BUFFALO MEN MUST QUIT.

Debs Has Four Hundred Followers, but Reliance Is Placed in Other Organizations.

TIE-UP SET FOR MIDNIGHT TO-NIGHT.

Its Success Means Almost the End of New York's Traffic from the West and Trouble on the Lake.

(Special to The World.)

BUFFALO, July 8.—The railroad strike, which every one believes will extend to the seaboard if Dictator Debs has his will, has taken a great jump eastward. Buffalo railroad men who belong to the American Railway Union are to go out to-morrow.

A special despatch from Chicago to The World's Buffalo bureau to-day gave this information: "Debs has telegraphed to James Melican at Buffalo to order his men out at once. The telegram begins: 'Withdraw your men from service at once.' Then follows a caution about rioting and lawlessness and an intimation that further instructions in detail will come along by mail."

A World reporter drove out Seneca street three miles to a saloon at present used by President Melican as headquarters. It is only a few steps away from the Nickel Plate freight yards. Melican was there. He said he had not been home to supper, and declared that he had not received a telegram from Debs for twenty-four hours.

"I hope I may drop dead if I am not telling the truth," he asserted.

It was suggested that the telegram might be at his home, and Melican and the reporter drove to the little cottage where the ex-Nickel Plate yardmaster lives with his parents.

"Any messages here for me, Dad?" said Melican to his father.

"There's one on the shelf that came this afternoon," answered the old man.

WORLD'S NEWS VERIFIED.

Melican tore the envelope open and his face lengthened and then reddened as he noted the contents. The despatch had about seventy words. When he had read and re-read it several times Melican began to bluster. He thought it very strange that The World should know of so important a message in advance of the man for whom it was intended. Then he said:

"I'll not order the men out before to-morrow night at midnight. You can say positively that there will be no strike to-night. The strike is coming, though, and to-morrow night it begins."

He refused to show the telegram from Debs, but admitted that its contents were the same as given by The World's informant.

Melican would not discuss the chances for failure or success. He evidently felt very sore over the fact that the message had laid on the shelf at his house for hours and that his own carelessness had prevented the carrying out of Debs's orders for immediate action. Melican did not expect to receive definite orders for a strike until to-morrow.

MUST HAVE OUTSIDE HELP.

The lodge of the American Railway Union of which he is President has four hundred members or less. These are switchmen and trainmen. Only on the West Shore and Nickel Plate is the A. R. U. membership strong enough to tie up the yards without outside assistance.

The majority of the switchmen in Buffalo belong to the American Switchmen's Union. Many of these men have said that they would not strike unless ordered to do so by their own union, but Melican relies on them nevertheless.

There is no doubt that Debs and his movement are very strong with the firemen. Debs was formerly Secretary of the Fireman's Brotherhood, and he is very popular among the members of that organization in Buffalo. It is quite probable that the firemen constitute an element of strength in Debs's plans.

Other unions of railroad men which are prohibited by their constitutions from striking without a grievance are required by the same constitutions not to work with non-union men.

It is possible that the American Railway Union's 400 may tie up all the yards in Buffalo through sympathy strikes of men who have no connection at all with the Debs organization.

DEBS'S PLEA FOR SUPPORT.

Stuart Reid, the President of the Central Labor Union, has received this telegram from Debs:

"We ask your co-operation in Buffalo. We are making a great fight for labor and deserve the support of all railroad employees. Capital has combined to enslave labor. We must all stand together or go down in hopeless defeat. It is impossible for companies to fill the vacancies. We can solve this problem only by quitting in a body and standing together, one for all and all for one, upon such and every road throughout the land. E. V. DEBS."

The despatch was dated 10.40 P. M., July 7, and it is supposed that others like it were sent to various cities in the East. Mr. Reid favors a general strike in this city, but he found that opinion on this subject among the delegates of to-day's meeting of the Central Labor Union was divided, and he did not dare force the matter to a vote.

He got through some strong resolutions of sympathy with the Debs movement, after making a long speech reviewing the Pullman trouble and the course of the American Railway Union. Reid said to a World reporter:

"There is only one way for the workingmen to make their protest felt against unfair and inhuman treatment. The time to make such protest has come and the way to make it is by a general strike, not only of railroad operatives but by all the trades.

"I was employed in the Lackawanna shops as a machinist. They asked me to resign my position in the Central Labor Union and when I refused they discharged me. I was denied the right to make a living in the Lackawanna shops, not because I was an incompetent workman, but because I have a soul, a heart, and dared to have opinions that are my own.

"I can't get a position in another railroad shop in Buffalo. I am on the black list. My name was sent by the Lackawanna to the other railway managers, who will not employ me because I offended one of their numbers by refusing to give up my manhood. The railway managers, by means of their association, conspire to prevent me from working at my trade and earning an honest living.

"That's all right. A number of railroad men and other workingmen form a union and try to get what is right and that's called conspiracy, and the courts and the Government are used to crush them. The corporations, the capitalists, have for years been pressing down their heels on the workingmen underneath.

HOLDING THE MOB AT THE POINT OF THE BAYONET.

The workingmen must wiggle out from under or be crushed. The strike seems to be the only way for him to wiggle just now."

WHITE RIBBONS NUMEROUS.

Reid has hoisted a big white flag over Council Hall, where the labor men meet. The white ribbon of the Debs movement is seen everywhere in the vicinity of railroad tracks. Railroad men, trainmen, switchmen, freight-handlers and even firemen on the switch-engines wear the ribbon when off duty. Along the waterfront an occasional white ribbon is seen, too.

They bob up in the most unexpected places. At Black Rock to-day a dozen men wearing the ribbons gathered on the porch of a road-house and discussed Debs and his doings. They were surface railroad employees. They do not expect to be called on to strike, but their sympathies are with the men who are out in Chicago.

Perhaps one-half of the 20,000 men affiliated with labor unions in this town are ready to go out in a sympathy strike. Many unions are unanimous in their willingness to tie up, not only the railroads, but all the other industries here.

The German Trades Union, which includes in its membership the employees of the big breweries, as well as a number of anarchistically inclined workmen of the east side, at a meeting to-day adopted fiery resolutions denouncing President Cleveland for his action in sending Federal troops into Illinois. They expressed warm sympathy with Debs.

Five unions of painters and decorators in their District Council adopted resolutions of sympathy with Debs, and resolved "to do all that is just and proper to aid the American Railway Union in their fight against this un-American king of wealth, George M. Pullman."

The carpenters passed similar resolutions, but denounced rioting. The Iron Trades Council pledged "our lives, our fortunes and our sacred honor" to the help of Debs. The machinists declined to make public their resolutions, but they are as forcible as Debs could wish.

There will evidently be no lack of sympathy strikes among the trades if the railroad men here decide to go out.

EFFECT ON LAKE TRAFFIC.

An interesting possibility of the Debs movement, provided Buffalo decides to go into it head and heels, is the complete paralysis of lake traffic. Debs has had men at work at Detroit and Cleveland as well as Buffalo, and it is by no means improbable that commerce on the great lakes may be blocked as tightly as Debs hopes to block railroad traffic. Buffalo, to a certain extent, is the key of the situation, and it is generally believed that at the first sign of a failure in his plans at Chicago Debs will concentrate his energies here.

Already the Lake Shore, Nickel Plate and Grand Trunk Railroads are locked up to within 200 miles of Buffalo. The tie-up at Cleveland and Detroit has knocked all three roads out of any chance of doing freight business.

If Debs can get all the railroad men out in Buffalo, the local trades and industries wholly or partially suspended and lake commerce stopped, he will be in a position to make, perhaps, more mischief than his operations at Chicago have made. For New York City and the seaboard will be practically cut off from the West if Buffalo is eliminated as a transportation point.

Pittsburg will yield more readily than Buffalo to an appeal for a general strike. They are ripe for a big strike in the Smoky City, and the thousands of idle coal miners, mill hands and laborers in Allegheny County could be depended upon for the rioting and acts of incendiarism which seems to be necessary accompaniment of the Debs movement if not a part of his plan of campaign.

Here the foreigners at East Buffalo will do the rioting just as they did in 1892, when the strike of less than three hundred switchmen necessitated the presence of the National Guard of the State.

LAKE BOATMEN ORGANIZED.

Only a few weeks ago the Lake-Faring Men's Union was formed here. This, with the Lake Firemen's and Lake Firefaring men's Unions, have an aggregate membership in this city of 1,000. The Lake-Faring-men are well organized in Detroit, Cleveland, Chicago and Duluth. This association of several thousand men includes every vessel-worker from engineer down to deckhand, and if their members left the boats the boats would tie up where they floated.

Grain and coal dealers can appreciate the gravity of such a situation. Already the lake carriers are feeling the loss of the package freight which makes up such a large part of their business. Many boats are already laying up on account of the lack of freight. If the coal-carrying boats were to be tied up the West would feel a hard-coal famine worse than the recent bituminous scarcity.

Superintendents of the various railroads here all say that their men have given no notice of grievances and, according to the usual order of things, there should be no strike. But as Supt. Wilbur, of the Lehigh Valley, put it:

"Debs has reversed the usual order of things. Men strike when he commands it and forget all about their own leaders and the constitutions of their own unions."

CITY ALREADY EMBARRASSED.

No freight is coming in from the West, and passenger service is continued under difficulties. The Nickel Plate, which only has two passenger trains daily, abandoned one of them yesterday and the other one to-day. The Grand Trunk is running trains from Suspension Bridge only as far as Windsor out, because of the tie-up at Detroit. Freight is only accepted with a waiver of all claims for delay. Express business is subject to the same provision.

Only one mail has come in from Chicago, and that over the Michigan Central, which runs Wagner cars. All the freight-handlers of the Nickel Plate have been laid off and most of the clerks. At the other freight-houses the force is being reduced from day to day.

The clerks and freight-handlers of the Lake Shore at East Buffalo have all been suspended indefinitely, without pay, of course.

The railroad shops have begun to lay off men, and in many factories whose output depends largely on railroad transportation the men are being told to take vacations.

NIAGARA FALLS, N. Y., July 8.—The railroad men here are all quietly waiting developments. Most of them are perfectly willing to strike in case the men in Buffalo go out.

TONAWANDA, N. Y., July 8.—Men here are unalterably opposed to Pullman, and if the members of the American Railway Union in Buffalo strike, a local sympathetic strike will probably follow.

PULLMAN TOO TIRED TO TALK.

But His Son-in-Law Authorizes a Denial of the Report that Mr. Cleveland Urged Him to Arbitrate.

(Special to The World.)

ALEXANDRIA BAY, N. Y., July 8.—George M. Pullman is at his summer home, Castle Rest, on Pullman's Island, near here. In response to a World reporter's request for an interview, Mr. Pullman sent this reply: "I am so worn out and tired I don't feel able; nor can I say anything. The strike has gone beyond me, and I could say little of interest anyway."

George West, Mr. Pullman's son-in-law, talked freely and authorized the reporter to say on behalf of Mr. Pullman that there is not the slightest truth in the report from Washington that President Cleveland had, through Secretary Herbert, urged Mr. Pullman to agree to arbitrate his differences with his employees.

"Mr. Pullman is really unable to talk, not feeling at all well," said Mr. West. "How does Mr. Pullman look upon arbitration as a means of settling the strike?"

"What is there to arbitrate?" asked Mr. West in return. "We simply could not get orders for work, and so had to reduce the men's wages. This was done rather than stop work entirely. As it was, we had to scud all over the country for a few orders to keep the men in work even at the reduced pay.

"Just as soon as the business depression is over and we receive the usual quota of orders just so soon will the men's wages be better.

"But the strike has gone far beyond us and extended into greater territory."

Mr. West impressed upon The World reporter that he had not the slightest authority to express these sentiments on behalf of Mr. Pullman. They were his own personal views.

"Will Mr. Pullman make any concession to his men if they return to work?"

"I am not in any position to state Mr. Pullman's views," was the reply. Mr. West, speaking for himself, continued: "But let them return to us as they went out, non-union men, and we will then see what amicable arrangement can be made. They were not union men when they went out. Most all of them have been made union men since the strike commenced.

"The Pullman Company is perfectly willing to do what is just with its employees in all its dealings. It has had no desire to deprive its men of fair pay. The former wages could not possibly be paid with the amount of work on hand, when the men laid down their tools and went out."

When asked how long Mr. Pullman would remain on the river, Mr. West said he did not know. Mr. Pullman had not decided himself. He might possibly leave to-morrow.

WATERTOWN, N. Y., July 8.—It is learned here to-night that Mr. Pullman was in communication with Vice-President Wickes at Chicago to-day and was informed that his presence in Chicago is not necessary. Mr. Pullman intended to start for Chicago to-night if the situation took on a more serious aspect. He will remain at the Thousand Islands to-morrow.

NEW YORK REGULARS ON THE WAY.

Ninth Regiment Was on a Train at Madison Barracks Within an Hour After Receipt of the Order to Move.

(Special to The World.)

WATERTOWN, N. Y., July 8.—Equipped with twenty rounds of ammunition and ten days' rations for each man the Ninth Regiment, United States Infantry, stationed at Madison Barracks, left by special train for Chicago at 3 P. M. There were eight companies, with twenty-two officers and 400 enlisted men, under command of Col. Charles G. Bartlett, one of the most thorough officers in the regular army.

Most of the men in the regiment have seen service at the Indian posts in the West, where they were stationed before coming to Madison Barracks.

The order to have the regiment in readiness to move on short notice was received by Col. Bartlett yesterday, and his men were aboard a special train within an hour after the order to move came to-day.

The departure of the regiment caused much excitement in Sackett's Harbor and Watertown, and thousands of people saw the troops leave. The scene recalled to many similar events during the civil war, when Madison Barracks was a recruiting station and men were sent from there to put down the rebellion.

BUFFALO, July 8.—The Ninth Infantry, U. S. A., passed through Buffalo at midnight. They went West over the Lake Shore and Michigan Southern, and Col. Bartlett said significantly that he did not think the train would be interfered with.

OSWEGO, N. Y., July 8.—Company G, Ninth United States Infantry, left here by special train at 11.45 A. M. for Syracuse, where it will join the Ninth Regiment and proceed to Chicago.

ROCHESTER, N. Y., July 8.—The Ninth Infantry, United States Army, passed through here on the New York Central Railroad at 9.30 to-night. As the special train pulled into the depot the soldiers were cheered by the crowd awaiting their arrival. They expect to arrive in Chicago to-morrow noon.

WASHINGTON, July 8.—It is explained by the War Department officials that the reinforcements from Northern New York and from Omaha were sent at the suggestion of Gen. Miles, not because he doubted the sufficiency of his present force to deal with the situation at Chicago, but as a measure of precaution, to cover emergencies at other points in the Department of the Missouri.

The General believes that it is good military practice to maintain a strong force of reserves at some central point, where they can be forwarded quickly to support the detachments at threatened points. Fort Sheridan is admirably situated for this purpose. While no further reinforcements have been ordered, everything is ready to hurry more troops to the fort from Gen. Brooke's command at Omaha, where there does not appear to be any present necessity for their services.

Capt. Barry, Secretary Lamont's military aid, and Col. Corbin, Assistant Adjutant-General, were summoned to the White House to-day and given the necessary instructions to prepare orders for further concentration of troops if it shall seem desirable.

M'CONNELL DEMANDS U. S. TROOPS.

Not a Time to Quibble Over Statutes, He Says, When Cœur D'Alene Rioters Are Murdering and Destroying.

WASHINGTON, July 8.—Senators Dubois and Shoup, of Idaho, called at the White House early to-day to urge upon the President and his advisers the important role of sending Federal troops to the Cœur d'Alene mining district, to stop the rioting by the union miners reported in The World to-day. Gov. McConnell, of Idaho, telegraphed last night for Federal troops to protect Wallace and other towns near by.

The Senators were admitted to the Cabinet room and the whole matter was discussed. The situation in Idaho presents a different phase from the troubles elsewhere, inasmuch as the trouble is not connected with the railroad strike. It was pointed out to the Senators that the Governor must certify that he has exhausted all the resources in his power before the President can respond.

The Senators telegraphed this fact to the Governor, with suggestions how to proceed. They received this answer from Gov. McConnell:

"Your telegram citing me to the law received. I am familiar with the statute to which you refer, but it does not cover this case.

"We have to deal with hidden and organized assassins and dynamiters, several hundred strong, provided with arms. Guarded by their experience of two years ago, they are not now in open insurrection, but are fighting secretly and under cover.

"Many peaceable citizens have been ordered to leave the country. The Sheriff declares his inability to protect life and property. We have not sufficient militia to support him, and nothing but the presence of troops will restore confidence and safety.

"This is no time to quibble over questions of law and precedents. The conditions are new and serious. Blood has been shed and property destroyed.

"Therefore, I believe my request to the President for troops embodies all that should be required, and ask that you unite in petitioning him for the aid we need. W. J. MCCONNELL,

"Governor."

BOSTON MEN WILL NOT STRIKE.

One Man Claims to Comprise Debs's Union in the East—Organizers at Work—Agitator Swift Busy.

(Special to The World.)

BOSTON, July 8.—There will be no strike of railroad employees in and around Boston. There was a meeting of the Brotherhood of Railroad Trainmen in Boston and another in Charlestown, and at neither meeting was the strike discussed in open meeting. The members discussed the situation privately, and their sentiment was unanimous against the strike. The Brotherhood of Railroad Trainmen does not recognize the American Railway Union as being on an equal footing with itself.

The World correspondent could not learn that the American Railroad Union had any representatives on roads running out of Boston. George Bicknell said he was an officer of the A. R. U. and the sole representative of the order in New England. It was reported that he had received a telegram from President Debs authorizing him to order a strike on all roads in New England using Pullman cars. Mr. Bicknell admitted that he had received a telegram, but refused to say what it contained.

He said emphatically, however, that there would be no strike in New England. The conditions here are not favorable to a strike just now, and Mr. Bicknell said the membership of the union in New England was too small.

TROOPS RIDING INTO THE STOCK YARDS.

Mr. Bicknell would not say anything about the presence of three organizers from Chicago in this city. They reached town to-day and have been trying to induce the employees of the Boston and Maine system to strike. That is the only important line using Pullman cars. The agitators have made no converts. The engineers, firemen and trainmen will not strike, but there is an intimation that the agents of the strikers may enlist the switchmen in their cause. The switchmen will hold a meeting early this week to take action in the matter. If the switchmen on the Boston and Maine system should strike, they would certainly make lots of trouble.

Morrison I. Swift issued a call for a meeting of his "Industrial Army" on the Boston Common to-day, and a big crowd responded. The speakers all enlarged Debs and indorsed the strike. The crowd vociferously indorsed the sending of the following telegrams:

"To President Eugene V. Debs, Chicago, Ill.:

"A large meeting of sympathizers on the Boston Common to-day indorsed the Pullman and railroad strikes.

"To Attorney-General Olney, Washington:

"A meeting of citizens on Boston Common to-day passed resolutions deeply regretting your delivery of the United States Government to the railroad kings and indorsed the Western strike."

Swift signed both messages himself.

PROVIDENCE, July 8.—Seventy-three delegates of the New England Alliance, K. of L., met here to-day and unanimously adopted resolutions denouncing the Pullman Company for its action and the action of President Cleveland, and indorsing the A. R. U. and the idea of Governmental control of railroads. The following telegram was sent to President Debs: "Stand firm. Three thousand organized workers in Brockton and vicinity are with you in your fight against the tyranny of the Pullman Company and of the railroad monopolies, and pledge you our hearty support."

PITTSBURG MEN SPURN DEBS.

Several Meetings Decide Against a Tie Up of Railroads—A. R. U. Organizers Fail at Philadelphia.

(Special to The World.)

PITTSBURG, July 8.—President Debs received a black eye from the Pittsburg and Allegheny railroaders who met this afternoon and evening. They refused to have anything to do with him or the strike.

This settles the possibility of a tie-up here unless a sudden turn of affairs should be taken which is not likely.

As the Fort Wayne engineers were the first to make the break in 1877, their meeting was considered the most important. If they went out it was certain the men on other lines would follow. They adopted this:

"Resolved, That we remain loyal to the company and the public, whose servants we are, and that we will not under any circumstances receive any order issued by E. V. Debs, of the A. R. U."

Charles Naylor, the special emissary of President Debs, addressed a big meeting of Pittsburg and Western employees in the Milvale Opera-House. After he left the men decided to continue at work. Some of the men thought it was a good time to settle some local grievances, but the majority was against a tie-up.

The Pennsylvania Railroad men also refused to be drawn in the strike.

PHILADELPHIA, July 8.—There is no indication of railroad trouble here yet. Both the Pennsylvania and Baltimore and Ohio Roads are running trains with Pullmans attached on schedule time.

A meeting was to have been held by the Western labor agitators, who started to organize a branch of the American Railway Union here, but they met with so little encouragement among the railway men that they left the city and did not appear personally or by representation at the meeting place to-day.

WILKESBARRE, Pa., July 8.—The attempt to form branches of the American Railway Union among the railroad employees of this section has failed. The Chicago agitators left for Buffalo to-day disgusted. The railroad men here are not over the Lehigh Valley strike of last year.

GOV. JONES LEADS HIS TROOPS.

Fourteen Companies of Alabama Guards at Birmingham, Where None but Mail Trains Are Moving.

(Special to The World.)

BIRMINGHAM, Ala., July 8.—The railroad tie-up is so serious here that fourteen companies of State troops are in the heart of the city to maintain order and see that the railroads are kept open for traffic.

The switchmen, firemen and brakemen on the Louisville and Nashville, Kansas City, Memphis and Birmingham and Queen and Crescent are all out except a few negro firemen and brakemen on the Louisville and Nashville.

The engineers refuse to run without competent firemen.

All last night crowds of strikers were gathered about the depot endeavoring to persuade other men to quit work. In many instances they succeeded. The police were powerless to disperse the crowds.

The local military were called out this morning and took charge of the Union Depot, railroad yards and streets adjacent, dispersing the crowds at the point of the bayonet.

The military companies from Mobile, Montgomery and points along the Louisville and Nashville with two cars of artillery under command of Major-Gen. Whiting, of Mobile, arrived here to-night on a special train.

Gov. Jones is here and is determined to maintain order and protect property.

The Queen and Crescent has not moved a car of freight from here since Friday, and is finding great difficulty in running passenger trains. Two mail trains were laid up for four hours each to-day because the firemen refused to work. New firemen were secured, but a mob in the yards stoned one of the trains and a company of troops was hurried out and dispersed the crowd at the point of the bayonet. The shop foreman and trainmaster then ran the train out.

The Louisville and Nashville got out three freight trains, the officials doing the switching and the train crews being composed of officials and old men. All trains go out guarded.

No trains except mail trains are running on the Kansas City road. The meat supply here is exhausted and prices are up.

GEN. RUGER'S FORCE TOO SMALL.

Peace in California Because the Troops Have Not Moved—Both Sides Resting on Their Arms.

(Special to The World.)

SAN FRANCISCO, July 8.—Peace reigned at all strike centres in California to-day. No move was made by either side, and none is looked for to-night.

The strikers are as vigilant as ever. Their agents note every act of the railroad officials, and immediately report it to headquarters. It is believed the officials are kept equally as well posted in regard to the doings of the strikers.

Gen. Ruger has not yet attempted to carry out the orders issued by Gen. Schofield yesterday, to move trains under military escort, and the 1,100 men stationed at the Presidio remain in the barracks. There is nothing to indicate that any immediate action is contemplated. This accounts for the quiet at strike centres.

It is considered that if these troops are placed in the field at least 300 of them will be necessary to guard the Government property here and at Fort Mason and the military prison at Alcatraz Island, leaving only 800 for active service. It would be foolhardy to send less than 500 men against the 2,000 strikers and their thousands of sympathizers in Oakland, and every man of the remainder would be required at Sacramento. They would make a pitiful showing against the well-armed and determined strikers and their friends at Sacramento.

This disposition of the troops would leave minor points, like San Jose, Lathrop, Stockton and Fresno without regular troops. Col. Shafter and his regiment, the First United States Infantry, are still at Los Angeles, and besides having their hands full, they cannot get back here except by water, which would require at least two days with the means of transportation at hand. No other regular troops could be placed in this city in less than four or five days.

Against this small force is almost the entire population of the State, determined to resist to the last.

A number of labor organizations of this city and Oakland held special meetings Friday and passed resolutions of sympathy for the strikers, and promised financial and other aid. The members are very reticent regarding the proceedings of their meetings, but it is understood that many if not all the unions voted to strike if ordered to do so by the Knights of Labor and Federated Trades.

Local trains were run from Los Angeles over both the Southern Pacific and Santa Fe lines, the latter starting an overland with one Pullman attached.

It is reported at Los Angeles that the Government will take steps to compel the railroad to move freight as well as passenger trains.

GETTING WORSE IN INDIANA.

Even the Engineers Are Beginning to Waver Under Strikers' Pleadings.

WABASH, Ind., July 8.—The anticipated movement in the railroad situation has not materialized and the blockade is almost complete on the Michigan division of the Big Four. The strikers' warning to the Brotherhood engineers at this point has caused them to waver in their support of the company.

Two late trains on this line came in last night and were held here by strikers inducing the firemen to quit work. The Federal injunctions are ignored by the strikers, but there have been no arrests.

On the Wabash traffic is paralyzed. But one passenger train has been run on the main line in twenty-four hours, and no stops are made at the division points. The Eel River division of the Wabash is also tied up, but one train having gone out over it in forty-eight hours.

JEFFERSONVILLE, Ind., July 8.—The Louisville, Evansville and St. Louis Air Line trainmen at New Albany struck today, and the road at this end of the line is virtually tied up. An engine with only a mail car could not be moved for want of a crew.

BRAZIL, Ind., July 8.—President Debs telegraphed the strikers here that none should return to work unless all could. Roadmaster Sweeney, of the Chicago and Eastern Illinois, got a train through here by playing fireman himself.

FRANKFORT, Ind., July 8.—The Clover Leaf train service is stopped here, and even the shops are closed.

A DEBS MOVE FAILS IN OHIO.

Railroaders Refused to Tie Up Junction Points, but There Is Trouble North.

CINCINNATI, July 8.—Agents of President Debs attempted simultaneous movements to-day to tie up junction points between the Ohio River and lake ports. Information to-night from Hamilton, Dayton, Springfield, Columbus, Delaware, Lima, Galion and Crestline, from employees to railway officials, is that the plan failed.

South of the river the strike is nearing the end. Locally the roads are doing better every day. The parade and mass-meeting of strikers at Music Hall to-morrow night is awaited with some apprehension.

Private telegrams say that the engineers of the Alabama and Great Southern road have voted not to join in the strike. The firemen of that road have gone out.

CLEVELAND, July 8.—The various roads are still tied up here so far as freight traffic is concerned. Passenger trains continue to run about on time on all lines, but travel is extremely light and many trains are being abandoned.

The strikers appear to be peaceable, and while the authorities are making all preparation in case of trouble, it is not believed that an outbreak will occur.

So far as can be learned the railroad officials are making no attempt to employ men to take strikers' places. One hundred and fifty deputies have been sworn in by the United States Marshal and are ready to act in case of emergency.

TOLEDO, July 8.—President Debs last night telegraphed J. L. Demar, who is at the head of the A. R. U. here, to tie up the Pennsylvania yards. The Ann Arbor and Hocking Valley use the Pennsylvania yards, and Demar succeeds if carrying out the order every road in the city will probably have to give up business.

Demar has already organized a new lodge of the A. R. U. The Lake Shore engineers and firemen met again to-day to take steps to enforce their demand that men discharged during the Ann Arbor strike be reinstated.

DAYTON, O., July 8.—If non-union men from Cincinnati are put in the places of those who have quit work on the roads here all the workmen on all the roads entering Dayton will strike and fight the incoming men.

A general strike has been ordered on all Toledo roads at 6 in the morning. The Ohio Central men will go out at midnight, and the Wheeling and Lake Erie will be tied up at the same time.

J. C. Spence, one of Debs's lieutenants, is here to take charge of the strike.

CLEARING UP AT ST. LOUIS.

Passenger Traffic Almost Normal and Freight Beginning to Move.

ST. LOUIS, July 8.—The railroad strike, so far as St. Louis is concerned, is approaching an end. The return last night of the Missouri Pacific switch and yard men has resulted in the trooping back to work of all but about forty of the 250 men who struck in the various yards on the west side. Passenger traffic, all of which is handled from the west side of the river, is on a normal basis, the only trains not running being a few "duplicates," as they are called, and one or two accommodations. And these are laid off from lack of business, not inability to handle them.

REGULARS OUT FOR BUSINESS.

Campaign Against Those Who Fired on a Train from Ambush in Washington—Improvement in Colorado.

(Special to The World.)

TACOMA, Wash., July 8.—A passenger train was fired upon from ambush while passing through the Puyallup Indian reservation. The deputy marshals aboard returned the fire. Later thirty marshals were sent to search for the miscreants, but did not find them.

All trains going out now carry detachments from the regulars, who are instructed to fire instantly if attacked and to rush into the brush and kill or capture the assailants.

SPOKANE, Wash., July 8.—Indications are that within twenty-four hours the Northern Pacific will be running trains regularly again. Four companies of Federal troops arrived here during the night from Fort Sherman. Two companies went into camp, and the other two started eastward by train, followed by the regular east-bound passenger with a Pullman attached. Outside of the conductors, the trains are manned by new men. As trouble is expected at Hope, Idaho, the east-bound will be met there by a train from Missoula, also containing Federal troops.

The arm of Robert M. Smith, Superintendent of the Union Depot Company, who has been switching since the men went out, was torn off above the wrist to-day while he was making up the Union Pacific passenger train. At 8 o'clock to-night a train was despatched to Davenport to bring United States troops from Fort Sherman. Where they will be sent to is uncertain.

OMAHA, July 8.—As a result of the demand for troops made on the department no guard of troops was assigned to Union Pacific trains, as ordered by the Government yesterday. This course will be adopted to-morrow. No reports of disorder were received here to-day.

MILWAUKEE, July 8.—Twenty thousand men in the thirty-six unions of the Federated Trades' Council in Milwaukee are waiting for orders from General Master Workman Sovereign, of the Knights of Labor, to strike in sympathy with the Pullman boycott.

The Lumber Shovers' Union, 360 in number, will go out to-morrow on an order from the secretary of the National Union.

DENVER, July 8.—The strike in Colorado is practically broken. The action of the Federated Board of Union Pacific employees and that of the Order of Railway Conductors, together with the fact that the Santa Fe conductors and the Denver & Gulf engineers have been sworn in as deputy United States marshals at their own request practically settles the matter. The same is true of all territory between here and Salt Lake City and in New Mexico.

MOBS OVERTURNING CARS.

WOMEN PRAY FOR STRIKERS.

Fell on Their Knees in a Hall in Oakland, Cal., Where They Were Preparing for Bloodshed on Hearing Chicago News.

(Special to The World.)

OAKLAND, Cal., July 8.—The women here expect bloodshed before the strike is over. They have organized the Ladies' Relief Organization. The members are arranging cots in their homes for any of their wounded.

Yesterday they met in a public hall and were engaged in making up bundles of lint and cotton for bandages when they were told of the bloodshed at Chicago. Some of the women shed tears; others fell down on their knees and prayed.

After a while the news came that Gen. Schofield had ordered Gen. Ruger to take charge of the Central Pacific Railroad.

A gray-haired woman whose cheeks were moist with tears said: "My son is a striking fireman. This is bad news we hear, but we should have expected it. Now is the time for us to be strong. We must be strong to keep up the courage of our dear ones. Let us do our crying here where the men cannot see us; before them we must have smiling faces."

Another woman said: "We have prayed for those in Chicago; now let us ask God's grace upon the heads of our own."

Every woman in the hall sank upon her knees and the lips of all moved silently.

After this they went at their business again.

"We must prepare for what is to come," said a young woman. "We must care for those who may fail. Let every woman turn her home into a hospital and be ready for anything that may happen."

IN THE INTERESTS OF LEADERS.

An Official of the Knights of Labor Says the Strike Has Been Long Planned.

(Special to The World.)

PHILADELPHIA, July 8.—"The strike now on is not new, and from its inception never has been, a battle between organized labor and capital in behalf of the Pullman workers," said a prominent official of the Knights of Labor to-day. "It is the result, pure and simple, of a fight for supremacy within and among labor organizations. In other words, the strike is a trump card, played by Labor Leaders Eugene V. Debs and John W. Hayes in the game which they are playing against the leaders of rival organizations.

"Six months ago the General Executive Board found positive proof that the order was going to pieces. The decision was soon reached that the only salvation for them lay in a general uprising of labor. Practically the whole of the organized labor world was fast being arrayed against the Knights of Labor form of organization. There was but one, a young and vigorous order, favorable to and built on the Knights of Labor idea of massing all wage earners, from the one who earns $1 per day to the man who earns $6, in one body, subject to the one head and liable to be called out in sympathetic strike. That order was the American Railway Union, with Eugene V. Debs at its head.

"The leaders of the Knights at once proceeded to fraternize with Debs, and plan with him for the defeat of the Federation at the proposed convention for the unification of labor orders. At a conference, between well-known labor leaders held in January, it was decided to issue a secret order to the Master Workman and every local assembly of the Knights, asking him to call on all members to pay in five cents weekly to an emergency fund, to be used in a movement of national importance. Knights who still had work, urged on by less fortunate brethren, contributed liberally and the fund grew rapidly.

"Meanwhile the leaders waited for an opportunity for the proposed uprising. It came when the Coxey movement was sprung. Several more of these assessments followed. Master Workman were also instructed to hold themselves in readiness on telegraphic orders, to collect together as many delegates as the fund would furnish railway fares for, and to proceed upon the first train to a city and meeting-place to be thereafter designated. The orders were sent out with the strictest commands of secrecy. Having perfected these plans, which contemplated the unexpected arrival in Washington of 100 brawny toilers on the day of the entry of Coxey's army, the leaders awaited developments.

"As Coxey approached Washington, however, backed only by a few hundred tramps, the labor leaders decided the time was not ripe. They did not, however, abandon their plan. Then came the conference in Philadelphia, which proved a fiasco. It was followed by the Knights of Labor call for the St. Louis conference. This occurred during the heat of the miners' strike, and again it was thought that the time had come. The Knights of Labor delegates went to the conference armed with resolutions indorsing the miners' strike, one of which read as follows:

"Resolved, By the official representatives of the organizations herein represented that we deem it advisable to recommend to the Executive Boards of all labor organizations of America to issue an order within the next three days to all their members, from the Atlantic to the Pacific, and from the Gulf to the lakes, to refuse unitedly to do more labor until the miners' strike is settled.' Conservative organizations like the Brotherhood of Locomotive Engineers would have voted down the resolution, and hence it was smothered.

"At this point, however, Debs was called into conference and at once took an active interest. General Master Workman Sovereign was also an ardent advocate of it. Debs suddenly developed into a leader, and the Pullman strike offered the desired opportunity. All plans were perfected and funds made ready before a move was made."

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