and a little squad of Senators—some of whom would find it difficult to obtain a seat in that body—have the assurance to set themselves up as dictators and say that it shall not be passed. Whatever may seem to the Pennsylvania Senators to be the exigencies of their State campaign, they certainly ought to be able to realize that there is a Republican party in other States, whose wishes and demands are entitled to some consideration."

Southern Republican Representatives, who have loyally supported the Tariff bill and every other party measure, are more indignant, if possible, than their party associates from the North and West; almost without exception they violently denounce the Quay resolution as cowardly and treacherous, and declare that its passage would be the greatest Democratic victory in thirty years. Some of them do not hesitate to say that the failure to pass the Election bill at this session will result in the murder of scores of Republicans and the suppression of hundreds of thousands of Republican votes at the next Congressional election.

Of course there is a commercial aspect to the situation. Republicans have not yet forgotten the time when Senator J. Donald Cameron, avowed Protectionist as he was and is, only a few years ago championed a "free-ship" bill, for the benefit of a proposed steamship company to be composed of Pennsylvania and New-Jersey capitalists. Knowing the cordial relations which exist between him and certain other Pennsylvania capitalists, who own some thousands of acres of sugar lands in Florida, and who have been made to believe that fair and honest elections would be incompatible with the successful cultivation of sugar cane in that State, observant and well-informed Republicans have not been greatly surprised to hear that Senator Cameron was opposed to action on the Election bill.

Nor have they been surprised at the sudden and, to some, inexplicable change of front by Representatives Harmer and Reyburn, both of whom were strong advocates of the bill and voted for it less than six weeks ago. They are both keenly sensitive to the same commercial influences which it is alleged have been so potent with the senior Senator from Pennsylvania. Mr. Reyburn, it is understood, has recently bought much land in one of the South Atlantic States, under circumstances and for purposes which would seem to make it extremely desirable for him to cultivate social relations with "the best people" whose tools stuff ballot-boxes and make fraudulent election returns for their benefit. Both Messrs. Harmer and Reyburn, it is asserted, are extremely sensitive to all criticisms of their public acts which may appear in the columns of that "independent" journal, "The Philadelphia Times."

ONLY TALK ON THE TARIFF BILL

ABSOLUTELY NO PROGRESS MADE SINCE MONDAY AFTERNOON.

THE DEMOCRATS OSTENSIBLY DISCUSSING THE TIN-PLATE PARAGRAPH—BRIEF AND FORCIBLE SPEECHES BY MESSRS. HISCOCK AND DAWES.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Aug. 13.—Absolutely no progress has been made upon the Tariff bill since Monday afternoon, yet a few Republican Senators still hesitate about making an effort to put an end to the nuisance of unlimited debate. As on yesterday and Monday, the ever bubbling supply of Democratic tariff oratory was kept turned on at full pressure throughout the session, and under Mr. Gorman's clever manipulation connection was not broken at any time long enough to allow the presiding officer to call for a vote. The Democratic Senators are ostensibly discussing the Tin Plate paragraph in the Metal schedule, but, as usual, their arguments generally wander away into the vague region of "tariff reform" platitudes. Mr. Gray, of Delaware, for instance, made an old-fashioned attack on the "miserable system of protection," and on behalf of the Democratic party threatened to raze to the ground at the first opportunity the "Chinese wall" which had been built up around American industry. Mr. Gorman, who was listening, gave the Delaware Senator a prompt hint that that was rather dangerous hyperbole to indulge in, and Mr. Bayard's successor obediently qualified his first statement by saying that the Democratic party would, instead, tear down the "Chinese wall" gradually, stone by stone.

Mr. Gray and Mr. Gorman talked out most of the afternoon; and, when it became apparent that no vote could be reached to-day, Mr. Hiscock took the floor for a brief, but extremely clear and convincing statement, on the part of the committee, why it was better public policy for the United States to develop its own tin mines and make its own tin plates than to remain dependent upon monopolistic industry in Wales. Mr. Dawes also spoke to good effect on the benefits to the whole country of establishing profitable industries at home, instead of depending upon manufacturers abroad.

The committee hopes to reach a vote to-morrow on the tin plate paragraph.

The pending question was on Mr. Vest's amendment reducing the duty on tin plates from 2 2-10 cents to 1 cent a pound (the existing rate); and Mr. Gray continued his argument against the proposed increase and in support of the amendment. His opening remarks turned upon the marked decline in the price of tin plate from the last ten years, and he quoted from David A. Wells's book, "Recent Economic Changes," attributing the "remarkable steady decline" to the reduction of the cost of metal tin, to the improvement in the manufacture of iron and the substitution of steel plates for iron plates, and to new processes in the manufacturing of tin.

Mr. Aldrich, in order to show "the gross inaccuracies" in Mr. Wells's statement, quoted from a table published by Henry Nash & Co., of Liverpool, giving the prices of the plates and of tin from 1878 to 1887, and showing little variation in prices. This controversy brought out a telegram received by Mr. Plumb from J. M. Melloy & Sons, of Philadelphia, denying a statement made in the Senate yesterday, and giving the prices of tin plates yearly from January, 1880, to January, 1890, the decrease being continuous from 8 5-8 cents to 4.07 cents a pound.

Mr. Gray went on with his argument against the proposed increase of duty, and pleaded the cause of the owners of small canning factories in Delaware, Maryland, New-Jersey and other States.

Mr. Carlisle cited a statement made before the House Committee on Ways and Means by Mr. Unte-meyer (that the quantity of tin plate annually imported into the United States was 336,692 tons, costing $23,000,000, and that the production of that material in this country would give employment to 300,000 workmen) and said that he had made a calculation of the wages which those workmen would receive under those conditions. If half of the $23,000,000 was spent in wages (the other half going for material and expenses) each one of the workmen would receive $38 33 per year, and if the whole amount was paid in wages each one of the workmen would receive $76 66 per year. And that, he said, was the sort of statement on which this legislation was asked.

Mr. Aldrich rose to ask a question and was recognized by the ex-Speaker as "the Senator from Rhode Island," which produced general laughter, in which Mr. Carlisle joined, excusing his little slip on the ground of force of habit.

The bill was temporarily laid aside, and the conference report on the Indian Appropriation bill was presented and agreed to.

The Tariff bill having been again taken up, Mr. Gorman addressed the Senate in opposition to the proposed increase of duty on tin plates. In conclusion he said: "I know nothing which we can say will stay the majority. You (addressing the Republican side) have entered on the passage of an act which lays, throughout its every page, additional burdens on the people. Now that you have this great majority counted and made and fashioned to order, you will pass this bill. You will impose these heavy burdens on the agricultural people of the country. We cannot stop you. At all events, we have done the one thing which was right and proper and necessary—that is, we have had free and open discussion of this matter. The time has come, as I take it, when we are to vote upon it. The decree has gone forth. We will rely upon the American people to reverse that which we believe to be a great wrong against the entire country."

The question of the prices of tin plate for the last ten years was brought up again by the reading of a telegram received by Mr. Gray from a New-York firm of tin-makers giving the price of a case of tin in January, 1880, at $9; and in January, 1890, at $4 50.

Mr. Aldrich, as a partial explanation of the matter, stated that the price in 1886 was abnormally and phenomenally high. The discussion was varied by Mr. Dawes reading a quotation from "The London Economist," showing that a threatened strike among the Welsh tin-plate workers had been averted by a warning that such a strike would insure the passage of the American Tariff bill. Mr. Dawes added that the monopolists in Wales were wiser in their generation than their unconscious allies in this country. He expressed his conviction, in closing, that the American laborer would rather pay one-half cent more for a tin can bearing the stamp of the American eagle than one-half cent less for one bearing the stamp of the British lion. (Some applause in the galleries.)

Mr. Gray said that Mr. Dawes had been vamping up some of the stump oratory of 1888. What did the Senator from Massachusetts mean by "unconscious allies of monopolists"? A monopoly was a privilege given by war, by custom, or by prerogative, to a few, at the expense of the many. He would like to know how the Welsh tin-plate industry was to be compared to such a monopoly as that. What law was on the American statute books forbidding the Pittsburg syndicate from embarking in the business, and supplying an article as good as the American consumer now got, without taxing him for it? The people would welcome that industry. But the American manufacturer proposed no such thing. "The allies of monopolists" were those who invoked the law, not for the benefit of all, but to enhance the profits of the few. And the American farmer was told that, instead of using his own intelligence and judgment as to how he should spend his hardly earned money to his own profit, he must pay tribute to a syndicate in Pittsburg. That was what the farmers were told all along the line of protected industries.

Mr. Hiscock expressed his belief that there was no item in the Tariff bill that more clearly illustrated the policy of the Republican party, and the principles of protection, than the tin-plate item. The increase of duty on tin plate had received the unanimous vote of the Republican Representatives in the other House, and those Representatives were almost without exception from agricultural districts. The Northern Democratic Representatives who voted against it came on the other hand, from large cities, and not from agricultural districts.

In the course of his remarks, Mr. Hiscock was asked by Mr. McPherson whether he was authorized to speak for the farmers of New-York. Mr. Hiscock replied that he was, because he was elected by the farmers, who reposed confidence in him that he would faithfully represent them. He had received instructions from them, by a majority of 81,000 in the State of New-York, outside the city of New-York—an indorsement of him in the past, and a vote of confidence in him for the future.

At the close of Mr. Hiscock's remarks, the Tariff bill was laid aside informally.

APPROPRIATIONS IN THE SENATE.

THE BILL INCREASING THE PENSION OFFICE CLERICAL FORCE PASSED.

Washington, Aug. 13.—The House amendments to the Senate bills to adopt regulations to prevent collisions at sea and to amend the act relative to shipping commissioners were presented to the Senate to-day, and were, on motion of Mr. Frye, concurred in.

The House joint resolution extending the provisions of existing laws providing for temporary expenditures of the Government (to August 29) was laid before the Senate. Mr. Plumb inquired in a tone of sarcasm whether it would not be just as well, instead of having appropriation bills prepared and considered every session, to pass a joint resolution extending the appropriations from year to year; and he asked Mr. Allison whether the Senate was not likely to come to that next session.

Mr. Allison replied that no Senator could doubt the necessity of the extension of appropriations at this time. The contest in the Sundry Civil bill was one in which the Senate took a deep interest (the irrigation survey). That bill had not reached the Senate until within a few days of the expiration of the last fiscal year, and had not passed the Senate until nearly a month after the beginning of the present fiscal year. It was because of these delays that the extensions had become necessary; and what was true of the Sundry Civil bill was also true of the Indian Appropriation bill.

The joint resolution was passed.

The House bill making appropriations for additional clerical force in the Pension Office was taken from the calendar and read for amendment.

Mr. Gorman called attention to the failure of the bill to make provision for the fees of examining surgeons under the new Pension Act, and asked Mr. Allison to make a statement on that point.

Mr. Allison said that the bill, as it came from the House, had omitted all provisions for examining surgeons under the new Pension bill (which had been estimated for at $600,000); but the Committee on Appropriations had consulted the Commissioner of Pensions, and had been informed by him that the appropriation of $1,000,000 for examining surgeons, contained in the regular Pension bill, would be sufficient to pay all examining surgeons for eight months; and so it was not thought necessary to provide for them in the pending measure. He went on to say that from the time of the new Pension law up to August 8 there had been 319,000 claims filed under it. About one-third of these claims had been, however, already on file; so that there were not more than 200,000 absolutely new applications. He had no data on the subject of the amount that would be required to pay such of these claims as would be adjudicated during the fiscal year; but he thought it safe to say that not more than $25,000,000 to $30,000,000 would be required. No appropriation was made for that sum or any part of it, because the Commissioner of Pensions had an ample fund (nearly $100,000,000) in the General Pension Appropriation bill, which would not be exhausted till about the middle of February.

Mr. Cockrell made a statement reflecting on the House of Representatives for its failure to make the necessary appropriations for the expenditures of the Government, and intimated that the object was to keep down the apparent aggregate of appropriations, so as to make a better showing at the November election. Mr. Cockrell also criticised the Pension Office for its alleged lack of system and efficiency.

Various amendments reported by the Committee on Appropriations were agreed to and the bill was passed.

A conference was ordered on the Senate bill in regard to collisions at sea, and Messrs. Frye, Washburn and Gorman were appointed conferees on the part of the Senate.

LITTLE WORK DONE IN THE HOUSE.

Washington, Aug. 13.—In the House to-day, Mr. Atkinson, of Pennsylvania, asked unanimous consent for the consideration of the Senate bill granting leaves of absence to per diem employes in the Customs service.

Mr. Kerr, of Iowa, objected.

Mr. Struble, of Iowa, asked unanimous consent for the consideration of a joint resolution authorizing the unexpended balance of the money appropriated for the benefit of the Mississippi flood sufferers, to be used for the relief of destitute persons in Oklahoma.

Mr. Belden, of New-York, objected.

The next two bills presented were also objected to by Mr. Belden; and, it becoming evident that no business could be transacted by unanimous consent, Mr. Brewer, of Michigan, presented the conference report on the Fortification Appropriation bill. Mr. Brewer stated that the bill, as it passed the House, appropriated $4,521,000; as it passed the Senate, it appropriated $7,595,000; as agreed to in conference, it appropriated $4,232,000.

The report was agreed to.

The Speaker laid before the House the Senate bill for the relief of Nathaniel McKay and the executors of Donald McKay, who seek compensation for work done upon the monitors.

Mr. Springer, of Illinois, made the point of order that the bill must be considered in Committee of the Whole.

The Speaker overruled the point of order, and Mr. Springer appealed. On sustaining the decision of the Chair, the vote stood—yeas 108, nays 21; no quorum.

A call of the House disclosed a bare quorum, which disappeared when the vote recurred on sustaining the decision of the Speaker. The House then adjourned.

THE RUSSIAN GOVERNMENT AND THE HEBREWS.

Washington, Aug. 13.—The House Committee on Foreign Affairs to-day reported to the House the following substitute for the resolution introduced some days ago, by Representative Baker, relative to the ill-treatment of the Hebrews by the Russian Government:

Resolved, That the President be requested to communicate to the House, if not incompatible with the public interests, any information in his possession concerning the enforcement of proscriptive edicts against the Jews in Russia, recently ordered, as reported in the public press; and whether any American citizens have, because of their religion, been ordered to be expelled from Russia, or forbidden the exercise of the ordinary privileges enjoyed by the inhabitants.

FOR RELIEVING DESTITUTION IN OKLAHOMA.

Washington, Aug., 13.—The House Committee on Territories to-day authorized its chairman to report favorably, in accordance with the recommendations of President Harrison, a bill appropriating for the relief of sufferers among the settlers in Oklahoma the unused portion of the fund appropriated last year for the Mississippi flood sufferers, about $15,000. The Senate Committee on Appropriations, through Mr. Plumb, reported this afternoon a similar bill.

BONDS OFFERED AND ACCEPTED.

Washington, Aug. 13.—The bond offerings to-day aggregated $1,078,550, as follows:

Coupon fours—$800, $1,000 at 124.
Registered fours—$19,150, $15,000, $2,700, $50,000, $14,000, $15,000, $90,000, $200,000, $100,000, $200,000, $200,000, $1,000, $10,000, $110,000, $11,000, $32,000 at 124.
Registered four and a halfs—$2,800 at 103 3-4.
Coupon four and a halfs—$100 at 103 3-4.
All the offers were accepted.

FOURTH-CLASS POSTMASTERS APPOINTED.

Washington, Aug. 13.—Fourth-class postmasters have been appointed as follows:

Pennsylvania—D. J. Kean, Hickory Corners; H. F. Foster, Leasureville.
New-York—H. H. Campbell, Gates.

A PROPOSED PROHIBITION AMENDMENT.

Washington, Aug. 13.—Senator Blair to-day reported favorably from the Committee on Education and Labor a joint resolution, introduced by him, proposing an amendment to the Constitution, to prohibit forever in the United States the manufacture, importation, exportation, transportation and sale of all alcoholic liquors used as beverages.

Everything Goes Wrong

In the bodily mechanism when the liver gets out of order. Constipation, dyspepsia, contamination of the blood, imperfect assimilation are certain to ensue. But it is easy to prevent these consequences, and remove their cause, by a course of Hostetter's Stomach Bitters, which stimulates the biliary organ and regulates its action. The direct result is a disappearance of the pains beneath the ribs and through the shoulder blade, the nausea, headaches, yellowness of the skin, furred look of the tongue, and sour odor of the breath which characterize liver complaint. Sound digestion and a regular habit of body are blessings also secured by the use of this celebrated restorative of health, which imparts a degree of vigor to the body which is its best guarantee of safety from malarial epidemics. Nerve weakness and overtension are relieved by it, and it improves both appetite and sleep.

SILVER PURCHASES UNDER THE NEW LAW.

THE PRICE NOT MADE PUBLIC, BUT 310,000 OUNCES OF BULLION BOUGHT.

Washington, Aug. 13.—For some unexplained reason Treasury officers were disposed to observe secrecy about to-day's silver transactions, refusing early in the afternoon to give out any information in regard to offers for the sale of silver bullion to the Government received by the Department to-day under the circular of August 1. The Director of the Mint later gave out the following statement in regard to silver purchases, with the remark that "this is all there is to say about it":

London quotation, 51 1-4 pence. Sterling exchange, $4 87 1-2. Parity, $1.1254. Purchases, for Philadelphia, San Francisco and New-Orleans mints, 310,000 ounces.

He declined absolutely to say anything in regard to the price paid, on the ground that he did not think it prudent to do so. It was learned, however, from another source, that the purchases were at rates slightly in excess of the London price—51 1-4 pence, and its New-York equivalent, $1.1254—and that the offers aggregated nearly 1,000,000 ounces. Offers will also be received on Friday.

The purchases of silver bullion, which were begun under the new law yesterday, were not made at the Sub-Treasury in this city. Credits to the extent of $5,000,000 were authorized by the Washington Department in favor of the mints where bullion will be received. The credits were $3,000,000 at Philadelphia, $1,000,000 at San Francisco and $500,000 each at New-Orleans and Carson City. The new certificates to be issued under the law have not yet been received, but they will arrive probably before the drafts for the bullion bought yesterday. Sub-Treasurer Roberts said at a late hour that he knew nothing about the purchase of silver by the Treasury and that he could know nothing until drafts had been presented.

In Wall Street there was the usual dissatisfaction about the announcements. The offerings and the prices were concealed and it was not known at what price the small acceptances were made. There were no dealings in silver bullion certificates at the Stock Exchange until the last hour, when there seemed to be a large demand at 112 1-4. The rally to 112 5-8 was on small transactions. The inference was that the Director of the Mint had taken offerings at that figure. Speculation was checked by the uncertainty and only the successful bidders know the Government price of silver bullion.

A NEW SILVER MEASURE IN THE SENATE.

Washington, Aug. 13.—Senator Teller to-day introduced a new Silver bill, in the shape of an amendment to the bill to discontinue the coinage of the $3 and $1 gold pieces, and three-cent nickel pieces. The bill differs from the present law, principally in requiring the continued monthly coinage of 2,000,000 ounces of silver into standard dollars, striking out the provision that this rate of coinage shall be until July 1, 1891, only; does away with the discretion given the Secretary of the Treasury to redeem other in gold or silver Treasury notes issued in payment of bullion; and provides for free coinage of silver when the market price of 371 25-100 grains reaches $1.

"THE LONDON TIMES" ON THE SILVER ACT.

London, Aug. 13.—"The Times" believes that the eventual result of the American Silver Coinage Act will be the adoption by America of a silver standard.

AN OFFICE FOR JOHN O. MOTT.

Washington, Aug. 13.—Attorney-General Miller has appointed John O. Mott to be Assistant United States Attorney for the Southern District of New-York.

THE STEAM COMPANY'S DEFIANCE.

A LONG LETTER TO PUBLIC WORKS COMMISSIONER GILROY.

Commissioner Gilroy received yesterday from the New-York Steam Company a thirty-four-page letter criticising the actions of the Commissioner toward the company and making an elaborate and ingenious defence of the company's manner of doing business. Commissioner Gilroy did not have time to do more than glance through the voluminous missive, but he said that his reply to it would be an extremely short one.

The letter was written by F. H. Prentiss, general manager of the company. He first refers to a letter written by the Commissioner, threatening to appeal to the power which gave the company the franchise to lay steam-pipes in the street to have the franchise repealed unless the company obeys the laws, and tells him that he has an inadequate idea of the rights of the company and assures him that the Board of Aldermen has not the power to interfere with the company now. The provisions of the law under which the company obtained its franchise have all been complied with, it says, and the pipes have all been laid under the direction of the Commissioner of Public Works. The power of the municipal authorities terminated when the Common Council granted to the company the right to lay its mains, and the regulations then demanded can neither be rescinded nor modified. Mr. Prentiss answers the complaint made because the mains throw off heat by saying that the company is only exercising its franchise right and there must necessarily be heat where there is steam.

The complaint made that the company's business, as now carried on, is a nuisance, is answered by the remark that what the Legislature has authorized cannot be treated as a public nuisance. On this subject the complaint of Orlando B. Potter is dealt with by reference to the fact that seven lives were lost at the burning of the old Potter building where boilers in the basement supplied the heat to the building, and to the vital statistics for 1889, which show that no one was injured or killed by the steam pipes that year. The question is then asked, which is the safest method? Mr. Prentiss adds that there has never been a claim against the company for injury to property resulting from the improper conducting of the company's business until the claim as to the Wall-st. pavement was made. The company, he says, is able and willing to respond to any demand made upon it.

Commissioner Gilroy is advised to pause and reflect upon the course he is pursuing, and the refusal by him to grant permits to open the streets so that repairs can be made is designated as child's play. Comparisons are made between the heat of the Chicago sewers, where there are no steam pipes and the New-York sewers, and the heat in the Chicago sewers is higher than it is in those in New-York. In closing Mr. Prentiss says that the steam company is carrying on its business under lawful authority and will continue to do so in spite of any threats from the Commissioner of Public Works.

TO ADMINISTER THE DAVIS ESTATE.

Butte, Mont., Aug. 13.—Judge McHatton has appointed James A. Talbot a special administrator of the Davis estate, pending litigation in the will contest. The judge disregarded all the petitioners and made his own selection. Mr. Talbot is himself a millionaire.

BANK LAWSUIT RELATIVE TO FORGERY.

From The Kansas City Times.

The Northwestern National Bank of Chicago yesterday commenced proceedings in the Circuit Court against the Citizens' National Bank of this city, to collect a forged draft for $3,500. There is a similar suit now pending in the Supreme Court against the National Bank of Commerce. In its petition yesterday the Chicago bank gives a review of the work of one of the cleverest forgers that ever operated on the American Continent, and who has lately been released after serving a five-years' sentence in the penitentiary at Sing Sing, N. Y. The forger's real name was supposed to be Dave Lynch, and he was at one time a trusted and expert bookkeeper in the employ of an Eastern contractor. His attainments were considered marvellous, but they were put to an improper use and he "went crooked." He was in Kansas City but five days, but during that time he managed to obtain $15,000 by some of the most expert forgeries ever perpetrated.

December 17, 1885, so the petition filed yesterday recites, a man giving the name of John Whitney, came to Kansas City and opened an office at No. 715 Main-st., representing himself to be extensively engaged in the stock business. December 22, 1885, he employed a young man named Harold P. Brown, and took him around to the banks and introduced him as the person who would attend to his business. On the same day he deposited four drafts for $3,500 each, two with the Bank of Commerce and two with the Citizens', and the same were placed to his credit. He left the city December 23, but during the short time of his visit he made his heavy haul. His plan of operation was to send Harold P. Brown, who was perfectly innocent, to the banks with forged drafts. These were not paid until they went through the Clearing House. Then, however, they were cashed without hesitancy, so clever was the forgery.

The drafts were principally drawn on the Northwestern National bank of Chicago, and the American Exchange Bank of New-York City, through the United States National Bank of Omaha, and the forgeries were not discovered until January 11, 1886. April 29, 1886, the daring forger was captured by the Pinkertons in New-York City and sent to the Penitentiary at Sing Sing for five years under the name of George Edwards for forging checks in New-York City. The plaintiff in this suit claims that if the Kansas City bank had used ordinary precaution and business methods payments on the drafts would have been refused and the forger would have been captured. When Edwards's identity was discovered the National Bank of Commerce was sued on one of the drafts and the Circuit Court decided in its favor. The case was appealed to the Supreme Court and is now pending there.

KNIGHTS SURRENDER.

ONE ASSEMBLY GIVES UP ITS CHARTER.

THE NEW-YORK CENTRAL HAS WON THE VICTORY AND STRIKERS ADMIT IT.

The beginning of the end of the New-York Central Railroad strike was probably reached shortly after 8 o'clock last evening, when Superintendent Voorhees received word from Local Assembly No. 1,705 Knights of Labor, that it had surrendered its charter, and the members had placed themselves at the disposal of the company. This Assembly contains all the employes of the Harlem Division who are Knights of Labor. Many of the men will be put back to work, Mr. Webb said last night, but those who have been particularly obnoxious and have conducted themselves in a manner inimical to the interests of the railroad company will be discharged.

When this news was received Mr. Voorhees made the following statement: "Reports received this evening indicated unconditional surrender on the part of Knights of Labor, Harlem Division. Message was received about 7 p. m. informing me that the committee had just waited on Superintendent Worcester, and informed him that the Local Assembly of Knights of Labor, No. 1,705, at Dover Plains, had surrendered their charter. This was confirmed by a message addressed to E. J. Lee, and signed F. I. Fenn, sent over our wires. The men made no conditions; said they were ready for such disposition as the company sees fit to make of them. They are ready to go to work at once.

"I replied to Mr. Worcester, directing him to take on at once four of the old conductors and twelve brakemen, the balance of the men to report to this office.

"Their cases will be held under advisement."

MR. WEBB GOES OVER THE ROAD.

H. Walter Webb, third vice-president of the New-York Central Railroad, went to Albany yesterday morning to confer with Superintendent Bissell and "grasp the situation" there. Before he departed he made a statement to the reporters to the effect that the condition of affairs along the line was satisfactory to the management. He also said that many applications for work had been received from the trainmen who went on strike, but that the rule debarring them from return to employment at the expense of the new men was being rigidly adhered to. Then Mr. Webb temporarily resigned his position of information-giver in favor of General Superintendent Voorhees, whom he kept "posted" by dispatches sent from Albany. When Mr. Webb arrived there he found that a little "sympathetic strike" by the Knights of Labor among the Delaware and Hudson employes had just taken place. He telegraphed that it was a trifling affair, and added:

Everything else here in good shape and quiet. We have plenty of Pinkerton men, and will open West Albany yards this afternoon. We are working Karner's yard now. Will send train from there at 2 p. m. and will send two more trains south. Will send three freight trains to De Witt this p. m. I am well satisfied with the situation. Our people are in excellent spirits and everything working well. I found things in good shape and working order at Poughkeepsie and all along the line from New-York. New men working satisfactorily.

MORE ENCOURAGING NEWS.

At 2:40 p. m. Mr. Voorhees got another telegram from Mr. Webb. It ran as follows:

The first dairy freight train from West Albany for New-York has just passed through the Albany station. Is now in East Albany. The street is lined with strikers, but everything was all right, and we took train through without much trouble.

Mr. Voorhees said to a Tribune reporter that the Delaware and Hudson strike was insignificant and as much of a fizzle as that on the West Shore. He added:

The general situation on the New-York Central road is improving every minute. We have freight started from De Witt coming east. They are working freely in our big yard at Karner's, a few miles west of West Albany. Men are working in the West Albany yard. We will soon have trains running there too. We have some freight coming into New-York. The passenger traffic is all right, though we will not restore the "city locals" for several days. The reason of that is that every additional train coming in here has to be handled in the Grand Central Station yard, no matter whether it is from Harlem or from Buffalo. By cutting out these locals we save the yard some work.

We haven't the slightest curiosity as to whether the strike is "off" or "on" according to the declarations of the Knights of Labor. It does not matter to us.

Master Workman Lee is protesting and vowing now that the letter which was signed with his name and sent to Mr. Voorhees is a forgery. Mr. Voorhees says that he has no reason to doubt its authenticity. He showed it to the reporter, and said that the writing had been compared with other documents in Mr. Lee's handwriting. Mr. Lee does not improve his position by crying "fraud."

The third vice-president, Mr. Webb, returned from Albany to his office at 4 o'clock last evening. He said that the condition of affairs was satisfactory to the officials all along the line. At Albany freight trains were being moved rapidly, and within a day or two all the Pinkerton men would be sent home. His own officials, he said, had furnished the Delaware and Hudson people with men enough to fill the places of the few strikers on that road, and work on that road had then proceeded as usual. As nearly as he could approximate, the number of vacancies still existing, after conversing with the division superintendents, was now about fifty.

BUSY MEN IN THE FREIGHT YARDS.

Work began early at the freight yards yesterday and except for the policemen around nobody could have imagined that there was a so-called great strike. At 7 a. m. the first engine left the round house and switch-engines were busy in bringing up the cars for the first outgoing train, which went out for northern and western towns shortly after 9 a. m., another train following at 11:35 p. m. It was a busy time all through the day.

At the Thirty-third-st. and St. John's Park depots men were hard at work from sunrise to sundown and trains were passing up and down Eleventh-ave. Some ruffian from Hell's Kitchen and Poverty Gap at an early hour hung three straw-stuffed effigies of Central officials from a telegraph pole at Tenth-ave. and Fifty-seventh-st., but a man sent by Inspector Byrnes climbed the pole and cut them down.

A fatal accident happened at Montrose, a small town on the Hudson River road. H. Wendell was sent out as conductor of the train that left the Sixty-fifth-st. depot at 12:10 p. m. for Albany. He was killed while passing under a bridge. There are two bridges close together just out of Montrose and no doubt the man after dodging the first bridge thought he was out of all danger and struck the second. Some years ago he was an employe of the company, but had for some time been working with Otis Brothers, the elevator manufacturers, at Yonkers. He was taken on by the company on Saturday last, and was a Grand Army veteran. His body was taken off the train at Poughkeepsie and sent to this city by a late train.

At the Sixty-fifth-st. freight yard J. J. Loftus, general train dispatcher, said that the full complement of eight engines was running and that six freight and four passenger trains had pulled out for Spuyten Duyvil and points west between sunrise and sunset. At Thirty-second-st. engine No. 80 plunged through an open switch and delayed traffic for some time until pulled back on the track. A train of seven cars which was being switched into the hay sheds ran into a scale-house and smashed it into kindling wood besides damaging the car-bumpers. Several policemen in and about the scale-house had narrow escapes, the alarm being given not a moment too soon to allow them to get out of the way.

STRIKERS INTERFERE WITH STEAM DRILLS.

Patrick Commisky, who is on duty as watchman in the cut near Tarrytown discovered three men on Tuesday night attempting to tamper with the steam drills and machinery belonging to the New-York Central Railroad, which are used in blasting rocks near Scarville for the purpose of laying a third track along the Central road. The watchman approached the men and ordered them away. They refused to go, and threatened the watchman with violence if he approached them. Comisky drew his revolver and his night stick and went toward the men. He rushed at them, clubbing one of them over the head with his stick. One of the other two jumped for him, and Commisky fired his revolver at the two men, the ball striking one of them in the arm. They then ran away, Commisky giving chase. He captured one of them, Patrick McGlenty, who was taken before Justice White yesterday morning and sentenced to six months' imprisonment in the penitentiary for disorderly conduct. The other two men escaped.

ATTEMPT TO WRECK A TRAIN.

An attempt was made on Tuesday evening at Sing Sing to wreck an express train from this city. It is supposed that the alleged wreckers were strikers. A large chain was wound around one of the rails north of Sing Sing. The large locomotive, which was one of the new engines recently built for the New-York Central Railroad, cut through the chain without causing any damage or leaving the track. Had one of the light engines been used on the express train, the locomotive and cars would no doubt have been thrown from the track.

NO LONGER KNIGHTS OF LABOR.

Hudson, N. Y., Aug. 13 (Special).—The strike situation here is all quiet. Many of the men who went out on Sunday tendered their resignations to the Knights of Labor and reported for work this morning. The signal tower is now filled with old hands, and the tracks through the town are fully protected. A wrecking train went out to-day for the first time since Friday. It was light handed. To-morrow the agent here will receive freight for shipment to points between Hudson and New-York.

A TRIFLING STRIKE AT ALBANY.

A FEW DELAWARE AND HUDSON MEN QUIT WORK BUT CAUSE LITTLE TROUBLE.

Albany, Aug. 13 (Special).—There was a small strike to-day on the Delaware and Hudson Railroad. It was limited to Albany, and was unquestionably fomented by the strikers of the New-York Central Railroad. Only about one hundred men were concerned in it. No passenger-trains were kept from running. Its only effect was to detain for a few hours some freight-trains. In view of the collapse of the strike on the New-York Central Railroad, the officials of the Delaware and Hudson Railway were greatly astonished when at noon they were told that some of their men had gone on strike. Upon investigation they learned that a one-armed Knight of Labor had walked down the tracks from the north end of the city and had informed all the switchmen, freightmen and baggagemen that District Assembly No. 246, Knights of Labor, ordered them to strike. Within half an hour the Delaware and Hudson freight-house was deserted. The switchmen had abandoned their posts in the freight yard and all along the road, and half the baggagemen who had been at work putting trunks aboard the 12:50 o'clock Montreal express train, which stood at the platform of the station, had gone. The stationmaster, Welch, standing at the southern end of the station, was asked by the baggagemaster to send baggagemen to bring down a truck.

"But you have no men up there," said Mr. Welch, blandly.

The officials of the Delaware and Hudson began to make inquiries as to the why and wherefore of the strike. Secretary Price, of the Knights of Labor, said that General Superintendent Hammond had promised not to handle Central freight, but that the road had broken its pledge.

General Superintendent Hammond, therefore, sent word to the strikers that he would like to learn the nature of the grievances which had led them to strike. He was willing, he said, to receive a committee. This conference was held to-night at 6 o'clock. Then the committee, after a long consultation with the strikers of the New-York Central, returned to General Superintendent Hammond and had another conference with him. At its close Vice-President Young, of the Delaware and Hudson, who had been informed of what took place, said to The Tribune correspondent: "The committee desired certain matters explained to them and appeared to be satisfied with those explanations. Indeed, they said they were. Finally we informed them that if they desired to continue in the service of the Delaware and Hudson they must be at their posts at 8 o'clock to-morrow morning. Otherwise they should appear at 8:30 o'clock to-morrow to be paid off. Superintendent Hammond will be at the freight yard at 8 o'clock to-morrow morning to start the freight trains."

It is the general opinion here that the Delaware and Hudson men will return to work to-morrow morning at 8 o'clock. It is evident to-night that there will be a total collapse of the Central strike to-morrow. Superintendent Bissell says that he has made arrangements to move early to-morrow morning half of the freight trains stalled here.

The firemen of the various railroads centring here held a meeting to-night and resolved not to strike.

A brief dispatch was sent out yesterday afternoon by Kiernan's News Agency. It read like this: "Albany special—The D. and H. is tied up below Albany. Switchmen and freight hands have gone out." The effect on the stock market was trivial. The stock of Delaware and Hudson broke sharply on insignificant sales and rallied as sharply without effort. The rest of the list improved fractionally, indicating that Wall Street was sceptical of any further attempt of the Knights of Labor to invite the failure which attended the experiment on the New-York Central. The first contradiction of the sensational features of the dispatch was issued by Dow, Jones & Co., who gave a statement from the office of the company here to the effect that the strike was a small one.

President Olyphant and Vice-President Le Grand B. Cannon are out of the city. The chief executive officer left in the city is James C. Hartt, treasurer of the company. A dispatch came from the telegraph operator at Albany saying briefly that the switchmen and yardmen at Albany had gone on strike, but that the affair was insignificant and had not interfered with the running of trains. A brief dispatch came from Vice-President and General Manager Horace Young a few minutes later, saying that only the switchmen and yardmen at Albany were out. Talking with a Tribune reporter, Mr. Hartt said: "I do not anticipate any trouble serious enough to cause a half-hour's delay to trains on any part of our road.

At 4:45 p. m. the following message from Mr. Young came over the line:

Our switchmen and freight handlers failed to report for duty at 1 o'clock to-day, and we presume they have gone out on a strike. We do not anticipate any serious trouble, and think we will have all strikers' places filled by to-morrow night. We are moving all passenger and freight trains at present, and hope to be able to continue with perhaps slight interruption to freight.

STRIKERS AND PINKERTON MEN FIGHT.

Albany, Aug. 13 (Special).—There was still less evidence to-day that there had been a strike upon the New-York Central. All the passenger trains were running upon time, while freight trains were dispatched to New-York and westward to Buffalo. The big freight railroad bridge across the Hudson was used once more; several freight trains passing over it. About 200 trained switchmen and trainhands of the Central arrived from Chicago and went to work in the freight yards. At West Albany and at East Albany there was a big accumulation of freight cars in both places, but the skillful train hands swiftly began putting freight trains together. The men were guarded while at work by Pinkerton detectives.

This importation of labor from Chicago had the effect of greatly discouraging the strikers. They were further amazed when they learned that the third vice-president, Mr. Webb, had visited Albany in the afternoon, had inspected the yards at East Albany and West Albany, where the work of preparing the freight trains was going forward so fast, and had then returned to New-York after expressing satisfaction at the appearance of affairs here.

There was trouble to-night at West Albany between some Pinkerton men and a band of strikers. There is a long bridge which crosses the freight yards. The Pinkerton men thought that strikers standing on the bridge intended to throw stones at passing trains, and therefore attempted to drive the strikers from the bridge. A fight followed, in which one of the Pinkerton men had his arm broken. The Albany police then drove every one off the bridge.

DAMAGING AN ENGINE AT SCHENECTADY.

Schenectady, N. Y., Aug. 13 (special).—When it became known that the company would attempt to move freight from this city to Troy to-day there was considerable excitement among the strikers. The police waited an hour, until 2:30 o'clock, in the yard. Then, thinking the plan had been abandoned, they dispersed. At 3 o'clock, however, the attempt was made, but was unsuccessful, because the strikers had pulled the coupling pins, and by placing a nut inside the left guide bar, damaged the engine so badly that it had to be replaced by another. The police arrested one of the strikers for jumping on a passing train and applying the brakes. At 5:30 p. m. an engine drawing one car, which contained fifty-seven of Pinkerton's detectives, reached this city. After being sworn in as deputies by