he went into the conference with Mr. Debs.

With reference to the situation, Mr. Sovereign said:

"I have been out to the stock-yards and have come to the conclusion that it is unfortunate for the American Railway Union that there are so many hoodlums in Chicago. It is this element that is destroying property. Time will prove that the Union officers are not in favor of violence."

The first step in inaugurating the general strike advised by the Building and Trades Council was taken to-day, when all the steamfitters employed at all the stock yards packing houses, except Fowler's, went out. The steamfitters constitute one of the strongest branches of the building trades alliance. Those who struck went to Uhlich's Hall and had a conference with President Debs. He assured them they would be given all the aid possible.

The Journal prints the following:

"Dictator Debs has decided upon another of his master-strokes to show the people of Chicago his power. This morning he sent word to the labor organizations on the West, North and South Side street railways and on the elevated roads, to be in readiness to walk out Monday night. By tying up the city's means of transit, he expects to arouse the sympathy of the public and force public opinion."

BULLETS FOR BOTH SIDES.

Fresh Riotings To-Day--Injunction Served on Debs.

(By Associated Press.)

CHICAGO, July 7.—A few moments after 11.30 A. M. to-day a mob numbering 500 tore up the main tracks of the Panhandle road at Fiftieth street. The police charged them, but were met with a volley of pistol shots. The police refrained from returning the fire, but succeeded by renewed charges in dispersing the crowd. The Second Regiment went to Forty-seventh street to act as guards for the Panhandle tracks.

United States Marshal Arnold, Gen. Miles and officers of the blockaded railroads held a conference this morning. The result was a decision to start trains under guard of United States regulars and run them through the stock-yards.

Injunction Served on Debs.

President Debs was served to-day with the injunction issued by the United States Courts made some days ago. The injunction was served as Debs was leaving the Sherman House this morning after a brief conference with General Master Workman Sovereign.

Symptoms of disorder were frequent to-day at all points along the railway tracks between Thirty-ninth and Fifty-fifth streets, in the Stewart avenue district. The police officers, details of militia and Federal troops were scattered along the line. At Brighton Park a squad of police was on guard under command of Lieut. Walsh, with orders to shoot at the first attempt of the rioters to destroy property.

Intent on destroying freight cars in the Monon yards at Sixty-fourth street, a mob gathered in that district at 5 o'clock A. M. to-day. The rioters started for the yards, and a call was sent to Englewood police station for help. Forty officers were sent to the yards. Their appearance did not frighten the strikers, and they continued their march.

Shots Disperse a Mob.

Orders to disperse had no effect, and several shots were fired into the disorderly ranks and the men fled. One of their number was struck by a bullet from Sergt. Bruton's revolver. The wound was apparently not serious, and the man was hurried away by his friends.

At 11 A. M. it was reported that a mob was firing cars and other property on the Chicago and Northern Pacific Railroad near the western city limits. Five companies of United States troops from the lake front were at once ordered to the Grand Central Depot to take a train to the scene of the trouble. The troops were marching through the streets within ten minutes after the call.

Serious rioting was reported about 11 A. M. to-day on the Grand Trunk road in the vicinity of Biston. Deputies and police were called for by the railroad authorities.

Rioting was reported to have been renewed this morning on the Burlington tracks at the Western avenue crossing. The property of the railroad company, it was stated, was being fired right and left.

Five freight cars standing on the Burlington tracks between Wood street and Western avenue were fired this morning by women and boys. In the 4,000 people the percentage of men was small. The fire was extinguished without interference.

Police officers encountered the rioters at Fiftieth street and the Grand Trunk tracks. Shots were fired on both sides, but no one was harmed.

341 FIRES IN SIX DAYS.

Chicago Flame-Fighters in Danger of Being Worn Out.

(By Associated Press.)

CHICAGO, July 7.—To-day's incendiarism began in a brand-new quarter, the Chicago, Burlington and Quincy switching yards at Crawford, just west of the Hawthorne race track. Fully a dozen freight cars in the yards were burned this morning at daylight. The destruction of the cars was complete.

To-day at the stock-yards brought no receipts of live stock and no prospect of shipments. The paralysis of railways and packing-houses continued complete.

Despite the presence of United States troops and the mobilization of five regiments of State militia; despite threats of martial law and bullet and bayonet, the great strike inaugurated by the American Railway Union holds three-fourths of the roads running out of Chicago in its strong fetters, and last night traffic was more fully paralyzed than at any time since the inception of the tie-up.

Dearborn Street Station Closed.

The Dearborn street station last night was closed to traffic and practically deserted, the roads running out of the station being completely at the mercy of the strikers. The Michigan Central was forced to abandon all trains, and it is doubtful if any will be run for several days. The Illinois Central is in the same fix. The Rock Island and Lake Shore and Michigan Southern lines are completely tied up, their tracks having been blockaded by wrecked cars strewn along miles of the two lines by the mob which for two days had possession of the territory traversed by the tracks.

The Chicago and Alton road is running occasional trains to this end of the line, but it is blockaded at Kansas and intermediate points. The Chicago was doing a comparatively uninterrupted business. Up to this morning suburban traffic remains in a complete state of asphyxiation, and there is no immediate prospect of resumption.

341 Fires in Six Days.

For the twenty-four hours ending this morning there were sixty-two fire-alarm calls from burning railroad property, nearly all being on the South Side. This is a remarkable record, according to Chief Swenie. Several times railroad shops were fired. The strain was great on the Fire Department, and at the headquarters in the City Hall a double force of operators were at work.

The number of alarms from July 1 to 10 o'clock last evening was 241, the largest ever recorded in the history of the Department in that time. Chief Swenie said last night it was a question whether the firemen on the South Side could hold out if such wholesale incendiarism continued.

Regulars Maddened by Insults.

Stories are beginning to float into military headquarters which will illustrate the fury to which the regular troops have been worked up by the insults of the crowd. A cavalryman at the stockyards who had been howled at by a crowd for three hours, made a protest to his Captain. One hulking rioter in particular had planted himself in front of the trooper and hurled at him every epithet he could think of, besides daring him to fight. The trooper turned to his superior:

"Captain, for heaven's sake let me take my uniform off and lick that fellow. I'll do it without any help."

The officer refused, of course. While that soldier's noisy assailant was around the former never took his eyes off him. Had the order to fire been given it was quite certain that rioter would not have been among those who escaped.

An officer said last night: "The troops are worked up to a frenzy, which has been held back by excellent discipline. If they get an order to fire a good many of them will fail to hear the command 'Cease firing,' if it is given, after the first volley, and will get in an extra shot or two."

Accidental Killing.

Richard Zeff, a B. and O. employee, also a deputy United States Marshal, was killed at the Grand Central Depot last evening by the accidental explosion of a gun. William Martin was seriously wounded at the same time. The accident created great excitement at the general offices of the road, which are a quarter of a mile from the rooms where the affair took place, it being thought that some of the strikers had gained an entrance into the room and were responsible for the shooting.

Trainmen Well Out of It.

Grand Master Wilkinson, of the Brotherhood of Trainmen, in an interview last night said: "This is a bad state of affairs, and I am glad that our organization has no part in it. We have no grievance with the railroads and are under contract for a certain length of time. While we sympathize with the men at Pullman, we could not find a justifiable cause to go out.

"I don't expect to see the A. R. U. men win. If they can dictate which kind of passenger cars are to be used, what is to prevent them refusing to work for roads hauling freight cars made by some car-building company that might be in trouble with its employees? It is a fruitless and a hopeless struggle. Mr. Debs and his people have promised the Pullman strikers certain things which they cannot carry out.

The Brotherhood Position.

"This is the stand the trainmen take. Every man of ours who has gone out will be expelled from the Order or the charter taken away from any local lodge that refuses to expel the men. I am surprised at the position taken by some of the engineers in refusing to work when their firemen have gone out. If the firemen violate their contract with a road, it should not follow that the engineer is justified in violating his. The great strength of the old Brotherhoods has been the inviolability of contracts. By taking part in this strike we forfeit all we have gained and secure nothing."

Mobs Gather Again.

Before 10 o'clock A. M. the officials of the Grand Trunk telephoned the police that large mobs of men were moving down their tracks in the direction of their shops at the crossing of the Panhandle tracks at Forty-ninth street. They expressed the belief that the mob intended burning the shops. Chief of Police Brennan ordered Inspector Hunt to the scene with a force of men.

Half an hour later a message came from the Northern Pacific and Baltimore and Ohio roads that mobs were gathering at Forty-seventh and Fifty-ninth streets, where these companies have wrecking trains. Fears were expressed that the strikers intended burning these wrecking trains in order to prevent the clearing of the tracks. Inspector Hunt was also notified to attend to this trouble.

President Gompers Expected.

President Gompers, of the American Federation of Labor, will be here probably Sunday. The new complication now to be feared is the calling out of all labor organizations that would make such a large body of unemployed men as to vastly increase the crowds and to greatly embarrass the handling of the disorderly element.

CLEVELAND MEN STAY OUT.

Lake Shore Yardmaster Threatened with a Ducking.

(By Associated Press.)

CLEVELAND, July 7.—Although it was announced last night that the striking New York, Pennsylvania and Ohio (Erie) switchmen, some 600 in number, would return to work this morning, not a man put in an appearance, and the freight business of the road is tied up more completely than yesterday. The passenger trains are running about on time.

The Lake Shore succeeded in getting through an eastbound train, destined for New York, to-day.

Yardmaster Murphy and an assistant, of the Lake Shore, attempted to move some cars loaded with stock in the Western yards this morning. A crowd of strikers threatened to throw Murphy in the lake unless he ceased work, and he promptly withdrew.

Traffic on the Big Four is practically at a standstill. The same state of affairs exists on the Cleveland and Pittsburg, the Cleveland, Akron and Columbus and the Cleveland, Canton and Southern. The Nickel Plate is making very little headway in handling traffic.

WON'T BLOCK ENDEAVORERS.

(By Associated Press.)

A. R. U. Will Help Get Delegates to Cleveland Next Week.

CLEVELAND, July 7.—A committee from the American Railway Union called at the headquarters of the Christian Endeavor Society to-day and assured the officers of the latter organization that they would do everything in their power to facilitate the movement of trains carrying delegates to the Christian Endeavor Convention here next week.

They further said that President Debs had been communicated with in regard to the matter, and that he would undoubtedly make a special effort to have members of the A. R. U. everywhere keep Christian Endeavor trains moving.

CHICAGO'S TROUBLED DISTRICT.

(From Yesterday's Sporting Extra of "The Evening World.")

Diagram showing the chief points affected by the riotings of the past few days. The district shown is about sixteen miles long and begins in the South Side, below the main business portion of the city. Points mentioned in the story of the day will be readily located by the aid of the map. The crossings from Thirtieth to Thirty-fifth streets are just off from the Union Stockyards.

ST. LOUIS SITUATION.

Railroad Troubles Result in Brisk Business on the River.

(By Associated Press.)

ST. LOUIS, Mo., July 7.—In event of serious trouble breaking out here resulting from the railroad strike, a force of 1,700 regulars, State militia and police can be concentrated at any place in this city on short notice.

James Nestor, James Thompson, William Hartigan, Thomas C. Fox and John Fisher, of Bird's Point, Mississippi County, Mo., who are charged with conspiring to interfere with interstate commerce, have appeared before United States Commissioner Crawford. Waiving a preliminary examination, they were released in bonds of $2,000 each, subject to the action of the next Federal Grand Jury. The defendants were in the employ of the Cotton Belt road until they went out on a strike. Nestor was yardmaster. The others were switchmen.

There has been a visible increase in the traffic on the river, to which business has been largely diverted from the railroads, which are able to handle the trade on account of the labor troubles. The levee is assuming a state of activity not seen for many years, and river men expect to do as large a business as has been done at any time since the railroads.

The bulk of the new wheat crop, which had just begun to move when the strike started has so far been handled by the boats, as very little can be brought in by rail.

The first decided display of violence in connection with the railroad strike in Missouri was made at Moberly just after midnight, when a mob of 200 or more strikers and sympathizers surrounded the Wabash passenger train which left here last evening and drove the crew from it. The fireman was especially badly treated by the mob.

As soon as the facts were made known at the road's headquarters officials took the matter to the United States officials here by whom a warrant was issued for A. C. Burdock, leader of the mob, and also 200 blank informations to be filled out on the grounds.

OUTLOOK IN THIS STATE.

Men at Buffalo and Rochester Ready for Strike Orders.

(By Associated Press.)

BUFFALO, July 7.—It is reported that a message was received here this morning from President Debs ordering the Buffalo men out at midnight tonight.

ROCHESTER, July 7.—Local members of the A. R. U. said last night that they are ready to go out when ordered, and predict that within forty-eight hours they will quit work. The local organization has 93 members, mostly employed on the Rochester branch of the Erie.

CALIFORNIA UPRISING.

President Scored and Pullman Condemned at Mass-Meetings.

(By Associated Press.)

SAN FRANCISCO, July 7.—Mass-meetings last evening held in this city and Oakland indorse the strike. The assemblage in this city was a notable gathering. The Metropolitan Temple was jammed, and thousands who were unable to obtain admission organized an overflow meeting in the open air. The greatest enthusiasm prevailed. Corporate monopoly was recognized as a common enemy, and every point against the Pullman Car Company was greeted with cheers.

Both the President and his advisers were scored, and every mention of the name of C. P. Huntington was the signal for loud groans and hisses. Speeches were made by A. W. Thompson, who presided; E. T. Hogue, as a representative of the A. R. U., N. K. Collier, Alfred Fuhrman, M. McGlynn, A. T. Rogers and R. T. Allan.

Resolutions were adopted promising moral support to the A. R. U., condemning George M. Pullman and the Southern Pacific; countenancing the strike; attacking Federal interference in the difficulty, and demanding that the military service of this State and nation should be remodelled, classifying men fit for duty in such a way that those who have the most property shall be drafted first into the militia and army and ordered first to the front in time of insurrection.

TO OPEN PACIFIC LINES.

Orders Being Issued by Schofield to His Generals.

(By Associated Press.)

WASHINGTON, July 7.—Gen. Schofield has been in conference with the President and Secretary Lamont for several days past, and it is understood that orders have been issued to Gen. Merritt, at St. Paul, and Gen. Otis, at Vancouver Barracks, directing them to use their force to open up communication throughout the entire length of the Northern Pacific Railroad.

The position taken is that this road is a military and mail line.

Similar orders will shortly be issued, covering the entire Union Pacific lines.

BULLETINS OF THE STRIKE.

Boat Club Men as Train Guards--Passengers Held Back.

(By Associated Press.)

ST. PAUL, Minn., July 7.—The Northern Pacific train that will roll out this afternoon for the coast, the first since the strike was inaugurated, will be guarded with the choicest nerve and brawn of the Minnesota Boat Club. Deputy marshals were wanted and the officials were desirous of having at their old something more than the material ordinarily offered. The Boat Club men volunteered.

Passengers Held at Kankakee.

KANKAKEE, Ill., July 7.—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 mail cars carrying through mail are also delayed. 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.

Extreme Measures in Kansas.

TOPEKA, Kan., July 7.—To-morrow will witness a change in the strike situation in Kansas, when officers will begin as fast as possible to 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 list, and they will all be arrested when found.

Industry Halts at Omaha.

OMAHA, Neb., July 7.—The Cudahy Packing Company has laid off 300 men in its hog-killing department. Swift laid off 250. Other companies are still trying to run full force. The working force of the Union Pacific system may be laid off to-day. The Omaha smelter is nearly out of ore, and must soon shut down.

Arbitrary Arrest Orders.

DENVER, July 7.—The order of United States Marshal Israel to his deputies to arrest, without warrant, strikers, especially leaders, for merely counselling men not to work on railroads in the hands of receivers has created great excitement among the labor organizations. The strikers declare that no deputies will take them without warrant unless they kill them.

There is but slight change throughout this and adjoining States as regards the A. R. U. strike. Especially is this the case on the Union Pacific. Generally the conditions are slightly more favorable to railroad companies.

Colorado City Men Won't Quit.

COLORADO SPRINGS, Col., July 7.—The Colorado City Division of the A. R. U., representing practically all the tributaries of the Western Division of the Colorado Midland Railway, has decided not to strike. The vote for the strike was 27 against 67.

Shots at a Trains from Ambush.

TACOMA, Wash., July 7.—Twenty shots were fired by ambushed men at the Carbonado passenger train as it passed the Puyallup Indian reservation, three miles from the depot. The men in ambush are supposed to have been strikers. No one was hurt.

More Nickel-Plate Strikers.

BELLEVUE, O., July 7.—Two members of the American Railway Union prevailed upon the Nickel-Plate employees here to join the strikers yesterday, and to-day the road will be tied up at this point.

Strike to Reach Pittsburg.

PITTSBURG, July 7.—There has been no change in the strike situation since yesterday. All the railway employees are still working, but the feeling prevails that a strike may be ordered at any moment. At last night's meeting, in the interests of the A. R. U., Organizer Tailor stated that the strike would certainly reach here. So far no action has been taken by the Knights of Labor in this section.

Extra Police Offered to Chicago.

OMAHA, Neb., July 7.—Chief Seavey, of Omaha, President of the National Chiefs of Police Association, to-day telegraphed Supt. Brennan, of Chicago, offering to send 1,000 uniformed policemen to Chicago from the different department in the National Association, provided Chicago will pay their expenses. There are seventy-eight cities in the Association.

better Conditions in Detroit.

DETROIT, July 7.—The strike of the switchmen and firemen on the Michigan Cent. al tied up the road for the night, but this morning passenger trains are again running, though somewhat late. The mail train on the Wabash, which was made up to go out yesterday morning, left here with a full complement of crew. The other roads are moving passenger trains without interference.

Another Vote Not to Strike.

[illegible] July 7.—[illegible] the Federated Board of Union Pacific Railroad Employees has not announced publicly the result of its deliberations, it is known that it decided not to order a strike. This decision, however, is not binding upon local assemblies of the Knights of Labor, and the Knights will strike if asked to do so by General Master Workman Sovereign.

Strike Delays a Convention.

DES MOINES, Ia., July 7.—The Republican State Convention was to-day postponed from July 11 to July 25, and may be later, on account of the strike.

Ann Arbor Trouble Revived.

TOLEDO, O., July 7.—The Lake Shore engineers and firemen held secret meetings at noon to-day. This was not on account of the A. R. U. strike, but to formulate demands that the Lake Shore Company shall reinstate the conductors and firemen discharged during the Ann Arbor trouble a year ago, as they deem the time propitious for the success of the demand. Representatives were present from all divisions of the road.

Strike at Nashville.

NASHVILLE, Tenn., July 7.—The strike of the members of the local branch of the A. R. U. on the Louisville and Nashville and Chattanooga and St. Louis Railway is still on. Several freight trains were moved north to-day, and all passenger trains are running regularly. Local lodges of the railroad orders not connected with the A. R. U. are holding meetings to decide what action they will take.

Tie-Up at Memphis.

MEMPHIS, Tenn., July 7.—The firemen on the Kansas, Fort Scott and Memphis and Birmingham went out this morning, completely tying up those lines. Other roads are doing fairly well.

Beaten by Strikers.

OGDEN, Utah, July 7.—The train on the Union Pacific that left Cheyenne on Thursday last reached here to-day. A mob assaulted the engineer and fireman, and the latter was almost beaten to death.

Won't Obey Debs and Strike.

LOUISVILLE, Ky., July 7.—An order was received here to-day from President Debs ordering out all A. R. U. men on the Louisville and Nashville road. A reply was sent stating that the men had no grievance against the Louisville and Nashville, and that they refused to strike.

MINERS IN AN UGLY MOOD.

Situation at Coeur d'Alene Said to Be Critical.

(By Associated Press.)

SPOKANE, Wash., July 7.—Three of the men who were marched out of Canyon Creek by a masked mob arrived here last night. They are Crummer, West and Higgins. They were overtaken on their way to Thompson Falls by Deputy Sheriffs and taken back to Murray. They left there at 2 A. M. this morning. Other blacklisted men came out with them. They were made to swear never to return to Coeur d'Alene.

The situation in the mine is critical. Wallace is filling up with union miners from surrounding camps. They are causing drinking and threatening violence. Twelve special officers were sworn in last night. Sheriff Cameron is severely criticised for his failure to make arrests.

British Shipyards Have to Close.

(By Associated Press.)

HARTLEPOOL, Eng., July 7.—Irvine's shipyards, and those of Sir W. Gray, at this place, have closed down, owing to the strike of the moulders. Four thousand workmen are thus thrown out of employment.

It is expected that other yards will also be forced to close.

CAN'T SEND CASH WEST.

Shipments of Money from Washington Prevented by the Strike.

(By Associated Press.)

WASHINGTON, July 7.—The Treasury officials have been compelled to stop all shipments of cash to points west of the Ohio River, in consequence of the strikes. Under their contracts with the Government, the express companies are not liable for losses incurred in consequence of riots or other unlawful acts of that character, and, acting under a privilege granted them in their contracts, the several express companies have notified the officials that they will not accept cash for shipment to points west of Ohio, Kentucky, Tennessee, Mississippi and Louisiana.

This situation is particularly unfortunate at this time, as pensions are now being paid in Chicago, and money is needed there for that purpose.

MAILS MANY DAYS LATE.

Five Days Behind Time, and Much Matter Accumulating.

The strike continues to seriously interfere with prompt arrival of the mails, which get here after an uncertain fashion from an hour to four and five days behind time. The local office experiences the greatest difficulty in properly handling the mail after it arrives. The accumulation of several days being dumped into the office within a few hours taxes the resources of the Department to their utmost.

No mail has been received from Salt Lake since June 29, nor from San Francisco since June 30.

All of the Chicago delayed mails arrived last night, excepting such as was mailed between 10 A. M. and 4 P. M. on July 5. The Detroit mails are two days behind. Memphis, Nashville, Milwaukee and Omaha mails, due last night, have not arrived.

The Missouri, Arkansas and Southwestern mails are coming through all right over the Pennsylvania road.

AGITATING IN THIS CITY.

Debs Lieutenants Trying to Create Enthusiasm in the East.

So far as can be learned, no action has as yet been taken by any New York labor organizations looking to active participation in the great strike.

The representatives of the American Railway Union, who have been here for a week or more, have had exceedingly poor success in their efforts to gain supporters. There is no desire for a strike in this city, and there will be none unless the men feel themselves compelled to go out in order to keep faith with their fellow-unionists who have struck in the West.

As the leaders in the American Railway Union would rather have willing than unwilling supporters, they are trying very hard to create enthusiasm in the strikers' favor.

President Samuel Gompers, of the American Federation of Labor, was requested to go to Chicago to confer with Mr. Debs in regard to the situation, but declined to do so, on a plea of pressing engagements in New York. The Federation, although sympathizing in a general way with the strikers, is extremely unlikely to take any active steps in their support.

Mr. Gompers said this morning that the American Railway Union had as yet made no request for help, and that the Federation had not held, and had made no arrangements for holding, any meeting to consider the situation.

"The Federation is not very strong in steam railroad circles," continued Mr. Gompers, "nor is there any general organization in the East that is very strong there.

"There are Brotherhoods of Locomotive Engineers, Firemen and Switchmen, and there are unions of the employees on each of the big railroad systems, but there is no strong organization like the American Railway Union, which includes all systems and all classes of railway men. The Knights of Labor do [illegible] has been that they are usually strongest in some other places than the one in which the inquirer may be."

Mr. Gompers said he knew nothing of the proposed visit of Mr. Debs to New York.

Through the efforts of the emissaries of the American Railway Union a meeting of delegates from the various local unions of the city is to be held to-night at 85 East Fourth street, to see if it may be possible to arrange for a mass-meeting in favor of the strikers to be held in this city early next week. The leaders of the movement are trying to arrange that President Debs and two Populist Congressmen, whose names are not given, shall address the meeting.

MUCH ANXIETY HERE.

But Railroad Men Think the Crisis Has Been Passed.

The officials of the New York Central and West Shore roads sought slumber in vain last night. It was the pivotal time, as far as their lines were concerned. They took the ground that if the men at Buffalo did not go out during the night they would remain loyal.

Chauncey M. Depew, President of the New York Central, was advised by wire of the situation hourly, and at sunrise to-day he held that the crisis had passed.

The eastbound trains on the New York Central all came in this morning, even No. 4, which had been abandoned, was put back and ran on schedule time.

Just before noon a despatch arrived at Mr. Depew's office from the Lake Shore road in Chicago which read:

"The crisis has passed. Obstructions have been raised and trains are running with but little interference."

Supt. Van Etten said that the Michigan Central had started nothing out of Chicago to-day, owing to the fire in the yards at Kensington last night.

"I am aware," he said, "that there are some A. R. U. men in Buffalo, trying to get the Central men to go out. I apprehend no trouble from that quarter, however, as I do not think our men will take the initiative. I do not think that Sovereign's threat to call out the Knights of Labor will, if carried out, affect us to any extent. I doubt if there are any Knights of Labor in our employ. If there are they are not organized."

General Manager Layng, of the West Shore, was in cheerful spirits over information from Buffalo. He had just received a despatch which read:

"Mr. Debs not making any progress with our men. They will all stick to their posts, even if those of other roads do go out."

This was signed by the Superintendent at Buffalo. Mr. Layng also received advices from the Big Four line at Cincinnati, to the effect that their Chicago superintendent had advised them the firemen on the Chicago Division had concluded to stick to their engines.

On the Pennsylvania road the limited train, due here last evening, had not arrived at noon, though they expected it every moment. The other through trains from the West brought Pullman cars, but they had been attached at Pittsburg. The trains were all behind time.

The Erie ignored its Western connections, but ran on schedule time at this end. No through Pullmans had arrived and none was expected.

The other trunk lines had not delayed trains at this end, waiting for connections, and no through Pullmans came in.

The impression prevails among Eastern railway men that the backbone of the strike is now broken. President Depew feels so sure of this that he has left the city for a day's outing.

ONLY SWITCHMEN WANTED.

Dodge Will Hire None but Experienced Men Now.

The employment bureau of Charles Dodge, at the United States Hotel, 31 Fulton street, did a rushing business this morning.

Dodge has replaced his placards calling for railroad men with others offering employment to experienced switchmen.

"I don't want any one but switchmen now," said he, "and only men who thoroughly understand their business, at that. I have hired quite a number of them, and will engage a great many more as soon as I can get them."

When asked if he was sending men to Buffalo in anticipation of a switchmen's strike at that point, Dodge smiled significantly, but resolutely refused to answer the question.

It is understood that the men are engaged to work at any point to which Dodge may send them, and that they seldom know where they are going up to the time of their departure.

MILITIAMEN NOT ANXIOUS.

No Orders Issued as Yet to Proceed to Buffalo.

There appears to be little anxiety on the part of Gen. Fitzgerald and his staff, of the First Brigade, N. G., S. N. Y., regarding the possibility of the railroad strike extending to Buffalo. If any exists there is at least a simulation of indifference in the meagre information to be obtained this morning.

Gen. Fitzgerald remained at his Summer home in Seabright, as is his custom on Saturdays, leaving Brigade Clerk Harold R. Thorne in charge of his office. When questioned as to whether steps had been taken in anticipation of trouble at Buffalo, Mr. Thorne would make no statement in the absence of the General, referring "The Evening World" reporter to Col. Stephen H. Olin, chief of staff. Col. Olin is also out of town.

Of the aides-de-camp, only Lieut. Oliver Harriman, jr., could be found. He also declined to say whether or not the subject had been discussed from a military point of view, or whether the Ninth Regiment would be ordered to camp at Peekskill to-day under Col. Seward, had any special instructions or waiting orders which might call for a sudden departure for the western part of the State.

Col. Heman Dowd, of the Twelfth Regiment, denied that any orders had as yet been given for the assemblage of regiments in this city. He had every assurance that none would be issued to-day, he said, but declined to say upon what grounds he based this latter conclusion.

Charles Miller, twenty-two years old, of 86 Bowery, was held in $1,000 bail in the Tombs police court this morning for examination July 12 on a charge of highway robbery. He was discharged in special sessions earlier in the morning on a charge of assault.

Royal A. Gorman, alias Gabor, twenty-three years old, of 176 East Fifteenth street, was held for trial by Justice Simms in the Essex Market Police Court today on two charges of stealing a bicycle and of passing a worthless check. He pleaded guilty.

The fees of Thomas B. Atkins as receiver of the Nicaragua Canal Construction Company have been fixed by the referee in the United States Circuit Court at $3,000.

Erysipelas in My Face

And head had long troubled me. I became nearly blind and my hair all came out. I doctored without relief. Finally Hood's Sarsaparilla was highly recommended, and after taking three bottles I was free from my trouble and long sufferings. Last Winter after an attack of the grip I became easily tired and had no appetite. I resorted to Hood's. The tired feeling is gone and I have a good appetite. A severe cough which troubled me much has left me. Two of my oldest daughters are taking Hood's Sarsaparilla with benefit, and I am giving it to my little girl for catarrh." MRS. WM. E. BARINGER, Olive Ridge, N. Y.

Mrs Wm E Baringer

Hood's Sarsaparilla Cures

Hood's Pills are hand-made, and perfect in proportion and appearance. 25c. per box.

DELMONICO'S NOT AFFECTED.

Plenty of Eastern Beef and the Strike Does Not Trouble Him.

But Beefsteak John Is Thinking of Closing Up His Places.

The great railroad strike may bring war, pestilence and famine, and send the price of beef as high as the constellation of Hercules, but it won't affect the eating-houses run by Charles Delmonico, if the word of Mr. Delmonico's manager is good for anything. Neither are the stewards of the big hotels much ruffled.

But with Beefsteak John it is a different matter. He has public refectories in Sixth avenue, the Bowery and in Brooklyn. Philanthrophy enters into his business and high prices and philanthrophy are antipathetic. In his own university language his business "has got a punch in the jaw and is crawling under ropes to avoid punishment."

A reporter for "The Evening World" saw representatives of these varied interests to-day. The manager for Delmonico's was the first to be seen at the place in upper Broadway.

"We don't care if we never get another cow from Chicago," said he. "We don't use that kind of meat. We serve only prime Eastern beef.

"We pay a big price to get the best, but do not ask a big price in return. I will show you. Alphonse, Hyppolite! Apportez moi une carte du jour vite-ment."

Mr. Delmonico's manager snapped his fingers, and two whiskers a l'Anglais collided in a dash for the bill of fare of a neighboring table, and brought it forth grandly together.

"There," exclaimed the manager, with his catalogue of precious comestibles unfolded. "Read: 'Tenderloin steak, $1.' That is not asking pay at all. 'Porterhouse steak, $1.50.' A mere song. 'Chateaubriand, $1.75.' A gift. 'Tournedos fillet of beef, Victorien, $2;' and that, my friend, is as a public charity. These charges have been our rate of tariff for years, and you may accept my assurance that they will stand undisturbed, no matter how hard the Chicago railroad men may strike."

Much the same thing was heard from the stewards of the Victoria, Imperial, Gilsey and other Broadway hotels. Their butchers have not yet asked them an advanced price for beef and they have not marked up their bills of fare.

All manifest a preference for Eastern beef, the receipts of which remain as large as heretofore, and most of them do business with special butchers, who would not dare push up prices unless driven to extremities.

However, when the reporter got over to Sixth avenue and called on Beefsteak John, he heard an utterly different song. Mr. B. John had much to say, and he said it without moderation of tone or terms.

"This is a gouge and an outrage," said he. "Tell me, will you, how a man, no matter how big his heart may be, can afford to set up steak, rolls and coffee for 15 cents, when he has to pay from 9 to 11 cents for chuck beef, and is warned that it will cost more to-morrow.

"I tell you I'll take down my sign and go out of business if this thing keeps up."

Mr. John was interrupted, by the advent of a butcher with a bill, and the discussion was growing riotous when the reporter left.

The indications for a general advance in the price of beef next week continue, although to-day's prices are stationary.

Meat Scarce in Asbury Park.

ASBURY PARK, N. J., July 7.—Fresh meats are running low at Long Branch and Asbury Park, because of the non-arrival of cars from the West. The supplies are about exhausted. Prices have been asked at Long Branch three cents and at Asbury Park six cents per pound. The country butchers are killing off their stock, which finds ready sale among the Summer hotels.

STRIKE OVER BOY PLUMBERS.

Building Trades Men Stop Work at Hotel Marie Antoinette.

The one hundred and fifty building trades men employed on the new Hotel Marie Antoinette, West Sixty-seventh street and the Boulevard, who struck Thursday and yesterday, were hanging about the building anxious to go to work this morning.

The six plumbers who caused the strike were at work, however, and mean to stick it out unless they are ordered away by the owners of the building.

The trouble grew out of the split in the Plumbers' Union some time ago over the question as to the number of boys who ought to be employed. The Progressive Plumbers' Union will not have boys working on a job where they perform men's duties and receive boys' pay.

The United Plumbers and Gas-Fitters' Association, which holds contrary views, decided to go it alone. Though the stronger organization, they had no representatives in the Board of Walking Delegates. Matters reached a climax Thursday and the painters walked out, followed by the plasterers yesterday.

The delegates held a conference last night, and a striker said this morning that not a hand would be raised until the six plumbers were sent away.

Delegate said yesterday that the agent of William Flanagan, the brewer, owner of the property, promised to discharge the plumbers. At a late hour this morning, he had not shown up. The difficulty may be adjusted by Monday.

There was no strike ordered at the St. Cloud Hotel, Broadway and Forty-second street this morning. The same grievance with the plumbers exists there. On the St. Cloud building less than one hundred plasterers and laborers of the building trades were at work. Three city and placed herself under the protection of friends uptown.

The irate father at once conferred with his eldest son, John Nixon, a prominent broker of Toronto. John is married himself, and is young enough to feel a throb of sympathy for true love. The only objection to young Ebert was that he lacked riches.

John scratched his head, stood the old man off and telegraphed to Ebert: "If not married, wait. Am coming on."

And he did come on, and gave away the bride at a church quiet on Thursday evening, the Rev. Dr. Huntington officiating. A wedding supper followed at the home of Mr. and Mrs. Elmer E. Ross, 83 East Tenth street.

Later the young couple went to Long Branch, and the jolly, big brother returned to pacify his father.

LOOKING FOR A LOST BARON.

Married an Alsatian Village Belle and Fled to This Country.

Now a Vast Fortune Awaits Him in His Native Land.

Somewhere in this country an Alsatian baron is living the life of an humble citizen, while a great estate awaits him in his native land.

In June, 1886, Baron Camille Stoechlin, the son of a wealthy and titled family in the little town of Genbiville, Alsace, Germany, quarrelled with his parents. They had arranged for his marriage to one of his childhood's playmates, a young lady of his own station in life and, according to his parents, the only fit life companion for him.

But the young baron held other views. At that time he was twenty-six years old. He was handsome and accomplished, having graduated with high honors from the University.

During his student life he had become enamored of a pretty Alsatian maid, and they had plighted their troth. His parents were highly enraged when he made known to them that he had ideas of his own in regard to the selection of a wife. They stormed and entreated and finally threatened to disinherit him unless he conformed to their wishes.

The very next day the young baron and the Alsatian village belle were married in the little ivy-covered church at Genbiville, and that same evening they started for this country.

After reaching the United States their troubles began. Neither of them could speak the English language, and they were poorly equipped to earn a livelihood. Their small store of money was soon exhausted and they were confronted with starvation.

Too proud to reveal their condition to their Alsatian friends, the Baron was at last glad to accept a position in the New York Hotel as a dishwasher. A former servant in the Stoechlin family who had also emigrated met the Baron on Broadway one day and wrote home the condition of the young couple.

Shortly after this the Baron and his pretty wife went to Cincinnati and all trace of them has been lost.

Recently this servant received a letter from Anna Stoechlin, the Baron's only sister, to the effect that the parents are dead and that a large bequest awaits the absent son.

The servant has advertised for information regarding him.

GIRL EXONERATED HIM.

Yet Peddler Vasilios Chemblis Was Held for Attempted Assault.

A sullen-looking Greek, named Vasilios Chemblis, alias James Pallas, of 5 Batavia street, was arraigned in the Tombs Court this morning, charged with attempted assault last night on eight-year-old Jennie Callahan, who lives in the same house.

Neighbors have noticed recently that a large number of little girls were in the habit of visiting the Greek's rooms, and when Jennie was seen to enter last night a mob, headed by her mother, raided his apartments. He escaped to the street with the crowd in close pursuit yelling: "Kill him! Kill him!"

At James street he was arrested by Policeman Sheehan, of the Oak street station, but even then his life was not safe. The angry men and women surrounded him, pelting him with bricks, sticks and stones. Fortunately Policemen Townsend and Gargan were near by, and they assisted Sheehan in taking the man to the station-house and saving him from the fury of the mob which followed, pelting him all sorts of missiles.

The prisoner told Sergt. Walsh that he was a peddler, thirty years old. He denied that he had maltreated the girl. She also denied that he had done any harm to her, but Policeman Townsend said he had a witness who would swear differently.

Chemblis was locked up and the little girl went home with her mother. Jennie said that Chemblis had called her into his room and sat her on a table and questioned her about a Jessie Bell, who was recently sent to the island for six months for begging.

The Bell woman was taken into the Callahan household out of charity, and one day borrowed Mrs. Callahan's two youngest children, one six months old and the other six years, and took them out with her on a begging tour. She was arrested, and the children were returned home.

Chemblis was held pending an investigation of the case.

BIG BROTHER TO THE RESCUE

Happy Ending of a Runaway Match in Toronto High