IS MOVING EASTWARD

Mr. Debs's Pullman Boycott Strike Reaches Cleveland.

All the Railways Centering in the City, Including the Big Four, Seriously Affected.

SPREADING AT DETROIT

Strike on All the Roads Ordered Late Last Night.

Fears of Trouble at Buffalo and Other Eastern Points—Preparations of the New York Police.

CLEVELAND, O., July 6.—Slowly but surely the great railroad strike is sweeping eastward. After an all-night session of the members of the American Railway Union, in which every road running into this city was represented, it was decided at an early hour this morning to tie up every line centering in Cleveland. By 7 o'clock the Big Four yards were reported dead, with the exception of an occasional passenger train; the night force had quit and the day men failed to appear for duty. A like condition of affairs prevailed on the Cleveland, Canton & Southern road, where work ceased at an early hour and the yards were silent as the grave.

As soon as the long session of the A. R. U. came to an end numerous committees were started out in all directions to notify the men in the different yards to cease work. At 8 o'clock the Lake Shore men struck. Out of forty-eight yard crews and engines on that road in this city only one engine was working, and the men on that said they had not yet been notified. One or two passenger trains arrived and departed during the early morning hours, but as long freight trains were being constantly pulled into the yards and deserted on the main track it seemed probable that a blockade would soon result. The Cleveland & Pittsburg men promptly stopped work when notified to do so by the committee, and at 8:30 a. m. only one crew out of thirty was at work. The men who struck are exclusively switchmen, and passenger trains will only be affected by freight blockades. The engineers, firemen and road trainmen will not go on strike, but the roadmen said they would not even couple up their own cabooses to trains that might be made up. In other words, they would perform none of the duties of the striking switchmen.

By 9 o'clock all the switchmen in the Erie yards had been notified of the strike order, and promptly deserted their posts. Passenger trains at that hour were still going and coming, but as in the case of other roads freight trains which were left standing on the main track threatened to blockade all traffic in a short time. The Valley (B. & O.) switchmen also went out early in the day, and the yards of that road are practically dead.

At 10 o'clock every road leading into the city, with the single exception of the Nickel-plate, had felt the effect of the strike, and freight traffic on all lines was more or less congested and the suspension of passenger traffic in many cases seemed imminent. The Nickel-plate has generally abandoned passenger trains for the West in consequence of the tie-up on the Western end of the road. So far as learned no violence of any kind has occurred.

At 2 o'clock the Lake Shore claimed to have a number of men at work in the eastern yards at Collinwood, and the Nickel-plate had one engine at work. On other roads, aside from an occasional passenger train, traffic was at a standstill.

All the railroads have issued notices to shippers stating that they will not receive freight except subject to indefinite delay. The Nickel-plate has laid off all freight handlers.

Six hundred strikers on the Erie road voted to-day to resume work to-morrow.

Superintendent Lorre's Advices.

CHICAGO, July 6.—As to the strike at Cleveland, Mr. L. F. Lorre, superintendent of the Cleveland & Pittsburg branch of the Pennsylvania road, who is in Chicago, said this morning that all their men, except one crew, had gone out and that the one crew was managing all the passenger traffic of the road, but that they had two more crews that were ready to go to work, and these two crews would go to work to-morrow, as they were waiting to-day for an injunction from Judge Griggs, of the United States District Court of Cleveland, restraining the interference in any way with the traffic of the road. He further said that the whole matter had been placed in the hands of Trainmaster Oliger, who would have everything moving again in a few days.

Grievances of Engineers.

CLEVELAND, July 6.—It is learned today that the grievance committee of the Brotherhood of Locomotive Engineers on the Lake Shore road went to Chicago last night for the purpose of obtaining a conference with President John Newell, who is now in the latter city. The engineers' grievance lies in connection with the rule which was some time ago put in force by the Lake Shore, virtually holding engineers responsible for any pecuniary loss resulting from accidents in cases where the company considers the engineer negligent in duty. The engineers will ask to have this rule rescinded. The result of the conference is awaited with much interest, as it may have an important bearing on the present strike.

At Conway.

PITTSBURG, Pa., July 6.—The strike on the Cleveland & Pittsburg railroad has reached Conway, twenty-three miles west of this city, where the yards of the company are located. All freight trains are tied up at that point and nothing has come through to-day. All through passenger trains from the west were delayed this morning, the only trains arriving being those made up at Fort Wayne and Columbus. In this city the situation is more alarming than at any time since the strike was inaugurated in the West. The men on the Cleveland & Pittsburg road are expecting orders to go out, but the prospects of striking has not been received with enthusiasm by the railroaders.

AT DETROIT.

General Strike Inaugurated Late Last Night.

DETROIT, Mich., July 6.—The day has been comparatively quiet in strike matters. United States Marshal Winney has replaced his twenty-four deputies at Delray with thirty-six new men. The Delray strikers have permitted the D., L. & N. and the F. & H. M. trains to pass. Wabash trains have had much difficulty in securing crews. The county auditor to-day declined to provide pay for deputy sheriffs who were asked for to guard the Union Station property; consequently none have been sworn.

Grand Trunk officials appear to be getting the upper hand of the strike, according to the situation at Port Huron and Battle Creek. Aside from the Wabash, passenger trains are being operated quite regularly on all the roads. Representatives of the various railway employes have been in secret session most of the day. It is rumored that as a result the Michigan Central employes will go out to-night, but this is as yet unauthenticated.

Later—Every railroad in Detroit will be tied up after 10:30 to-night in accordance of the joint meeting of representatives of all the local brotherhoods. During this afternoon and evening reports were received from separate conferences of each organization, with the above final result. While there are a few dissenters among the engineers, it is believed the strike will be practically universal.

All the railway firemen, switchmen, yardmen, brakemen and freight handlers in the city went out at 10 o'clock to-night. The action was in compliance with the decision reached at a lengthy joint meeting of representatives of all the railway employes' organizations. The engineers and conductors did not strike, but it will be impossible to operate trains, as the engineers will not work with nonunion firemen. The Michigan Central, which had hitherto been free from the strike locality, is tied up. The night trains were not sent out and twenty-eight engines were sent to the roundhouse.

ORGANIZING AT BUFFALO.

Debs's Agents Trying to Stir Up Trouble.

BUFFALO, N. Y., July 6.—Present indications are that Buffalo is selected by Mr. Debs for the next objective point to tie up. With two such railroad centers as Chicago and Buffalo embarrassed traffic between the West and the East would be seriously impaired. But Mr. Debs may find it a difficult matter to cut off Buffalo from communication with other cities. The American Railway Union has little strength here. The parent organization is but a year old, and the local lodge is the strongest infant of the lot. Buffalo branch was organized May 21, and has about one hundred members. This is but a trifling percentage of the total number of railroad men in Buffalo. If all the members of the local lodge of the American Railway Union go out to-morrow their places could be filled three times over with unemployed railroad men now hanging around town looking for jobs. The organizer of the local lodge is an ex-minister named Reed, now working at the molders' trade in a railroad machine shop. He is also president of the Central Labor Union. He has been actively engaged since the strike began in enlisting new members for the union. He has the assistance, to-day, of certain emissaries of Debs who have come here to preach the gospel of discontent and foment a sympathetic strike which shall extend beyond the membership of the American Railway Union.

The employes of the Erie and West Shore railroads have informally expressed their willingness to go out when Debs gives the order, and have called a meeting to take official action and formally vote on the strike question. A man named Fitzgerald is one of the Debs agents here. He came from Chicago.

BYRNES GETTING READY.

New York Police "Preparing for War in Time of Peace."

NEW YORK, July 6.—All vacations in the police department have been stopped by order of Superintendent Byrnes, and all members of the force, from captains down, who had left the city on their vacations were to-day summoned by telegraph to return forthwith. At the 6-o'clock roll call this evening every man on the force who was still in the city, whether he was on leave of absence or had a "day off," was in his respective station house. A protracted conference was held this morning at police headquarters between the superintendent, the inspectors and all commanders of precincts.

Superintendent Byrnes is preparing for a spread of the great railroad strike to this city and he does not intend to be caught napping. His experience during past strikes in this city has taught the superintendent a lesson and he will likewise benefit by the experience in the present troubles of the Western police who seemingly did not "prepare for war in time of peace." It is the superintendent's determination to place the whole force on a war footing, and by 8 o'clock to-morrow the whole of 3,700 men will be ready to act as one man within an hour's notice. The captains were especially instructed to keep a sharp lookout for any advance guards who may come to precipitate a strike. All speakers or agitators are to be given timely warning to be moderate in their advice and to avoid any breach of the law. Where any overt acts are committed the police are to make prompt arrests. Special instructions were given to commanders in whose bailiwicks are located railroad yards, shops and tracks and ferries likely to be affected should the strike reach this city.

At none of the New York or Jersey City terminals are visible thus far any signs of a spread of the Western strike to this region. The New York and Chicago express which leaves Chicago at 3:30 p. m. went through on Thursday without trouble, and arrived at 7:05 this evening, schedule time. At midnight the Chicago limited on the Pennsylvania was six hours late. Officials of the different roads are of the opinion that the strike will not spread to New York or New Jersey. They say their men are satisfied with the present order of things, and have neither sympathy nor affiliation with the strikers. The New York, Lake Erie & Western has withdrawn its Chicago train, No. 12. General Manager Layng, of the West Shore road, said tonight his road had not received any through cars from Chicago since Wednesday. The Pennsylvania railroad officials declared that their Chicago trains were coming in the same as ever, with Pullman cars attached.

ALBANY, N. Y., July 6.—Members of the Tenth Battalion, State militia of New York, have been ordered to leave their addresses with the sergeants of their divisions, should they leave the city, and to be ready to report at an instant's notice.

AT ROCHESTER.

Mail Trains Delayed—A. R. U. Men Ready to Go Out.

ROCHESTER, N. Y., July 6.—From 4:30 yesterday morning up to 3:40 this morning no mail arrived here from Chicago. At 6 a. m. Chicago mail arrived, but since that time communication has again ceased. The train service from the West is even more demoralized. On the Central and West Shore the trains, with few exceptions, were running from one to three hours late. But these cars come through only from Cincinnati and Cleveland, or were made up at Buffalo. No Chicago passenger could be found on a half dozen trains which came into the Central this morning. Train No. 4, the Lake Shore flyer, due in Rochester at 10:30 a. m., has not come through since Wednesday morning.

At a late hour to-night the local passenger agent of the Central & West Shore issued notice that, commencing to-morrow and until further notice, the east-bound Chicago limited on the New York Central, leaving at 9:38 a. m., and west-bound at 7:23 p. m., will be abandoned, owing to labor troubles at Chicago.

Three carloads of nonunion men, bound for Chicago, from Boston, and other points, passed through on the Central this morning, and the crowd was about as tough a contingent from Coxey's army as were ever seen in this section.

Local members of the A. R. U. say tonight that they are ready to go out when ordered, and predict that within forty-eight hours they will quit work. The local organization has 108 members, mostly employed on the Rochester branch of the Erie.

Wants to Impeach Olney.

PHILADELPHIA, July 6.—John W. Hayes, secretary-treasurer of the Knights of Labor, said late to-night that he expected at any hour to receive word from Master Workman Sovereign ordering the Knights of Labor all over the country out on strike. He also said that counsel for the knights had been instructed to prepare articles of impeachment against Attorney-general Olney for his alleged breach of the law in his action in the railroad strike, and that the papers would be forwarded to Congress in a few days. Mr. Hayes leaves this city to-morrow and it is stated that he will go to Long Branch and try to interview George M. Pullman regarding the strike crisis.

Editor Stead on Pullman.

LONDON, July 6.—The Westminster Gazette to-day prints an interview with W. T. Stead on the subject of the Pullman strike. Mr. Pullman, he declares, is an industrial czar, who makes his philanthropy pay dividends. He (Mr. Stead) would not be surprised if the present struggle should show how easily an industrial war can develop into a civil war. The railroad is the Achilles heel of capitalism, and America depends upon the railroad to an extent totally beyond conception in Great Britain.

KELLY'S ARMY HEARD FROM.

Stranded at Vanceburg, Ky., and the Men Without Food.

VANCEBURG, Ky., July 6.—General Kelly and his army of commonwealers are stranded at Moore's Landing, ten miles above here, where they were left by the captain of the towboat Connell. Kelly refused to give up possession of the barge, and the captain went to Cincinnati to secure the assistance of United States marshals. The army is in a destitute condition and has no food. The men are foraging off the farmers and causing great uneasiness among them.

Fort Wayne Cycling Events.

Special to the Indianapolis Journal.

FORT WAYNE, Ind., July 6.—The annual cycling tournament of Fort Wayne was a great success. The attendance was two thousand. The greatest feature of to-day was the feat of young Lee Richardson, of Chicago, who rode a half mile backwards in 2:43. He is only fifteen years old and made the time against a strong wind. Slow time was the rule in all the races. Summaries:

Mile, handicap—Saenger, Milwaukee, scratch, won; Steele, Chicago, second; E. C. Johnson, Cleveland, third; Goetz, Chicago, fourth. Time, 3:12.

Mile novice—Frazer, of Marion, Ind., won in 2:41½.

Half-mile, open—Brown, of Cleveland, first; Van Line, Findlay, second; Bernhess, Toledo, third; Sweedmore, of Helena, fourth. Time, 1:21 3-5.

Mile handicap—For Fort Wayne wheelmen—Peltier, first; Black, second.

Mile, Twelfth district championship—Black, of Fort Wayne, won; Wallina, of Kendallville, second. Time, 2:40.

Mile, Class B—Sanger won; Johnson second; Steele third. Time, 2:32.

Two mile, lap—Tyler, first; Steele, second; Goetz, third.

Mile, Class A—Vanline first; Brown, second; Bernhardt, third; Raugh, fourth. Time, 2:56.

Movements of Steamers.

NEW YORK, July 6.—Arrived: Fuerst Bismarck, from Hamburg; Cuffic, from Liverpool.

ROTTERDAM, July 4.—Arrived: Maasdam, from New York.

BALTIMORE, July 6.—Arrived: Polynesia, from Hamburg.

TORY ISLAND, July 5.—Passed: Prussian, from Boston.

HAMBURG, July 6.—Arrived: Rugia, from New York.

LONDON, July 6.—Arrived: Rosiarian, from Montreal.

Light Artillery Drilled.

LITTLE ROCK, Ark., July 6.—To-day was veteran day at Camp Van Etten, the blue and gray mingling in fraternal union and marching together. The companies that drilled to-day were the Emmett Guards, of Washington, for the maiden class; Governor's Guards, of Austin, for the maiden; Helena Guards, for the maiden; Indianapolis Light Artillery, Sealy Rifles, for the interstate, and the Chicago and Hale Zouaves for the zouave prize. The prizes will be announced to-morrow.

Drowned in Three-Foot Water.

Special to the Indianapolis Journal.

BUTLER, Ind., July 6. — Samuel May, aged twenty, was drowned this morning at Perkey's mill, six miles north of this place. In company with a younger brother and another lad, he started with a leaky boat on a fishing excursion. When forty feet from the shore the boat filled rapidly and sunk. Sam was seized with cramps and sank in three feet of water.

Cable Notes.

A decree has been issued revoking the order against allowing Sicilians to retain possession of arms.

Since Sunday eighty cases of cholera, twenty of which were fatal, have been reported at St. Petersburg.

The Paris Figaro says that Santo, the murderer of President Carnot, has addressed a letter to President Casimir-Perier, asking for money with which to mitigate the rigor of the treatment he is receiving in the Lyons prison.

How Plants Get Nitrogen.

American Farmer.

Nitrogen is the most valuable element of fertility in soil, is the most abundant one in nature and is about the hardest one to get in a form available for plant food. The air we breathe is about four-fifths nitrogen, the other fifth being oxygen. In breathing we use the oxygen and discard the nitrogen. Pure oxygen would be too strong, and we should be killed by breathing it, and nitrogen has been regarded as merely a diluting material. All attempts to secure this nitrogen from the air in a shape in which it would be available for plant food have failed, but it has been discovered within a few years that the leguminous plants, clovers, peas, beans, vetches, etc., can grow without being supplied with nitrogen if supplied with phosphoric acid and potash. It is now believed that the plants get their supply of atmospheric nitrogen through the agency of bacteria or microbes, very low forms of life, certain varieties of which are found where leguminous plants have been grown. Whether this be true or not, it is certain that crops of any of the leguminous plants plowed under when in full bloom will fertilize the soil and enable it to produce good crops sooner and cheaper than any other known agency.

For this reason those who own farms which are at all sterile in the North should grow clovers, and those in the South should grow cow peas. The study of farm chemistry is a very interesting one, and we hope to interest our readers in it in a series of articles concerning the mysteries of "green things growing" which we shall publish in future numbers.

Kerosene and Black Knot.

Country Gentleman.

We published some years ago an account of limited experiments with kerosene applied to trees affected with the black knot. But care was taken first to cut out the knot, and apply the kerosene to the cut surface. It appeared to answer well, and we had but little trouble. We now observe in the published statements that the spread of the disease has been checked or prevented by applying the kerosene directly to the knots without cutting, and that the operation has been successful, in whichever way the kerosene may be used caution is needed to prevent the oil from running over the healthy bark.

It may be applied with a brush, the size of which should correspond in some degree with the size of the trees or branches, and two brushes of different sizes carried together for this purpose. It may be desirable to use the kerosene several times in a season, and to treat the freshly swelling knots before they have fairly broken open. This experiment is so easily performed, and the material always at hand, that we trust a thorough trial will be given to it, now that the black knot is so prevalent.

The Time for Less Work.

Baltimore Sun.

There is solid ground for the belief that the American people of to-day are happier in hot weather than their grandfathers or even their fathers were. To begin with, we work less and play more in the summer time than they did. The long vacation used to be known only to the bench and bar. All professional workers know it now. The minister, the school teacher, the doctor and the lawyer are all agreed to do as little as possible in the way of professional labor while the thermometer is at its worst.

No Use for the Farmer.

Pittsburg Chronicle.

The free-trade wolf gets the pelt in spite of the protected wire fence around the sheep pasture. This administration has no use for the honest farmer.

Coarse ground coffee sprinkled on a shovelful of burning coals will remove offensive odors from a sick room.

$1.75—Madison and Return—$1.75.

Next Sunday the Pennsylvania line will sell excursion tickets to Madison and return for $1.75.

MOBS TOO POWERFUL

Southern Pacific Still Unable to Move Its Trains.

Nothing Yet Done by the Militia or Federal Authorities to Raise the Long Blockade.

MORE RESTRAINING ORDERS

Court Injunctions Issued in Half a Dozen States.

Rioters Arrested at Several Places—Conductors to Fight Debs—Strike Situation in General.

SAN FRANCISCO, July 6.—To-night the Southern Pacific company seems to be no nearer to the management of its road in California. The striking A. R. U. men still control the road. Several newspapers published reports that the company had weakened, and that the Pullman cars would be withdrawn within the State and the freight and mail trains start if the strikers would agree not to molest such trains. This afternoon A. N. Towne, vice president and general manager of the company, stated such reports were unfounded, and that the company positively would not recede at all from its position. In other words, the company will run Pullman coaches or no trains at all. The present outlook indicates no trains. One passenger train left Portland, Ore., for San Francisco this morning, but it is not believed it can reach this point without delay. An occasional train is also running out of this city on the coast division. A force of one hundred policemen kept the strikers out of the yards, and trains are made up on that line without much hindrance.

Outside of San Francisco the situation is different. The San Luis Obispo train was stalled this morning just across the county line. A crowd of strikers gathered there and stopped the train. The fireman was taken off and the engineer was compelled to return to the yards. Traffic on the coast division has been stopped at San Jose by the crowds gathering on the track and refusing to move. Company D., Fifth regiment, State militia, was ordered out this afternoon, and left for San Jose to disperse the crowds.

At Oakland the blockade is still complete, not even suburban trains running. Wherever the strikers find a live engine they promptly take possession of it, rake the fires, blow off the steam and leave it dead on the tracks. The sheriff of Alameda county arrested a man engaged in the act of "killing" an engine. The man was released on his promise not to interfere with railroad property. The strikers have no fear of the militia. They say not a man in all the command now under arms at the armory will obey an order to fire or use the bayonet. Their authority for this statement is the boys in blue themselves. From present indications the company will make no effort to resume local and suburban traffic for some time to come, so that the only means of travel will be by the Creek route. Eastern and foreign mail and mails for California and Arizona are being sent out via steamers north and south to connect with railroad routes not affected by the big strike. On the coast division mails are sent out in a baggage car, all of the mail cars being tied up at the other end of the run. The women of Oakland have organized a Women's Auxiliary League and will help the strikers in every possible way.

The officials of the company realize that so far as their interests are concerned a very serious blunder has been committed in sending federal troops to Los Angeles and the National Guardsmen to Sacramento. Had the plan been reversed the situation to-day might have been reversed. While the railroad was striving to recover its lost ground the strikers made the important play of seizing the ferry system. To send federal troops to Sacramento now will leave Oakland without protection and the company's officers are at a loss what to do. There is little doubt that the United States authorities have telegraphed the condition of affairs to Washington, and have urged that the federal troops be called out. Everything, therefore, is dependent upon the action of President Cleveland.

One of the most interesting problems discussed in Oakland last night was the injunction issued against the railroad company by the United States district attorney of the Southern district of California. The injunction places the railroad upon the same footing as the strikers so far as the mails are concerned.

In case President Cleveland should call upon the federal troops to quell the riot at Sacramento he will have about one thousand soldiers in California at his command. These comprise four troops of cavalry, nine batteries of artillery and eleven companies of infantry. The present locations of these troops are 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 Sequota National Park, one troop of cavalry; at Yosemite Park, one troop of cavalry; at Gilroy, two troops of cavalry; at San Diego, one company of infantry.

At Sacramento not a wheel turned today. There has been no trouble there, however, and no further effort has been made to move trains. The strikers there are confident. A committee of strikers went among the business men of Sacramento this morning and collected $2,000 for the maintenance of the families of the poorer strikers.

Governor Markham, who is in southern California, is desirous of returning to Sacramento. To-day his private secretary waited upon Harry Knox, the leader of the strikers, and Knox wired the Governor at Los Angeles that he would be allowed to come through on his special train provided union crews would be obtained.

Position of the Southern Pacific.

SAN FRANCISCO, July 6.—In a communication addressed to the Chronicle, General Manager Towne, of the Southern Pacific, says: "I see the daily papers are 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 sleepers to be moved. From the beginning of the present troubles the company has been willing, is now and in the future will be willing to run all of its freight 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 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. We will request nothing. Our property is in the hands of the United States marshal and he must afford us protection. If he finds it necessary to call for United States troops that is a matter resting with him, not us."

Debs's Assurance.

WEST OAKLAND, Cal., July 6.—The following dispatch from E. V. Debs was received this evening by E. K. Roberts, president of Oakland Lodge, A. R. U.:

"We have assurance that within forty-eight hours every labor organization in the country will come to the rescue. The fight is on, and our men are acquitting themselves like heroes. Here and there one weakens, but our cause is strengthened by a dozen going out in his place. Every true man must quit and remain out until the fight is won. There can be no half way ground. Men must be for us or against us. Our cause is gaining ground daily, and our success is only a question of a few days. Do not falter in this hour. Stand erect and proclaim your manhood. Labor must win now or never. Our victory will be positive and complete. Whatever happens, do not give credence to rumors and newspaper reports."

Preacher and Strikers Arrested.

LOS ANGELES, Cal., July 6.—A train arrived here on the Santa Fe from Barstow this morning, bringing a deputy United States marshal and fourteen prisoners. They are A. R. U. men who were arrested at Barstow for alleged violations of Judge Ross's noninterference injunction. The Santa Fe road also dispatched trains for San Bernardino and San Francisco. Nonunion crews manned the trains. The Southern Pacific company was not so successful. A train sent to Santa Anna yesterday was abandoned to-day. Conductor Willetts refused to bring it back to Los Angeles. The Southern Pacific train for San Francisco could not be got out of the yards.

This afternoon Rev. E. W. Ravelin was arrested by a deputy United States marshal on a charge of having made an incendiary and fiery speech tending to excite the strikers to rebellion and calling upon them to disobey the Constitution and laws of the United States. He was arrested at his residence and is now in jail. His bond is placed at $7,000.

RESTRAINING ORDERS.

Strikers Enjoined at St. Louis by Federal Judge Thayer.

ST. LOUIS, July 6.—In the United States District Court United States Attorney Clopton presented a petition praying for an injunction against E. V. Debs, the American Railway Union et al., to restrain strikers from interfering with interstate commerce. The petition is exactly on the lines of that recently filed in Chicago and elsewhere, and embraces in its provisions the score of roads entering the city. The petition was ordered filed and the judge announced that he would act during the day. When court reconvened Judge Thayer announced that he had decided to grant the injunction prayed for with some modifications, principally of a verbal and local character, confining it more especially to the conditions of the district in which he has jurisdiction. The announcement was accompanied by a statement by the court of its reasons for granting the injunction. The order was immediately filed and the necessary instructions given United States Marshal Lynch to see to the protection of the traffic of this judicial district. So far no violence has been noted here, but it is expected under the protection of the federal court the roads will attempt to put new men at work. The result cannot be foretold.

United States Marshal Lynch, pursuant to the omnibus injunction, has sworn in seventeen deputies and placed them on duty at the Union Depot to protect railroad employes in their efforts to take out trains. Attempts will be made to move freight trains to-morrow. A similar force has been summoned for duty in the 'Frisco yards.

At strike headquarters here to-day a message was received from Moberly, Mo., stating that the firemen and engineers on the Wabash had gone out there. Inquiry at the office of the general superintendent of the Wabash in this city failed to corroborate this, however. All the clerks in the general offices of the Mobile & Ohio railroad in St. Louis have been laid off and the shops of that road at Murphysboro, Ill., Jackson, Tenn., and Whistler, Ala., in the freight departments have been shut down until business is resumed. Seven hundred men on that road are thrown out of work temporarily.

Action Taken in Kansas.

TOPEKA, Kan., July 6.—To-morrow will witness a change in the strike situation in Kansas, when officers will begin and as fast as possible arrest all men who have been identified with the strike and those who are agitating the matter. There are now nearly two thousand names on the petition and they will all be arrested when found. The originator of this new move was United States District Attorney W. C. Perry, who commenced proceedings in the United States Circuit Court before Judge Foster under the conspiracy act of 1890 to restrain Eugene V. Debs, George W. Howard, of the American Railway Union, and all its members in any way interfering with the transmission of in any way interfere with the interstate commerce operating through the State of Kansas.

Debs Restrained at Milwaukee.

MILWAUKEE, July 6.—The Chicago, Milwaukee & St. Paul road has taken decisive measures to protect its property. On application of Attorney-general Olney, through District Attorney Wigman, Judge Seaman, of the United States Court, granted an injunction restraining President Debs and his local assistants from interfering with all railroads in Wisconsin. United States Marshal Pratt to-day swore in fifteen special deputies to protect the property of the St. Paul road. In the event, which is not immediately apprehended, of violent interference with the trains Marshal Pratt will make a request for federal troops to enforce the court's order.

Injunction at Memphis.

MEMPHIS, Tenn., July 6.—The tie-up on the Kansas City and the Little Rock & Memphis roads was partially removed this morning and passenger trains are moving with a fair degree of regularity. The other roads are in good shape. The Kansas City sent out to Kansas City this morning a train load of bananas which has been stalled here for two days. The United States Court has issued an omnious injunction restraining all persons from interfering with trains. The local situation is regarded as decidedly improved to-day.

Enjoined at Cleveland.

CLEVELAND, July 6.—Judge Ricks, of the United States Circuit Court, to-day issued a restraining order against Eugene V. Debs and about twenty-five others, restraining them from in any way interfering with the United States mails or interstate commerce.

RIOTERS ARRESTED.

Charged with Obstructing Mails—A "Sympathetic" Sheriff.

ST. LOUIS, July 6.—Warrants were issued here for the arrest of seven men—L. H. Crooks, W. S. Harris, Nicholas Fay, James Hockley, Edward Walcott, J. N. McCurry and L. N. Miller, all of Moberly, Mo.—upon the charge of interference with the United States mails. The warrants were issued upon affidavits made by Wabash officials, who have had a great deal of trouble at Moberly since the strike began. The men pulled the engineer of a mail train out of his cab. A special train was sent to Moberly immediately upon the issuance of the warrants, bearing deputy marshals to serve them. The men were arrested and taken to Hannibal to await the action of the federal grand jury.

Upon the affidavit of Wells H. Blodgett, general solicitor of the Wabash railway, United States Commissioner Crawford also issued a warrant for the arrest of Thomas Dameron, sheriff of Randolph county, in which Moberly is situated. The charge in effect is that the sheriff has conspired to interfere with the United States mails, having sworn in as deputies one hundred or more strikers, knowing that they would not protect the railroad and mails.

The Governor Prepared to Act.

JEFFERSON CITY, Mo., July 6.—Gov. Stone to-day sent Adjutant-general Wickham to Moberly with instructions to report immediately what steps are necessary to put the Wabash Railway Company in full possession of its property and suppress all sorts of disorder incident to the strike. Informal information here is to the effect that one hundred strikers are among the deputy sheriffs sworn in at Moberly. This is not promising. The Governor is prepared to call troops from three directions into Moberly, and will not hesitate if the local officers fail in their duty. The sheriff of Mississippi county has telegraphed that the Bird's Point blockade on the Iron Mountain is being relieved under the protection of deputies.

Trains Guarded by Deputies.

MOBERLY, Mo., July 6.—The situation in this city is not much improved, and such trains as are moved are twelve to twenty-four hours late. The north-bound train tied up here Monday pulled out this afternoon four days late, under the guard of sheriff's deputies. A train from St. Louis this morning brought about forty armed men, who are supposed to be here to take the places of strikers. So far no violence has occurred, and Sheriff Dameron anticipates no difficulty in preserving the peace. The trains tied up here are being gotten out of the way slowly.

WAR ON DEBS.

Railway Conductors Will Fight the A. R. U.

DENVER, Col., July 6.—The Order of Railway Conductors will to-morrow begin war upon E. V. Debs, his order and the strike. The first step will be to expel from the order all members who have gone out on strike on the order of Debs. This decision has been arrived at because of several reasons. First, members of that order who stopped work violated the laws of the order; second, by their acts the striking members have weakened the influence of the order, which has always been so strong that it has never been called upon to strike in order to gain a desired point. It is intended to punish the disobedience and to stop the weakening of the order's influence.

Following the example of the engineers of the Denver & Gulf system, the conductors of the Santa Fe, it is said, have requested to be sworn in as deputy United States marshals and armed. Their desire will be complied with to-morrow.

Firemen Out at Kansas City.

KANSAS CITY, July 6.—The tie-up is still extending at this point. The Kansas City, Fort Scott & Memphis was added to the list of suspended roads this morning. All the firemen on that road went out. There is little, if any, improvement, in the service of the Rock Island, the Wabash and the Chicago & Alton. The Hannibal & St. Joseph, a Burlington branch, is still inoperative. The Santa Fe is making a good showing with its passenger trains in and out, but up to this morning it had succeeded in moving only one freight train, although it has been putting forth every effort to move freight trains for a week.

The Burlington is tied up here to-night by a strike of its night switchmen. The Fort Scott & Memphis night crews are also out, and that line is box tight at this point. The Santa Fe officials declare they will run trains according to schedule time to-morrow. Every man, from engineer to brakeman, that goes out on a freight on this line will be sworn in as a United States deputy marshal and will carry arms.

Ugly Outlook at West Superior.

WEST SUPERIOR, Wis., July 6.—The Omaha passenger service is fully restored. The St. Paul & Duluth trains have all stopped, and there are rumors that the Eastern Minnesota employes are going out. One thousand coal heavers and longshoremen struck for a return of last year's schedule. The companies offer $1.75 a day for dock men and $4 a day in the hatch. Men are coming in from the ranges. The American Railway Union has promised to help the dock strikers. The dock men are ugly, and trouble is feared. Provisions are getting scarce, and a meat and potato famine is threatened here. Prices have doubled. General Jeffreys, of the Coxey contingent, delivered a revolutionary harangue to the strikers.

Clover-Leaf Shops Closed.

TOLEDO, O., July 6.—This morning Receiver Callaway, of the Clover-leaf road, received a telegram from Frankfort, Ind., signed "Committee," containing the information that the A. R. U. at that place had decided to tie up his road. Mr. Callaway acted promptly and emphatically, wiring General Superintendent Mills, at St. Louis, to lay off every employe whose services are not actually required to run trains. He also issued orders to close up every shop on the line from end to end. In explaining his action, Mr. Callaway said: "We can't afford to spend $10 a day to earn $1 in revenue."

Organizers Arrested.

NEW ORLEANS, July 6.—A number of deputy United States marshals and a force of police are stationed at the Illinois Central depot for the purpose of arresting any person attempting to interfere with the movement of trains.

A dispatch from Amite City, La., says: Hurley and Sperry, representing the A. R. U., on their way to McComb City for the purpose of organizing a branch of the union at that place, were arrested and taken off the cannon ball train by deputy sheriffs in response to orders from the United States Court at New Orleans.

Quiet Restored at Spokane.

SPOKANE, Wash., July 6.—All is quiet here to-night, although United States Marshal Vinson has made application to have the city put under martial law. Troops are expected here from Fort Sherman inside of twenty-four hours. The American Railway Union held a meeting and adopted resolutions deprecating the violence of last night. It is not thought there will be any further trouble. The train attacked by the mob last night is still here, and no attempt has been made to move it.

No Aid for Striking Switchmen.

KANSAS CITY, Mo., July 6.—Miles W. Barrett, national president of the Switchmen's Mutual Aid Association, was here to-day to attend a mass meeting of the railway employes. He told the switchmen that if they quit work they must not expect aid while out or help in getting back when the trouble is over from their organization. Mr. Barrett admitted that half of the members of the Switchmen's Mutual Aid Association were now on strike. These, he said, were subject to expulsion from the order.

Switchmen Out at St. Paul.

ST. PAUL, Minn., July 6.—The strikers have gained one point. The switchmen of the St. Paul & Duluth here and at Duluth have gone out. An effort was made by the St. Paul & Duluth people to take out through cars delivered to them by the Milwaukee, and the switchmen went out. General Manager Plough spent the greater portion of the morning in the yards overseeing the handling of the cars and putting substitutes in the places of the strikers. All trains were running freely and on time.

Struck by Order of Sovereign.

PORTLAND, Ore., July 6.—In obedience to an order from General Master Workman Sovereign, the longshoremen's branch of the Knights of Labor struck here this morning. The men refused to unload freight from the Union Pacific steamer State of California, which arrived from San Francisco last night. The officials had no trouble in securing nonunion men. The railroad situation here remains unchanged. The Southern Pacific this morning dispatched local freight trains.

500 Passengers Held Up.

KANKAKEE, Ill., July 6.—Five hundred passengers from Big Four and Illinois Central trains are held over in this city. Two trains await the opening of the blockade at Kensington, and two mails cars carrying through mail are also detained. All hotels are full and many passengers are compelled to remain in the coaches. All factories are shutting down for lack of coal, and the electric-light, street-railway and water plants are economizing to the utmost.

Overawed by Troops.

SPRINGFIELD, Ill., July 6.—The presence of four companies of State troops here has effectually awed the strikers, and the Wabash Railroad Company to-day got one passenger train east and one west, both guarded by troops. The troops were compelled to charge the strikers at various points. One striker caught Colonel Culver's sword and attempted to take it from him. The yards for their entire length are guarded by troops.

Whiting News Printed on Wall Paper

Special to the Indianapolis Journal.

WHITING, Ind., July 6.—The railroad strike is beginning to affect the provision supply at Whiting alarmingly. Every butcher shop in the city closed up this forenoon because of the difficulty in obtaining meat. Grocery stocks are also running low. On account of the tie-up of its patent insides the Whiting News issued tonight was printed on wall paper.

Leader Phelan's Trial.

CINCINNATI, July 6.—The trial of Frank Phelan, district manager here, attracted much attention to-day. Railroad employes testified to the threats and reign of intimidation that Phelan instigated. Manager Page, of the Western Union Telegraph Company, produced the telegrams passing between Debs and Phelan. Railway officers testified to Phelan's threats to them.

Plenty Ready to Work.

BLOOMINGTON, Ill., July 6.—All is quiet on the Alton, with most of the passenger trains on time and plenty of enginemen to take them.

Big Four Again Threatened.

PANA, Ill., July 6.—It is reported here by railroad officers and trainmen that the Big Four strike will be resumed at 11 o'clock to-night.

Incidents of the Strike.

The Colorado City, Col., branch of the A. R. U. has voted not to go on strike.

The A. R. U. lodges at Desota, Minn., have surrendered their charter, and will stick to work, although twice ordered out.

The Joliet A. R. U. have decided to support the strike. The engineers have refused to work without their own firemen.

The Fort Madison (Ia.) passenger train going east Thursday night struck an obstruction, ditching the engine and killing the engineer and fireman. It is believed to have been the work of strikers.

A batch of new men engaged by a Washington representative of the Baltimore & Ohio road to work on its Western lines as substitutes for the striking employes left for Chicago yesterday and more expected to follow.

The Omaha and Grant smelter, at Denver, will close down to-night, and the Boston and Colorado and the Globe may close next Tuesday on account of lack of fuel and ores caused by the railroad tie-up. A thousand men will be thrown out of work.

Between eighty and one hundred men passed through Pottstown, Pa., yesterday, bound for Chicago to take the places of the railway strikers. Agents of the Western roads, in certain cases, offered as high as $150 per month, with a guarantee of five years' work.

Careless Farming.

E. L. Vincent, in The National Stockman.

One reason why farming does not pay is because farmers are too careless about doing their work. I have had and am now having a severe experience growing out of this very lack of thorough work. Recently I came into possession of a afrm of fifty ac