

R. H. MACY & CO., SIXTH AVE., 13TH TO 14TH ST.

Strangers visiting the city have the opportunity to avail themselves of rare bargains we are offering in every department. We prepay freight to all R. R. stations within 100 miles radius on paid purchases of \$5.00 and over.

TURKISH RUGS, Embracing a large variety of rare colorings and designs in all sizes and grades, from \$4.49 to \$347.94.

LADIES' MUSLIN UNDERWEAR, MOTHER HUBBARD GOWNS, 2 tucks, and embroidered ruffles. CLOTHING OUT ODD LOT OF

LADIES' RUBBER CLOAKS, \$3.99, WORTH \$5.00. COTTON DRESS GOODS, FINEST GINGHAMS, 12c, worth 20c.

SPECIAL SALE OF BLACK SILK, 5,000 yards of 24-inch ALL-SILK BLACK GROS GRAIN, 80c, worth \$1.00.

BLACK DRESS GOODS, THREE SPECIAL BARGAINS, 40-inch BLACK CASHMERE, 49c, worth 65c.

CLOVES, Ladies' Black SUEDÉ NOUSQUETAIN, in Tan, Brown, Black, and Black, 90c, worth \$1.50.

NOTTINGHAM LACE CURTAINS, THREE SPECIAL BARGAINS, 80c, worth \$1.25.

MEN'S NECKWEAR, 200 dozen Flowing-end KNOT SCARFS, \$1.79, WORTH \$3.00.

HOSIERY, Men's FAST BLACK HALF HOSE, guaranteed stainless, 13c, worth 25c.

SPECIAL SALE of English, French and Carlsbad Dinner and Tea Sets, in broken lots, at less than price of plain white ware.

CONTINUATION SALE OF Domestic Glassware and Lamps, SPECIAL BARGAINS IN UMBRELLAS.

FANCY NOTIONS, Silk Quarter Elastic, 10c, per yard, worth 15c.

BARGAINS IN HOUSE FURNISHINGS, Most Complete Assortment in America.

Wine Tea Strainers, 3c, each. Wire Potato Mashers, 3c, each.

R. H. MACY & CO.

For Women

Who suffer from nervous and physical debility find great relief in taking Ayer's Sarsaparilla. It produces the rapid effect of a stimulant, and cures the various ailments which follow the use of stimulants.

Ayer's Sarsaparilla, PREPARED BY DR. J. C. AYER & CO., Lowell, Mass.

abandon several of to-day's trains, and consolidate one of the local, existing fast trains. The Buffalo Express, which was scheduled to start at 6 p. m., got away at 7:20, and soon after that time several trains were started.

Post up notice advising the public that the following trains will be discontinued on Sunday, August 10, 1891. The 10:40 a. m. train, No. 1, Hudson River, 9:50 a. m., No. 67, Croton, No. 1, Hudson River, 9:50 a. m., No. 12, Hudson River, 9:50 a. m., No. 12, Hudson River, 9:50 a. m.

Confusion in suburban traffic, WOES OF RELATED TRAVELLERS—FACING FATE WITH A FIRM HEART. The greatest inconvenience on Friday night was experienced by those who live in the suburban districts.

THE COMPANY WILL FIGHT, NEW MEN READY TO GO TO WORK, MR. WEBB AND MR. TOUCEY EXPLAIN THE SITUATION—ANSWERING THE STRIKERS' DEMANDS—SENDING THROUGH TRAINS.

Mr. Webb, vice president, though pale from a night of little rest, showed no signs of flagging energy. He never tired of answering the questions showered on him by the numerous newspaper reporters who called on him at intervals of ten minutes.

Mr. Webb regarded the possible strike of the engineers with the gravest concern. "I do not think they will go on strike," he said, "but if they do, of course it will be a most serious matter. Still, in any case, we do not intend to give in."

Mr. Webb regarded the possible strike of the engineers with the gravest concern. "I do not think they will go on strike," he said, "but if they do, of course it will be a most serious matter. Still, in any case, we do not intend to give in."

Important notice to employees. It is the intention of this company to fight the present strike on its merits. All employees who remain loyal to the company will receive protection. Those who do not work to maintain the status quo will be treated as such.

That all men employed by the company in any capacity for less than \$1.50 per day shall be paid an increase of 25 per cent. This increase shall be in addition to the present rate of pay, and shall be paid on the 1st of September.

Mr. Webb, vice president, though pale from a night of little rest, showed no signs of flagging energy. He never tired of answering the questions showered on him by the numerous newspaper reporters who called on him at intervals of ten minutes.

Mr. Webb, vice president, though pale from a night of little rest, showed no signs of flagging energy. He never tired of answering the questions showered on him by the numerous newspaper reporters who called on him at intervals of ten minutes.

Mr. Webb, vice president, though pale from a night of little rest, showed no signs of flagging energy. He never tired of answering the questions showered on him by the numerous newspaper reporters who called on him at intervals of ten minutes.

Mr. Webb, vice president, though pale from a night of little rest, showed no signs of flagging energy. He never tired of answering the questions showered on him by the numerous newspaper reporters who called on him at intervals of ten minutes.

Mr. Webb, vice president, though pale from a night of little rest, showed no signs of flagging energy. He never tired of answering the questions showered on him by the numerous newspaper reporters who called on him at intervals of ten minutes.

Mr. Webb, vice president, though pale from a night of little rest, showed no signs of flagging energy. He never tired of answering the questions showered on him by the numerous newspaper reporters who called on him at intervals of ten minutes.

who had remained at their posts and had been locked in the blockade at Mott Haven or in the tunnel over night had a hard time of it. It was impossible for the faithful engineers and firemen to obtain anything to eat, and they were compelled to remain awake to look after their machines. One engineer leaped wearily from his cab window as he related his experiences to a Tribune reporter who was making a trip through the yard.

The largest and most anxious crowd of passengers was at the station in the afternoon waiting for the Saratoga special. The waiting-room was crowded, there being hardly standing room for those who were there to take the train. The empty cars were drawn up alongside the platform long before the schedule time for the train to depart.

This train managed to clear out the station considerably, but it was not long before it was almost as crowded again with people waiting for local and way-trains. In the afternoon the scene in the New-York and Harlem and New-York, New-Haven and Hartford stations was one of great bustle and confusion.

There was not so much grumbling and fault-finding among these passengers as there was among those who were on their way to Saratoga and other points up the State. To them came the unpleasant and disconcerting anticipation of missing connections, and in place of spending Sunday with their families and friends many of them looked forward to a day of killing time at wayside stations. This prospect induced scores of people who expected to join their friends and families last night to remain in town, and they could be seen coming from the station in twos and threes, their faces expressing no small amount of ill-temper.

There was rather more uncertainty as to the incoming trains than as to the outgoing. Some of the incoming trains were on time, and some of them were several hours late. The South Shore Express, due at 4 o'clock, was run in over the West Shore Railroad tracks, and the Southwest Limited, due at 3:40 o'clock, was three hours behind time. At 6 o'clock it was not known at the station whether or not the 5:40 Albany local train was on the road. No report of it had been received.

Along toward dark the yard just north of the station began to look more natural. The abandoned trains had been moved away and there was the customary bustle of moving trains and hurrying switchmen.

All day long men looking for the officers of the company hung around the station looking for work, and in point of numbers there were many more applicants for positions than there were places for them. During the day railroad men poured into the city from New-York on Friday night, the moment that the night shift ordering a strike had been given out. Of these men a number were employed, but they were mostly men green to the Central's system, and they did not "break in" rapidly.

Early in the afternoon General Superintendent Voorhes posted a bulletin that local trains would be sent out as often as it might be found necessary. Every effort was made, however, to get the through trains cleared away first, using them, however, as accommodation trains for way stations.

THE KNIGHTS ARE CONFIDENT.

A PARADE AND A LIVELY MEETING.

CONFERRING WITH A COMMITTEE FROM THE WEST SHORE—IN THE FREIGHT YARDS—MEMBERS OF THE MEN.

Over 200 members of Local Assembly No. 10, 569 of the Knights of Labor met at Seventy-fourth-st. and the Boulevard yesterday morning and paraded down the Boulevard and Tenth-ave., to Forty-fourth-st., where they held a meeting in Wendel's Assembly Rooms. The greatest enthusiasm and confidence in the success of the strike were manifested. Master Workman McGuire presided, and after reports had been given respecting the situation along the line and in the freight yards at Sixty-sixth-st., Thirty-third-st., and St. John's Park, committees were appointed to visit the various yards of the Pennsylvania, Erie and New-Jersey Central railroads to confer with the officers of the local assemblies to which the men in all departments working on these roads belong, and to make arrangements with these local organizations not to ship freight whatever which has arrived or is to be shipped.

When the report of this committee was heard the men present could hardly contain themselves, and cheer after cheer rang through the hall. A committee was at once appointed with Master Workman McGuire as chairman, and between 12 and 1 p. m. the committees started for the West Shore yards with the expressed determination of trying up the road if it was found that any freight was being shipped by this line from the overstocked yards of the New-York Central.

Two important meetings were afterward held by Local Assembly No. 10, 569 and Local Assembly No. 6, 925, the former in Wendel's Assembly Rooms and the latter in Ledwith's Hall, Forty-fifth-st. and Third-ave. At the meeting of No. 10, 569 over 600 men were present. The meeting was a lively one, and the reports of the pickets were greeted with cheers when it was said that in all three of the freight yards no competent men had returned to work. A resolution introduced and passed unanimously recited that the New-York Central and Hudson River Railroad Company had declared that they should discharge some of the most competent of their employees for no other reason than that they had been organized in a labor union, and that those present resolved not to work or return to their various duties until their fellow-employees were reinstated in their old places. The resolutions also expressed the opinion that such action by the railroad company was a tyranny, and an infringement on the rights of the strikers as citizens to occupy their time in their own way, either by education or organization, outside of their hours of labor. Those present also declared that it was their honest conviction that it was not because they were Knights of Labor they were assailed by the railroad company, but that they would be assailed even if organized under some other name, and that the real reason why they were attacked was because they were organized, and that organization would induce them to make demands which were just and reasonable.

The resolution and preamble, continuing, announced that the New-York Central Company forced the men into the struggle. It was, therefore, for the last time, resolved that the trainmen on strike call on all organized and unorganized labor, and political and public opinion to assist them in this struggle against monopoly to exercise their own time in any lawful way which they choose, outside of their hours of labor, as provided for in the Constitution of the United States.

In the yards themselves little was being done. Five freight trains arrived from Albany at Ninety-sixth, between 3:30 and 6:30 a. m., but here they were all deserted by their crews, including firemen and engineers, and the cars were left blockaded in the tracks.

John J. L. Loftus, general train dispatcher in the Sixty-sixth-yard, assisted by the assistant yardmaster, Mr. Mitchell, managed between them to sidetrack the cars and run the engines into the roundhouse. Both Mr. Loftus and Mr. Mitchell deserve great credit for the energy and faithfulness which they have shown. Neither of them slept a wink on Friday night, and continued working all day yesterday to bring order out of chaos.

Although the Sixty-sixth-yard is the main ones of the New-York Central Road, Mr. Loftus and Mr. Mitchell are the only men in it capable of handling trains, and as there are over 1,000 cars blocking the tracks in all directions they could do little. Not one competent man reported for work yesterday in any of the yards, and the men say that there is exceedingly small chance of any men so doing. The yards are all heavily picketed.

Among the many trains in the Sixty-sixth-yard are several filled with ice, others loaded with fresh beef and more loaded with groceries. All these cars, amounting to over 600, have the initials conspicuously displayed: "This car must not be delayed. Prerequisite matter." Two long trains which are sidetracked near the stock yards were yesterday dripping all over from the melting of the ice with which they are loaded. There are also 600 lead of cattle bound for England, which cannot be forwarded because of the strike of over 200 boatmen in the light-house department of the Central Road.

Two 4-wheel engines, Nos. 60 and 70, with their headlights burning, were left to rust on a side track, mixed up with some cattle cars. The following is a list of the cars:

4:35 a. m. to Buffalo, 8:00, Hudson local, 8:20, Buffalo, 9:30, Saratoga special, 9:30, Hudson local, 11:30, Hudson local, 11:30, Hudson local, 6:00, Saratoga special, 6:00, Western express.

After 1 p. m. Mr. Webb said that all the Harlem trains were running except the Tuckahoe locals, and all the Hudson River trains except a few Croton locals.

During the afternoon two runners were actively circulated, each of immense importance if they were founded on fact. The first was that Chauncey M. Depew had said for home, and the second was that a conference was going on between the Brotherhood of Locomotive Engineers and the Knights of Labor which would almost certainly result in the decision of the engineers to the ranks of the striking trainmen. Mr. Webb said that the report that Mr. Depew was on the ocean was news to him. "I don't think it is true," he said, "but I have not received any word that he is coming home, nor do I think that he has."

Mr. Webb regarded the possible strike of the engineers with the gravest concern. "I do not think they will go on strike," he said, "but if they do, of course it will be a most serious matter. Still, in any case, we do not intend to give in."

To a Tribune reporter Mr. Webb said late in the afternoon:

"I looked today to the New-York and Harlem with run as usual. The local trains may be delayed somewhat, but they will be moved as rapidly as necessary. On the Central division they will have the stations nearly on time as possible. Tomorrow all of the schedule trains will run on their regular time. There cannot be more than 400 or 500 men out now all told. I estimate that not more than 500 men stopped work on Friday night and of these probably 400 have returned to work."

At 5 o'clock, however, it was decided to

At 5 o'clock, however, it was decided to