

PRICE ONE CENT.

EXTRA.

2 O'CLOCK.

BRITANNIA IN THE LEAD

To-Day's Race on the Clyde Little Better Than a Drifting Match.

WIGILANT THE FIRST AWAY.

Each Yacht Almost Becalmed Soon After the Starting Gun Was Fired.

LUCK WITH THE ENGLISHMAN.

Once Again the Prince's Boat Gets the Breeze While Vigilant is in the Doldrums.

(By Associated Press.)

HUNTER'S QUAY (Firth of Clyde), July 9.—Vigilant, in this the second day's racing of the Royal Clyde Yacht Club regatta, spread a new mainsail, which was slightly altered in trim and, at the start, crossed the line two seconds ahead of Britannia, securing the weather gauge.

At the Cloch Lighthouse Vigilant was two lengths ahead and going right away from Britannia.

For to-day the course was the same as the one already sailed over by Vigilant and Britannia in the Royal Clyde Yacht Club regatta of Saturday last.

The prize in to-day's race is £75. According to the Clyde experts, the victors of Britannia on Thursday and Saturday of last week were far from sailing qualities to her American rival, and some predicted that this was to be Vigilant's day and that she would show her heels to the Prince of Wales's cutter.

There is no doubt that the uncertainty prevailing in regard to the superiority of the two boats existed in the minor events, and in the racing to-day and drew immense crowds of people to pack the excursion steamers. The usual points of vantage were occupied long before the start and a good day's racing was anticipated.

Wind Light.

The wind was south, but it was lighter than the majority of the Clyde experts desired and was looked upon by them as being, if anything, more favorable for Vigilant. In addition to the Clyde shipping experts' opinion, British yachtsmen who witnessed both races still claimed Vigilant was the faster boat of the two.

Lord Dunraven and Admiral Montagu witnessed to-day's contest, which was confined to Britannia and Vigilant in the chief event, although seventy other yachts were entered in the minor events. The bay was thronged with yachts taking part in the smaller contests, and a large fleet of steam yachts, excursion boats, &c., was assembled in the vicinity of Hunter's Quay.

The wind was soft at the start, and both the rival racers reached along the line on the port tack in order to cross. Both carried clubtopsails.

Vigilant, just previous to gun-fire, put about to starboard and Britannia stayed on her lee bow, but had to luff for the gun and Vigilant swung around on the line and sent up her jib-topsail as she went over. As they cleared the line on the start, for a tack across to Cloch Point, Vigilant was broad on the weather beam and reaching out from Britannia, which carried no jib-topsail.

Vigilant First Over.

The starting gun was fired at 10.30 A. M., and Vigilant crossed the line two seconds ahead of Britannia.

Vigilant's jib-topsail, however, did her but little good, and it was lowered before she had gone far.

Shortly after the yachts started the clouds cleared away and the breeze freshened, with prospects of a good steady blow. Down channel, on the reach to starboard, the two yachts were about equal, and the sailing, though slow compared with that of Saturday, was quite as exciting.

Hedges of sail on both sides of the Firth followed the breeze. Both Vigilant and Britannia stayed almost together to port when close to the Cloch shore, where Britannia's bow lapped Vigilant's weather quarter. But the American yacht soon drew away, and a minute later Britannia took a small board on starboard tack towards the lighthouse. She was immediately followed by Vigilant, and the two yachts were repeated on port tack. However, on a subsequent short board to starboard, Vigilant refused to follow Britannia and stood off on port tack a bit further before putting about, and was a couple of lengths ahead when opposite the lighthouse.

Seek and Yeek.

Both continued a series of short tacks, in cross tacking, Vigilant, contrary to general expectation, was quite as smart as Britannia, but she was not greatly plying as, although she looked to be all ahead on the opening of Wemyss

STRIKE LIKELY IN ST. LOUIS.

Debs Orders Knights of Labor to Be Ready to Go Out.

(By Associated Press.)
ST. LOUIS, July 9.—A telegram was received last night from President Debs by J. J. Reifgraber, Secretary of the District Assembly K, of I. O. O. F., ordering him to be ready to call out the members of that organization in St. Louis in support of the Pullman boycott.

Members of the Knights of Labor in this city announce their readiness to go out with the call comes.

Strikers May Not Be Reinstated.

CHEYENNE, Wyo., July 9.—Judge Ryner, of the United States Court, has been asked to reinstate men who joined the strikers, but who may wish to return to work. The judge could give no assurance that the men would be taken back, as they had violated an order of the court. The Union and Southern Pacific systems will, the judge intimated, be in full operation by Tuesday.

Tennessee Militia May Be Called.

MEMPHIS, Tenn., July 9.—Col. A. R. Taylor, Commander of the Second Regiment, T. N. G., received a telegram from him to proceed to Nashville on the first train. The object of the call is to move there. The State Militia has been ordered to be prepared to move at a moment's notice.

Detroit Trainers Will Go to Work.

DETROIT, Mich., July 9.—After a five hours' strike last night, the Brotherhood of Trainers decided to return to work at the Michigan Central and Grand Trunk roads will today start a special train over its system, containing representatives of every organization among its employees. These representatives will endeavor to induce the striking employees to return to work.

Workmen Will Appeal to Workmen.

NEW YORK, July 9.—The Denver and Rio Grande road will today start a special train over its system, containing representatives of every organization among its employees. These representatives will endeavor to induce the striking employees to return to work.

Peoria Yardmen Strike.

PEORIA, Ill., July 9.—The men in the Peoria yardmen strike will today start a special train over its system, containing representatives of every organization among its employees. These representatives will endeavor to induce the striking employees to return to work.

No Blockade at Kansas City.

KANSAS CITY, July 9.—All passenger trains on all roads left here on schedule time yesterday. Affairs in the yards are in a normal condition, and it is believed that in a few days freight trains will be sent out as usual. The incident in regard to the Peoria yardmen strike is being reported as a local matter.

Dynamite Wrecks an Engine.

PUEBLO, Colo., July 9.—A locomotive on the Santa Fe road was wrecked last night. Some miscreant had placed a stick of dynamite, with fuming cap attached, among the coal in the tender. When the fireman shovelled it into the fire box, an explosion followed immediately. The engineer and fireman escaped serious injury.

Marines Held Ready at Mare Island.

SAN FRANCISCO, July 9.—H. L. Rowland, commanding the Mare Island Navy Yard, is in receipt of orders from the Secretary of the Navy to hold the marines in readiness for immediate service. Orders to move at any moment are anticipated.

Cincinnati Men Want Arbitration.

CINCINNATI, July 9.—The local railroad men here are demanding arbitration. They are demanding arbitration of the local railroad men here. They are demanding arbitration of the local railroad men here.

Refer to New York Militia.

ALBANY, July 9.—A telegram was received last night from the War Department, from the Department at Washington, that it is believed by some that it contained instructions to notify the National State Guard to be in readiness at any moment to move on to Buffalo.

Engineer Badly Beaten.

EL PASO, Tex., July 9.—Engineer Sperry, who worked on the Michigan Central road during the strike in 1887, arrived here from the City of Mexico last night, and being recognized by some of the strikers, he was roughly handled. He is now in the hospital.

ULTIMATUM OF THE TRADES.

General Strike Unless Pullman Makes Concessions by Tuesday.

(By Associated Press.)
CHICAGO, July 9.—Hopes about the recent compromise that Edward M. Pullman will, within the next twenty-four hours, agree to submit to arbitration, or otherwise settle the differences existing between the Pullman Company and its ex-employees, is the question whether or not the next twenty-four hours will witness a continuation of all labor on the part of the allied trades, not only in Chicago, but throughout the country.

Probably never before in the history of this country was a meeting of organized labor called together that was fraught with more importance than that which met at Illinois Hall last evening. That all was not harmonious, notwithstanding fiery speeches by Sovereign, of the Knights of Labor; Debs, of the A. R. U.; and other labor leaders, is evidenced by the fact that it was 9 o'clock this morning when the Convention finished balloting on the proposition.

The question was, "Resolved, that we actively by an overwhelming vote, however, and the ultimatum promulgated that if Pullman does not reach a definite understanding with his late employees before noon Tuesday, the allied trades union of Chicago will open the ball at 4 P. M. by walking out in a body."

An idea of the wide-spread interests involved in this latest movement may be gained by a glance at the subjoined list, representing but a portion, however, of the industries affected, representatives of these lodges being actually present:

Trade and Labor Assembly, Chicago; Central Labor Union, Painters' District Council, Clothing Trades Council, Machinery Trades Council, Iron Molders' Council, Building Trades Council, Stone-Cutters' Council, Plasterers' Union, Junior Plumbers' Union, Journeymen Plumbers' Union, Tile-Layers' Union, Bricklayers' Union, Sheet-Metal Workers' Union, Carpenters' Union, No. 1, Knights of Labor Assemblies, American Musicians' Union, No. 1, Ship Carpenters' Union, Stationary Engineers' Union, Meat Butchers' Union, No. 2, Harvest-Makers' Union, Bohemian Central Labor Union, Coat Pressers' Union, Crane Brothers' Union, No. 1, Hardware Finishers' Union, No. 1, Wire-Workers' Union, No. 1, Horseshoers' Union, Horseshoers' Union, Nail Workers' Union, Hatters' Union, Boiler-Makers' Union, Wailers' Union, Sprinkler-Fitters' Union, Sheet-Metal Workers' Union, Furniture and Carpet Salesmen's Union, Dry-Goods Clerks' Union, Clothing Cutters' Union, Capmakers' Union, Bakers' Union, No. 2, Cloakmakers' Union, No. 3 and 4, Cartwrights and Wagon-Makers' Union, Beer Pumpmakers' Union, Stationary Engineers' Union, No. 2, United Machinists' Union, Theatrical Stage Employees' Union, Cabinet-Makers' Union, Allied Iron Trades Council, Metal Trades Council, Boiler-Council, Steamfitters' Union, Typographical Union, Architectural Iron Workers' Union, Carpenters, Joiners, Masons, Plumbers, Gas-Fitters, Gravel-Roofers, Metal Cornice and Skylight Workers, Tin and Sheet Iron Workers, Steam-Pipe and Boiler Fitters, Saddlery, Painters, Journeymen, Lathers, Electrical Workers, Cement Finishers, Marble Cutters, Mosaic Workers, Bridge and Structural Iron-Workers, Hoisting Engineers, Marine Engineers, Had-Carters and Building-Workers, Marble Polishers, Mosaic Setters and Mosaic Helpers, Car-Binders and Binders, Brass Molders, Brass Finishers, Brass Molders, Retail Clothiers, Coopers, Brewers and Malters, Broommakers, Iron Molders, Machine Wood-Workers, Press Feeders, Trunkmakers, Tin and Sheet Iron Workers, Tile-Layers, Helpers.

Besides all these, an effort will be made to get out the men of all surface and elevated transportation lines in this city. Although these men are poorly organized, the leaders of the great strike movement think the majority of them can be induced to come out.

Two more National Presidents have arrived in the city and had a conference with President Debs and the other officers of the American Railway Union. They are John McBride, of the Miners' Workers' Association, and W. D. Mahon, of the National Association of Street-Car Men. These make five national officers that are now in the city, the others being General Workman Sovereign, of the Knights of Labor; J. W. McKenny, of the Brotherhood of Painters and Decorators, and O'Connell, of the Machinists. The five will have a conference today and agree upon some plan for concerted action.

President Egan, of the General Managers' Association, said this morning that every road in Chicago without exception was moving trains and most of them on time. Several freight trains, he said, departed this morning.

The stock-yards and packing-house officials went into consultation early today, to arrange for sufficient provision to run stock trains in and out of the yards. The receipts today were eleven sheep and lambs and twenty-two cattle. The yards were quiet this morning, but the officials generally felt that a crisis would be reached today.

The Chicago and Erie Railroad officials reported that Hammond was very quiet this morning. An Erie train went through the town at 6.30 A. M. without trouble, and the indications were for a peaceful day.

It had been reported earlier in the night that all drivers of meat wagons would strike, but none of them evinced any desire to leave his wagon when approached by the crowd.

Early this morning the stock-yards police had another encounter with rioters. Several shots were fired, but no one was injured. The riot occurred at Perth street and Kinross' avenue. A packing-house firm attempted to move some dressed beef. The strikers discovered the attempt and tried to intimidate the teamster.

The police were called and the crowd resisted all efforts to disperse them. The police then fired a volley over the heads of the strikers, which caused them to disperse. Six of them were arrested, charged with riot.

Several shots fired by the militia on guard at Forty-ninth and Loomis streets at 2 o'clock this morning gave rise to the rumor that the rioters were gathering in large force and that another encounter was imminent with the soldiers. Several persons had been seen prowling around the vicinity by the sentinels, and as a box had been fired in short time before, the shots were fired to warn the intruders to keep away and avoid trouble.

Two more freight cars were fired and destroyed at Halsted street, on the Grand Trunk, last night and a number of other small incendiary fires were set.

Anarchists Drilling.

About midnight it was discovered by the police that a notorious Anarchist was drilling a hundred of his fellows in a hall at Ashland and Forty-ninth streets, a hot-bed of foreigners, but they became alarmed and scattered before a raid was made.

A special train on the Monon arrived late last night from Hammond, Ind., bearing a detail of United States Infantry, under command of Major Hartz, having in custody four of the ringleaders in yesterday afternoon's disorders.

Major Hartz spoke tersely of the conduct, observing very significantly in conclusion: "Things have quieted down somewhat at Hammond since that trouble."

The Affair at Hammond.

In reply to inquiries Major Hartz said: "We succeeded in moving five mail trains which were being held by rioters at Hammond. In moving one train we were confronted by a gang who lined up in a solid mass in front of the engine. They were warned to make way, but no attention was paid to the admonition, and we gave it to them. One man was killed so far as I know now, and four or more wounded, how badly I am not informed."

When asked for further information the Major referred all questions to Department Headquarters.

The agreement between Govs. Matthews and Altgeld, by which State troops of Illinois and Indiana are to be allowed to act on both sides of the State line at Hammond, may have a very beneficial effect on the condition there.

President McBride, of the National Mineworkers' Union, is among the labor officials now in the city.

EXTRA.

2 O'CLOCK.

LABOR'S ARMY IS DIVIDED.

General Strike Call in Chicago Is Not to Be Answered by All Hands.

CITY QUIET, BUT IN SUSPENSE.

Erie Train Gets Through Hammond This Morning Without Interference.

WARLIKE LOOK CONTINUES IN CALIFORNIA.

Strikers Arming to Resist the Regular Troops—A Partial Tie-Up at Toledo.

(By Associated Press.)
CHICAGO, July 9.—It is now claimed that the general trades strike move is much less important than was at first supposed, for several reasons. First, it is claimed that a number of unions, including the printers, the marine engineers and the brick-makers, will refuse to be bound by the order; second, a very large percentage of the other men are already idle because of the general shutdown which has resulted from a coal famine.

Two more National Presidents have arrived in the city and had a conference with President Debs and the other officers of the American Railway Union. They are John McBride, of the Miners' Workers' Association, and W. D. Mahon, of the National Association of Street-Car Men. These make five national officers that are now in the city, the others being General Workman Sovereign, of the Knights of Labor; J. W. McKenny, of the Brotherhood of Painters and Decorators, and O'Connell, of the Machinists. The five will have a conference today and agree upon some plan for concerted action.

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1,000 MORE REGULARS.

Federal Reinforcements from East and West for Chicago To-Day.

(By Associated Press.)
CHICAGO, July 9.—A thousand more United States troops will arrive in Chicago to-day as reinforcements to those already in the field. They will go into encampment on the lake front as their arrival. These reinforcements have been ordered in anticipation of a general strike in Chicago, and the fear of more violence resulting from the enlarged army of idle men on the streets.

From Fort Riley, Kan., are coming four troops of cavalry and three battalions of artillery, the former under command of Major Morris and the latter under the command of Major Randolph. The detachment comprises 300 men.

A squadron of cavalry of the Ninth already in the field. They will go into encampment on the lake front as their arrival. These reinforcements have been ordered in anticipation of a general strike in Chicago, and the fear of more violence resulting from the enlarged army of idle men on the streets.

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