicago—The Arrival of United States Troops Opportune.

Special to the RECORD-UNION.

CHICAGO, Nov. 12.—The United States Government report on the great railroad strike in connection with the Pullman strike was made public to-day. The report, which is signed by the Federal Labor Commissioner, Carroll D. Wright, and his fellow-investigators, John D. Kernan of New York and Nicholas B. Worthington of Illinois, is addressed to President Cleveland, and abounds in passages which will attract wide attention, particularly the portion referring to the now famous General Managers' Association, the association of high railroad officials that encompassed the defeat of the American Railway Union.

GENERAL MANAGERS' ASSOCIATION.

The report says the capitalization of the twenty-four railroads directly represented in the General Managers' Association was $2,108,552,617. The number of employes was 221,097.

The commission continues: "This voluntarily unincorporated association was formed in 1886. In the constitution the object of the association is stated to be the consideration of problems of management arising from the operation of the railroads terminating or centering at Chicago. It further provides that all funds needed shall be raised by assessment divided equally among the members. There are no limitations as to considering of problems or funds, except the will of the managers and the resources of the railroad corporations.

"Until June, 1894, the association's possibilities as a strike fighter and wage arbitrator lay dormant. Its roads fixed a Chicago scale for switchmen, covering all the lines at Chicago. In March, 1893, the switchmen demanded that pay from each road. The association concluded they were paid enough, perhaps too much. Elaborate schedules of wages were prepared by each road and exchanged, with the object of letting each road know what wages the other one was paying. It was deemed wise not to act upon the report. It was distributed to members in November, 1893. This distribution alone enabled the report to be used with efficiency as an equalizer. As the result, during 1893—it being then well understood as to wages, etc.—it was an incident of the General Managers' Association to assist each road in case of trouble over such matters, one form of assistance being for the association to secure men enough through its agencies to take the places of all strikers, reductions were here and there made on the different roads, the tendency and effort being to equalize the pay on all the lines.

"It is admitted that the action of the association has great weight with outside lines, and thus tends to establish one uniform scale throughout the country. The further single step of admitting lines not running into Chicago to membership would certainly have the effect of combining all the railroads in wage contentions against all employes thereon.

"The commission questions whether any legal authority, statutory or otherwise, can be found to justify some of the features of the association which have come to light in this investigation. If we regard its practical workings rather than its professions as expressed in its constitution, the General Managers' Association has no more standing in law than the old trunk line pool. It cannot incorporate, because railroad charters do not authorize roads to form corporations or associations to fix rates for services and wages, nor to force their acceptance or to battle with strikers. It is a usurpation of power not granted, and if such an organization, necessarily from a business or economic standpoint, is given the right to form and maintain it, it must come from the State that granted its charter. In theory, corporations are limited to the powers granted either directly or by clear inference. We do not think the power has been granted in either way in this case. The association is an illustration of a persistent and shrewdly disguised plan of corporations to overreach their limitations, and to usurp indirectly powers and rights not contemplated in their charters and not obtainable from the people of their Legislatures.

"An extension of this association, as above suggested, and the proposed legalization of 'pooling,' would result in an aggregation of power and capital dangerous to the people and their liberties, as well as their employes' rights. The question would then certainly arise as to which shall control, the Government or the railroads, and the end would inevitably be Government ownership, and, unless ready for that result and all that it implies, the Government must restrain corporations within the law and prevent them from forming unlawful and dangerous combinations. At least so long as railroads are thus permitted to combine to fix wages and for their joint protection, it would be rank injustice to deny the right of all labor upon railroads to unite for similar purposes.

"It should be noted that until railroads set the example the great union of railroad employes was never attempted. The unions had not gone beyond enlisting the men upon different systems in separate trade organizations. These neutralize and check each other to some extent, and have no such scope or capacity for good or evil as is possible under the universal combination idea inaugurated by the railroads and followed by the American Railway Union.

"The refusal of the General Managers' Association to recognize and deal with such a combination of labor as the American Railway Union seems arrogant and absurd, when we consider its standing before the law, its assumptions and its past and obviously contemplated future action."

PULLMAN PALACE-CAR COMPANY.

Taking up the subject of the Pullman Palace Car Company, the report says: "This is a corporation organized in 1867 with a capital of $1,000,000. It has grown until its present paid up capital is $36,000,000. Its prosperity has enabled the company for over twenty years to pay 2 per cent. quarterly dividends, and in addition to lay up a surplus of nearly $25,000,000 of undivided profits."

Speaking of the town of Pullman, of which the report says the company is owner and landlord, the commission says: "The principal church and its parsonage are very attractive structures, but often not occupied, because the rental required is higher than any church society is willing to pay to obtain the Gospel privileges to be thereby secured. In the Arcade is a tasteful library of books, carefully selected and cared for by the company. Three dollars per year is charged for its use, and as many as 250 persons a year out of 4,000 to 5,000 employes and residents have at times, as stated by the librarian in charge, availed themselves of its opportunities. It is possible that the air of business strictly maintained there, as elsewhere, and their exclusion from any part in its management, prevent more universal and grateful acceptance of its advantages by employes. As a rule, even when employes, people prefer independence to paternalism in such matters.

"The company pays a physician and surgeon by the year to furnish to injured employes necessary treatment and drugs. It is, however, also a part of his employment to secure from the injured party a written statement as to the cause of injury, and it is his custom to urge the acceptance of any offered settlement. If suit follows, the doctor is usually a witness for the company. We have no evidence that the doctor has ever abused his confidential relations towards the injured employes, but the system is admirable, conceived from a business standpoint, to secure as speedily as possible the settlement of the claims for damages upon terms offered by the company, and to protect the company from litigation and its results.

"As a result, of the Pullman system and its growth, when the depression of 1893 came, morally calling for mutual concessions as to wages, rents, etc., we find on the one side a very wealthy and unyielding corporation, and upon the other a multitude of employes of comparatively excellent character and skill, but without local attachments or any interested responsibility in the town, its business, tenements or surroundings. The conditions created at Pullman enable the management at all times to assert with vigor its assumed right to fix wages and rent absolutely, and to repress that sort of independence which leads to labor organizations and their attempts at mediation, arbitration of strikes, etc.

"On the other hand, it is an economic principle generally recognized that the shutting down of such a plant and the scattering of its forces usually results in a greater loss than that exhibited by the continuance of business. The Pullman Company could hardly shut down for seven and a half months at a cost and loss of less than 1 per cent. upon its capital and surplus. To continue running was for its obvious and unfair advantage so long as it could divide losses equally with its labor.

"The men at Pullman claim that the company during 1893 and 1894 set the pay through experts, so that with their forced loss of time an average man could earn little more than the rent of his house, owned by the company. The company alleges that it simply readjusted prices of piece work to suit the necessities of the times. Some witnesses swear that at times for the work done in two weeks they received in checks from 4 cents to $1 over and above their rent. The company has not produced its checks in rebuttal.

"During all of this reduction and its attendant suffering, none of the salaries of the officers, managers or superintendents were reduced. Reductions in those would not have been so severely felt; would have shown good faith; would have relieved the harshness of the situation, and would have evinced genuine sympathy with the laborer in the disasters of the times.

"In its statements to the public, which are in evidence, the company represents that its object in all it did was to continue operations for the benefit of its workingmen and the trades people in and about Pullman, and to save the public from annoyance of interrupted travel. The commission thinks the evidence shows that it sought to keep running mainly for its own benefit as a manufacturer; that its plant might not rust; that its competitors might not invade its territory; that it might keep its cars in repair; that it might be ready for resumption when business revived with a live plant and competent help, and that its revenue from its tenements might continue.

"If we exclude the esthetic and sanitary features at Pullman, the rents there are from 20 to 25 per cent. higher than rents in Chicago, or surrounding towns for similar accommodations. The esthetic features are admired by visitors, but have little money value to employes, especially when they lack bread. The company makes all repairs, and heretofore has not compelled tenants to pay for them. Under the printed leases, however, which tenants must sign, they agree to pay for all repairs which are either necessary (ordinary wear and damages by the elements not excepted) or which the company chooses to make.

"The company's claim that the workmen need not hire its tenements, and can live elsewhere if they choose, is not entirely tenable. The fear of losing work keeps them in Pullman as long as there are tenements unoccupied, because the company is supposed as a matter of business to give preference to its tenants when work is slack. While reducing wages, the company made no reduction in rents. Its position is that the two matters are distinct, and that none of the reasons urged as justifying wage reduction by it as an employer can be considered by the company as a landlord.

"The company claims it is simply legitimate business to use its position and resources to hire in the labor market as cheaply as possible, and at the same time to keep up rents, regardless of what wages are paid to its tenants or what similar tenements rent for elsewhere; to avail itself to the full extent of the business depression and competition in reduction of wages, and to disregard those same conditions as to rents. No valid reason is assigned for this position, except simply that the company had the power and the legal right to do it.

"Prior to the so-called 'truck' law in Illinois rent was deducted from the wages. Since then a check is given for the amount of the rent, and another for the balance due for wages. There is nothing to prevent the payee of the check from cashing it outside of the bank, but as the bank is rent collector it presses for the rent, and is aided in collecting it by knowledge on the part of the tenant that by arrears he may lose his job.

"The reductions at Pullman after September 1, 1893, were the result of conferences among the managers. The employes for the first time knew of them when they took effect. The company based its entire contention as to every department upon the facts in reference to car building, to which we have alluded, and offered to show its books and figures as to the cost and selling price of cars. This offer, on account of the strike intervening, was not acted upon. Had it been it would have resulted in the figures as to car-building contracts being known. The purpose of the management was obviously to rest the whole matter upon cost, etc., in its most seriously crippled department, excluding from consideration the facts as to wages in the repair department.

"The demand of the employes for the wages of June, 1893, was not clearly justifiable. The business in May, 1894, could not pay the wages of June, 1893. Reduction was carried to excess, but the company was hardly more at fault therein than were the employes insisting upon the wages of June, 1893.

"There was little discussion as to rents, the company maintaining that the rents had nothing to do with its wages and that its revenue from its tenements was no greater than it ought to receive. The company had a legal right to take this position, but as between man and man the demand for some rent reduction was fair and reasonable under all the circumstances. Some slight concession in this regard would probably have averted the strike, provided the promise not to discharge men who served upon the committee had been more strictly regarded.

"The strike occurred on May 11th, and from that time until the soldiers went to Pullman, about July 4th, 300 strikers were placed about the company's property, professedly to guard it from destruction or interference. This guarding of property in strikes, as a rule, is a mere pretense. Too often the real object of guards is to prevent newcomers from taking the strikers' places. The Pullman Company claims this was the real object of these guards. The strikers at Pullman are entitled to be believed to the contrary in this matter, because of their conduct and forbearance after May 11th.

"It is in evidence and uncontradicted that no violence or destruction of property by strikers or sympathizers took place at Pullman, and until July 3d no extraordinary protection was had from the police or military against even anticipated disorder. Such dignified, manly and conservative conduct in the midst of excitement and threatened starvation is worthy of the highest type of American citizenship, and with like prudence in all other directions will result in due time in lawful and orderly redress of labor wrongs. To deny this is to foreswear patriotism and to declare this Government and its people a failure."

THE RAILROAD STRIKE PROPER.

As to the great railroad strike proper, the report says: "It is apparent that the readiness to strike sympathetically was promoted by the disturbed and apprehensive condition of railroad employes, resulting from wage reductions on different lines and blacklisting, and of the growth of the General Managers' Association, which seemed to them a menace."

Further on the report says: "It is seriously questioned, and with much force, whether courts have jurisdiction to enjoin citizens from persuading each other in industrial or other matters of common interest. However, it is generally recognized among good citizens that a mandate of a court is to be obeyed until it is modified and corrected by the court that issued it.

"The policy," the report says, "of both the Pullman Company and the Railway Managers' Association in reference to applications to arbitrate closed the doors to all attempts at conciliation and the settlement of the differences. The Commission is impressed with the belief, by the evidence and by the attendant circumstances as disclosed, that a different policy would have prevented the loss of life and great loss of property and wages occasioned by the strike."

The report declares that the arrival of the troops at Chicago was opportune, and says "that the policemen sympathized with the strikers rather than with the corporations cannot be doubted, nor would it be surprising to find the same sentiment rife among the military. These forces are largely recruited from the laboring classes. Indeed, the danger is growing that in strike wars between corporations and employes, military duty will ultimately have to be done by others than volunteers from labor ranks. United States Deputy Marshals to the number of 3,600 were selected by and appointed at the request of the General Managers' Association and of its railroads. They were armed and paid by the railroads, and acted in the double capacity of railroad employes and United States officers. While operating the railroads, they assumed and exercised unrestricted United States authority when so ordered by their employers, or whenever they regarded it as necessary. They were not under the direction or control of any Government official while exercising authority. This is placing the officers of the Government under control of a combination of railroads. It is a bad precedent, that might well lead to serious consequences."

USE OF FEDERAL TROOPS.

The commission briefly disposes in this way of the matter of the use of Federal troops:

"Section 4, Article IV., of the Federal Constitution reads as follows: The United States shall guarantee to every State in this Union a republican form of government, and shall protect each of them against invasion, and on application of the Legislature or of the Executive (when the Legislature cannot be convened) against domestic violence.

"United States troops were not sent into Illinois upon the application of the Legislature, nor of the Executive against a domestic violence, *i. e.*, violence affecting the State, and its government as such. The President ordered the troops to Chicago (1) to protect Federal property; (2) to prevent obstruction in the carrying of the mails; (3) to prevent interference with interstate commerce; (4) to enforce the decrees and mandates of the Federal courts. He did this under the authority of Section 5298 of the Revised Statutes of the United States, which provides: 'Whenever, by reason of unlawful obstructions, combinations or assemblages of persons or rebellion against the authority of the Government of the United States it shall become impracticable, in the judgment of the President, to enforced by the ordinary course of judicial proceedings the laws of the United States within any State or Territory, it shall be lawful for the President to call forth the militia of any State or all States, or to employ such parts of the land or naval forces of the United States as he may deem necessary to enforce the faithful execution of the laws of the United States, or to suppress such rebellion in whatever State or Territory thereof the laws of the United States may be forcibly opposed or the execution thereof forcibly obstructed."

Section 5299 is also quoted, and the report adds: "Other statutes tend to confer authority in the same direction.

"There is no evidence before the commission that the officers of the American Railway Union at any time participated in or advised intimidation, violence or destruction of property. They knew and fully appreciated that as soon as mobs rule the organized forces of society would crush the mobs and all responsible for them in the remotest degree, and that this meant defeat. The attacks upon corporations and monopolies by the leaders in their speeches are similar to those to be found in the magazines and industrial works of the day. From the testimony it is fair to conclude that strikers were concerned in the outrages against law and order, although the number was undoubtedly small as compared with the whole number out."

The report adds, however: "Many impartial observers are reaching the view that much of the real responsibility for these disorders rest with the people themselves and with the Government for not adequately controlling monopolies and corporations, and for failing reasonably to protect the rights of labor and redress its wrongs. No one asserts that laws can completely remedy contentions as to wages, etc., but many do insist that something substantial can be accomplished in this direction, if made honestly and reasonable in good faith."

QUESTION OF ARBITRATION.

In conclusion, the report says: "Since nations have grown to the wisdom of avoiding disputes by conciliation, and even of settling them by arbitration, why should capital and labor, in their dependence upon each other, persist in cutting each other's throats as a settlement of differences? Official reports show that much progress has been made in the more sane direction of conciliation and arbitration even in America. Abroad they are in advance of us in this policy. Were our population as dense and opportunities as limited as abroad, the present industrial conditions would keep us much more disturbed than we now are by contests between capital and labor. Some of our courts, however, are still poring over the law reports of antiquity in order to construe conspiracy out of labor unnecessary. We also have employers who obstruct progress by perverting and misapplying the law of supply and demand, and who, while insisting upon individualism for workmen, demand that they shall be let alone to combine as they please, and society and all its forces shall protect them in the resulting contentions.

"The concentration of power and wealth under stimulating legislative conditions, persons, corporations and monopolies have changed greatly the industrial situation. Our railroads are constructed upon the theory that their competition would amply protect shippers as to rates, etc., and employes as to wages and

[CONTINUED ON SIXTH PAGE.]

BUDD STILL IN THE LEAD

No Very Marked Change in the Gubernatorial Contest.

OFFICIAL RETURNS IN FROM ONLY TEN COUNTIES.

An Oregon Farmer Sandbagged and Robbed and His Body Thrown Into a Canal—A Convict in the Walla Walla Penitentiary Caught in the Shafting of the Machinery and Every Bone in His Body Crushed.

Special to the RECORD-UNION.

SAN FRANCISCO, Nov. 12—Midnight.—There has been no very marked changes in the Gubernatorial contest in the past twenty-four hours. Complete returns have now been received from 2,135 precincts in the State out of a total of 2,274 precincts, and the result shows: Budd, 109,090; Estee, 108,022; Budd's plurality 1,068. There are still 139 precincts to hear from, and also the official canvass in forty-seven counties.

The official returns have been received from ten counties in the State to-day, and the gains of the two candidates about tally, being sixteen votes in Estee's favor. By the official canvass Estee gains 15 in Colusa, 110 in Marin, 57 in Mono, 9 in San Benito, 24 in San Mateo and 9 in Sutter, while Budd gained 1 in Amador, 162 in Mendocino and 145 in Tuolumne. The official canvass in Plumas and Ventura resulted in no change.

The figures given above allow a plurality for Budd in this city of 11,550, as that seems to be the most accurate figure which can be obtained until after the official canvass here is concluded.

VENTURA'S OFFICIAL RETURNS.

VENTURA, Nov. 12.—Official returns from Ventura County are as follows: Governor—Estee 1,290, Budd 962; Controller—Colgan 1,375, Dore 575, Meagher 730; Associate Justices (full term)—Buck 541, Gibson 526, Henshaw 1,168, Murphy 741, Temple 728, Torrence 1,301: short term—Bridgeford 722, Daggett 568, Van Fleet 1,309; Congressman—Bowman 635, McLachlan 1,231, Patton 753; Railroad Commissioner—Bretz 594, Clark 1,223, Phillips 811; Assembly—Bennett 1,498, Weldon 1,080.

HAWAIIAN ELECTION.

Every Candidate Elected a True Blue Annexationist.

SEATTLE, Nov. 12.—News by the steamer brings Honolulu dates to the 3d inst.

The first election of the new Republic was a failure from a political point of view. On the principal island there was only one man who ran against the Government ticket, and he was defeated.

Every candidate was pledged to support nothing but annexation, to the exclusion of everything else. This was the platform of the American Union party, which absolutely refused to consider anyone for either Senator or Representative who would not declare himself as a true blue annexationist.

Now that the election is over the public mind is wondering when the two houses will meet for their first session. No definite date has been set yet, but it is hardly likely that the Legislature will be called together until after January 1st.

Attempted Murder.

ALBANY (Or.), Nov. 12.—News of an attempted murder at Lebanon has been received here. Joseph Buhl, a hop-raiser of that place, was returning from his hop ranch about 7 o'clock last night, and as he was crossing a bridge over the canal in the outskirts of the town unknown parties struck him on the head with a club or sandbag, robbed him of $215, and threw his body into the canal. The cold water revived him, and he managed to get out and was helped to his home. A posse scoured the vicinity until late last night, but found no trace of Buhl's assailants.

Wine-Growers' Association.

SAN FRANCISCO, Nov. 12.—The Wine-Growers' Association of California met here to-day. Sixty growers, representing an aggregate production of over 5,000,000 gallons of wine annually, were present. The meeting was called to ratify the contract between the members who form the association and the corporation which will represent their interests, controlling the wine output of the manufactories. After some discussion the contract was framed and signed by fifty-three members of the association. The new corporation hopes to secure signatures enough to enable it to control the wine output of the State.

Bay District Races.

SAN FRANCISCO, Nov. 12.—About six furlongs, maiden 2-year-olds, Santa Cruz won, Chiquita second, Barcaldine third. Time—1:14½.

About six furlongs, selling, Sir Richard won, Lulu second, Rose Clark third. Time—1:12¼.

One mile, selling, Hy Dy won, Gladiator second, Braw Scot third. Time—1:41¼.

Five furlongs, 2-year-olds, Flint won, Pat Murphy second, Miss Ruth third. Time—1:00¾.

One mile, selling, Arapahoe won, Oakland second, Captain Rees third. Time—1:41½.

Fast Sprinting.

LOS ANGELES, Nov. 12.—Two of the fastest sprinters in the United States met at the Agricultural Park to-day to contest in a 100-yard foot-race for $1,000 a side. The contestants were Tom Morris of Santa Ana, champion of the world, and William Cipple of Denver. The contestants were evenly matched from the start, and not three inches of space separated the men at the finish. The judges awarded the contest to Cipple, although a dead heat was claimed by the referee. The time was 9 4-5 seconds, equaling the world's record.

Every Bone in His Body Crushed.

WALLA WALLA, Nov. 12.—This morning a convict named William Thompson met a violent death in the jute mill at the penitentiary. Thompson was among the shafting and his clothes caught a rapidly revolving shaft and before the machinery could be stopped he was whirled around several times. When taken out it was found almost every bone in his body was crushed. He lived about half an hour. Thompson was serving an eight-year sentence from Whitman County for horse stealing.

Utah Republicans Celebrate.

SALT LAKE, Nov. 12.—The Republicans of Utah held a grand ratification meeting here to-day. The exercises began with a barbecue and ended with speaking at the Salt Lake Theater. The torchlight procession to-night was the most magnificent affair of the kind ever witnessed in the Territory.

Blythe Will Case.

SAN FRANCISCO, Nov. 12.—The Supreme Court has denied the writ of review applied for by Attorney George W. Towle on behalf of the Blythe Company. He sought to bring the action of Judge Coffey in ordering a distribution of the Blythe estate to Florence Hinkley before the Supreme Court for review. The matter will next come up on appeal from his decision.

Roscoe Train-Robbers Plead Guilty.

LOS ANGELES, Nov. 12.—"Kid" Thompson and Tom Pepper, the men charged with having held up the Southern Pacific train at Roscoe the second time, were brought before Justice Bartholomew to-day and they both pleaded guilty. Justice Bartholomew fixed the time of their examination for Friday next and placed Thompson's bonds at $10,000 and Pepper's at $5,000.

Judge Henshaw Will at Once Resign.

OAKLAND, Nov. 12.—Superior Judge Henshaw, who has been elected to the State Supreme Bench, announced to-day that he would at once tender to Governor Markham his resignation as Judge of the Superior Court, his resignation to take effect December 1st.

Twenty Persons Killed.

BUDA PESTH, Nov. 12.—A dispatch from Breuf, Bohemia, says twenty persons were killed in an explosion at the Dresden Credit Aulstalt colliery, near that place, to-day.

BOLD ROBBERY IN KANSAS.

THREE MASKED MEN HOLD UP A BANK CASHIER.

One of the Bandits Wounded, and When Dying Perforated With Bullets by His Companions.

Special to the RECORD-UNION.

SALINA (Kans.), Nov. 12.—Three masked robbers held up the bank at Sylvan Grove, Kans., forty miles west of here, at noon to-day, and one of their number met death in an unusually tragic manner. He was shot by the Cashier of the bank, and when in a dying condition was perforated with bullets by his own companions, to save themselves from exposure.

The men rode into town on fast horses. They were finely mounted, and heavily armed. Their masked faces and flying steeds attracted everybody's attention, but they wasted no time in getting to work. They pulled their horses up with a jerk in front of the bank, and while one robber remained seated holding the bridles of the other two horses, guarding the entrance to the bank, his two companions entered. A citizen who was transacting some business at the counter quickly complied with their command to throw up his hands. The Cashier was ordered to turn over what money he had, and to do it doubly quick. He looked into the muzzle of both revolvers for a moment, and then reluctantly complied.

It was but a few minutes from the time the bandits turned their horses into the business street before they were again mounted and away with all the ready cash the bank had. The moment the robbers were out of the building Cashier John Clane secured his gun, rushed to the door and opened fire on the robbers as they galloped away. The bullet from the Cashier's weapon lodged in the back of one of the fleeing men. He staggered in his saddle for a moment, but nerving himself, kept his seat and galloped on. He was too badly wounded, however, to continue the effort long, and before he had gone a quarter of a mile his body swayed to and fro and finally he fell heavily to the ground.

His two comrades, who up to this time had kept right ahead, pulled up their horses, and riding up to the prostrate man, deliberately fired several shots into his body and dashed away. When picked up, the deserted outlaw was dead. Nobody knew him and nothing as to his identity was found on his person. Who his companions were is only a matter of conjecture. It is believed they were a scattered portion of the Cook gang, working their way West after having been separated from the banditti and driven from their haunts in the Indian Territory. The bank has offered a reward of $200 each for the capture of the robbers, dead or live. The Sheriffs of three counties have organized forces, and are now in search of the bandits.

The amount of the booty secured has not yet been learned. The bank officials are reticent.

TRAIN HELD UP.

MONETTE (Mo.), Nov.—The St. Louis and San Francisco No. 1, due here at 7:40, was held up and the express car robbed three miles east of this city at 7:30 this evening. Your correspondent was a passenger on the train and an eye-witness to the bold and successful robbery, which was committed in a deep and lonely cut.

At Verona two masked men boarded the tender of the engine and concealed themselves until the heavy grade and deep cut was reached, when they sprang from their hiding place, covered the engineer and firemen with Winchesters, and commanded them to stop the train. The order was promptly obeyed. Climbing over the tender into the cab, the bandits marched the engineer and fireman to the baggage car and commanded them to open the door.

Messenger Chapman by this time was aware of the robbery, and refused to comply, when in a loud tone of voice the bandits, now six in number, threatened to blow up the car with dynamite, and with true determination and in regular Bill Cook style, produced a stick of dynamite and were just in the act of putting it to use, when Engineer Stevenson called to the messenger and implored him to open the door, which he did. The bandits entered the car, plundered it, and in full view of the passengers clambered up the hill and made their escape.

It was a successfully planned hold-up, which required just fifteen minutes. When the train came to a sudden stop the clear report from a Winchester rang out upon the air, and every passenger on the train knew what it meant. A second later four bandits, who wore red bandana handkerchiefs over their faces, joined their pals at the express car, and the job was done. "No shooting goes," exclaimed the leader. "Heads back there," he continued, and those who dared to look out of the car windows obeyed without a second warning.

Conductor Wightman hastily passed through the train and warned the passengers to conceal their valuables. Women and children were panic-stricken and men hastily concealed their watches and money. Passengers took refuge under the seats, behind doors, and some retired to the Pullman sleepers at the rear of the train. After fifteen minutes of terrible suspense at the muzzle of a gun, the engineer and fireman were marched to the cab of the engine and commanded to back the train a quarter of a mile from the scene of the robbery. A second report from a Winchester was a signal for the engineer to pull out his train, and the robbery was at an end.

Messenger Chapman succeeded in hiding all the money save $200 in currency, which he handed over to the robbers.

Two of the gang climbed the steep hillside and joined the gang in waiting in the woods. As they ascended the rocky hillside the gleaming barrels of their guns were plainly visible.

The train pulled on to Monette, twenty minutes late, and the news spread like wild fire. A posse was formed, but for want of a leader failed to pursue the bandits, who are supposed to be none other than Bill Cook and his notorious gang.

PORT ARTHUR CAPTURED.

Japan Gains an Important Fortification Inside of China.

THE WORST BLOW THAT HAS YET BEEN ADMINISTERED.

The Modern Gun Factories Built by Li Hung Chang, and Rivaling Those of the Krupps, Now in the Hands of the Enemy—The Japanese in Possession of a Safe Depot of Operations and a Protected Shelter for Their Fleet.

Special to the RECORD-UNION.

LONDON, Nov. 12.—A dispatch from Shanghai says the Japanese captured Port Arthur yesterday morning after feeble resistance by the Chinese. Port Arthur was bombarded previous to the surrender. The Chinese laid down their arms and yielded themselves prisoners of war. The Chinese commanding officers abandoned Port Arthur on the night of November 6th. It is reported the representatives of foreign Powers will start for Pekin immediately.

THE IMPORTANCE OF THE PLACE.

WASHINGTON, Nov. 12.—The Japanese Legation had not received up to noon today official confirmation of the capture of Port Arthur. The legation people say, however, if Port Arthur has fallen it will be the most disastrous blow China has received. Counselor Stevens of the legation said that Port Arthur had been pronounced impregnable by naval experts of Germany. Li Hung Chang had built there modern gun factories which rivaled those of the Krupps. It is in some respects similar to the Brooklyn or Norfolk Navy-yard, although three times greater. Moreover, Li Hung Chang has centered there the pick of the Chinese army.

It is pointed out that the capture, if effected, is mainly important in giving the Japanese a fortification inside of China, from which they cannot hereafter be dislodged. The Japanese soldiers will undoubtedly make the place a depot of operations, and it will also afford protected shelter for the Japanese fleet. The gun factories, which have been the chief reliance of Li Hung Chang, would henceforth be at the service of Japan.

THE WOULD-BE NAVY DESTROYERS.

YOKOHAMA, Nov. 12.—It is reported that John Wild (American), alias Hoie, and Cameron (Scotchman), alias Browne, arrested on the French steamship Sidney, from Marseilles for Yokohama and Hongkong, and charged with conspiracy to destroy the Japanese fleet by the use of torpedoes, have been released from custody after taking oaths not to resort to any action to assist China during the war. Chinaman C. F. Moore, recently translator for the Chinese Legation at Washington, arrested with Wild and Cameron, has been sent to Hiroshima.

THE OUTLOOK FOR PEACE.

WASHINGTON, Nov. 12.—Up to noon today Japan had not accepted the offer of the United States to act as mediator in the war between China and Japan. A cable from the Japanese authorities was received this morning asking for more explicit details. A lengthy answer was sent, giving not only the desired details, but adding a few words which it is believed will show the Japanese Government the desirability of an arrangement. China has already formally notified Secretary Gresham that she will join Japan in acknowledging the independence of Corea, and will also pay a cash indemnity. The amount she will pay is not specified.

WHOLESALE BODY STEALING.

Graves Desecrated by Students of Indianapolis Medical Colleges.

INDIANAPOLIS, Nov. 12.—The frequency with which graves have been desecrated in this city and its suburbs within the past two months and the apparent immunity which the ghouls enjoy from detection and arrest have cause widespread alarm throughout the city and surrounding country.

So general has this fear become that the well-to-do deposit the remains of their deceased in the vaults of the undertakers till such time as decay's ravages insure protection from disturbance.

The capacity of these vaults is limited, however, and the demand upon them has been so great within the past few months that many who would avail themselves of the protection thus afforded are unable to do so.

In the village towns within a radius of twenty miles of this city the general fear has led to the employment of guards at the cemeteries, but despite the vigilance of these the dead have been stolen away and so mutilated before a search could be instituted that identification was practically impossible.

Graves are robbed with such regularity at the poor asylum that little attention is paid to the practice.

The fact that twenty-three bodies were on the dissecting tables of the Indiana Medical College at the time that institution was burned has called public attention to the alarming extent to which grave robbing is practiced in this city, and added to the consternation of those who lost relatives by death.

There are possibly 200 medical students in the three colleges every winter, and it is said each of these is provided with a separate cadaver.

To supply this demand there must be wholesale grave robbing. Grave robbing is being carried on year after year, and the places for selling the bodies are well known, but no one has been successfully prosecuted for body-snatching.

STEAMSHIP ST. LOUIS.

The New American Liner Successfully Launched at the Cramps' Yards.

PHILADELPHIA, Nov. 12.—Shortly after 12 o'clock the magnificent steamship St. Louis, of the American line, was successfully launched at Cramp's shipyards. The affair was witnessed by fully 50,000 people.

Mrs. Cleveland, wife of the President, broke the traditional bottle of champagne on the bow of the noble ship as it glided down the ways, at the same time uttering the words, "I christen thee St. Louis."

In this instance, and for the first time since the ceremony was observed at the shipyard, the champagne was of American make.

All the preparations for the launch had been carefully made, and although the ship is 120 feet longer than any that has ever been launched, the difficult feat of getting the vessel from the ways into the water was accomplished without a hitch.

After the launch the invited guests to the number of 400 were entertained at lunch in the office of the builders.

Charles H. Cramp, in a speech of welcome to President Cleveland, said that with two exceptions the St. Louis was the largest and most powerful ship in the world. He referred to the progress of ship-building under Mr. Cleveland's administration and credited to his policy the fact that such wonderful results had been accomplished in America. The St. Louis, he said, is built on American plans, by American workmen and of American material. Twenty-six ships were recommended by Mr. Cleveland and authorized by Congress. In concluding he said that while there may be honest differences on other questions the national approval of Mr. Cleveland's vigorous and patriotic naval policy will always be unanimous.

The toast to President Cleveland was drunk with a chorus, and he made a felicitous response, alluding to the part he had taken in restoring American commerce and upbuilding the navy.

DIFFERENCES ADJUSTED.

Agreement Reached Between the Southern Pacific and Santa Fe.

CHICAGO, Nov. 12.—Private advices were received in this city to-day from New York stating that the mission of A. F. Walker, Receiver of the Santa Fe, had been successful. An agreement had been reached between his road and the Southern Pacific on all differences that have divided them for more than a year past. The Santa Fe, it is understood, practically secures all for which it has been contesting. Its right to ticket passengers to San Francisco, via Los Angeles, at short-line rates, is admitted, and fully secured for the future. Furthermore, the Santa Fe has secured a guarantee from the Southern Pacific that it will be allowed the right of ticketing passengers to San Francisco and Southern California points over the Southern Pacific track on as favorable terms as are given any of the Southern Pacific connections from any other direction.

NEW BOND ISSUE.

One Agreed Upon, and Will be Issued Within a Few Days.

NEW YORK, Nov. 12.—It is stated confidently in Wall street to-day that a Government bond issue has been agreed upon. Secretary Carlisle, so the story goes, was informed Saturday night of the President's arrangement with the New York bankers. To await Congressional action would involve too much delay without any guarantee of favorable results.

John A. Stewart, President of the United States Trust Company, who visited President Cleveland in Washington last week, says a bond issue of $50,000,000 will be made probably within three days.

Remains of the Late Czar.

MOSCOW, Nov. 12.—Thousands of people viewed the body of Alexander III. during the night as it lay in state in the Cathedral of Archangel Michael. The golden pall was thrown half back, exposing the features of the dead man. On the breast and above the crossed hands of the dead rested the sacred icon of St. Alexander Newsky, the late Czar's patron saint. Leading officials were allowed to kiss the icon.

Railroads in Mexico.

PUEBLO (Mexico), Nov. 12.—Senor Pallo-Martinez Dell-Rio, who has returned from New York, announces that arrangements have been perfected for the consolidation of the Mexican Southern and Incolonial Railroads, and the former line is to be immediately extended to Salina Cruz, where it will connect with the Tehuantepec Road, thus forming a direct route from the United States to the Isthmus of Tehuantepec.

Fatal Collapse of a Wall.

PHILADELPHIA, Nov. 12.—By the collapse of a wall of a building in the course of erection on Frankfort avenue this afternoon, one man was killed and six others seriously injured. James Mullen was so seriously injured that he died shortly afterward. The injured are Jesse Peters, Samuel Howard, Oliver Reedy, Adolph Durella, Lewis Gelletti and Antonio Costelli.

The Trip Abandoned.

WASHINGTON, Nov. 12.—Senator Hansom of North Carolina, Chairman of the Senate Committee on Commerce, came here to arrange the visit of the committee to California to decide between the rival candidates for a deep-water harbor on the Pacific Coast, but so many members of the committee have announced that they cannot go that the trip has been abandoned.

May Wear the Garb of Their Order.

PITTSBURG, Nov. 12.—Justice Dean of the Supreme Court to-day handed down an opinion in the case of John Hysong, et al., vs. School District Gallinsborough, on an appeal from Judge Barker, who refused the injunction to prevent nuns teaching in the public schools dressed in the garb of their order. Justice Dean affirms Judge Barker's decision.

Heavy Rains in Great Britain.

LONDON, Nov. 12.—Heavy rains have prevailed in various parts of Great Britain, causing floods, which, in many cases, have brought business to a standstill. At St. Ivers, Cornwall, the schools have been closed on account of the floods and boats are used to transport people through the streets. Considerable damage has been done on the Isle of Wight.

Torpedo Boat Ericsson.

NEW LONDON (Conn.), Nov. 12.—The new torpedo boat Ericsson started early for the course in Long Island Sound, over which she is to have her speed trial, but met with an accident which will again postpone the trial indefinitely. She had just started on the course, when an eccentric snapped on the starboard side.

Died of a Broken Heart.

NEWARK (N. J.), Nov. 12.—Peter Birch, recently janitor of the Lafayette street school, who was convicted on Friday of criminal assault on Albertina Martin, 14 years old, who was to have been sentenced to-day; died early in the day, as alleged, of a broken heart. His last words were: "I am innocent."

Nebraska Maximum Rate Law.

OMAHA, Nov. 12.—Justice Brewers' decision on the maximum rate was filed this morning. He holds the law constitutional, but an injunction to prevent its being put in operation is sustained on the ground that the reduction in rates is exorbitant.

Smallpox in New York.

NEW YORK, Nov. 12.—Thirteen cases of smallpox were discovered in the vicinity of West Thirty-ninth street. The contagion arose from a case of the disease recently found at 439 West Thirtieth street.

Schaefer Wins the First Game.

NEW YORK, Nov. 12.—In the first billiard game between Schaefer and Ives the score was: Schaefer, 600; Ives, 568. Average—Schaefer, 35 5-16; Ives, 16. Highest runs—Schaefer, 129; Ives, 153.

Schooner Ashore.

AMHERSTBURG (Ont.), Nov. 12.—The schooner West Side is ashore on Point Pelee. The tug Home Rule has gone out from here to try to reach her. She carries a crew of seven men.

Cash Balance in the Treasury.

WASHINGTON, Nov. 12.—The cash balance in the treasury to-day was $104,383,135; gold reserve, $62,007,344.

Aluminium is now worth about fifty cents a pound. As recently as eight years ago it was $8 a pound, and a quarter of a century ago it was $16.

Dr. S. F. Smith, the author of "My Country, 'Tis of Thee," was a college classmate of Oliver Wendell Holmes.