New-York Tribune.

VOL. L..... No. 15,991. NEW-YORK, WEDNESDAY, AUGUST 27, 1890.—TWELVE PAGES. PRICE THREE CENTS.

MANY TRADES AFFECTED.

WHAT WILL THE BRICKLAYERS DO ABOUT IT?

EXORBITANT WAGES DEMANDED BY HANDLERS —MR. LORILLARD SELLS ONE MILLION AT AUCTION.

The feeling at the Building Trades Exchange, in Vesey-st., and the Building Material Exchange, in Liberty-st., yesterday afternoon, was one of pained amusement. The members had nothing to do but to look at each other and say that it was the most confounded state of affairs they ever heard of.

"To work with our present laborers," said a builder, "is like driving a balky horse. One never knows when it is going to stop, plant its legs firmly in the mud, and refuse to go a step further."

A good deal of curiosity was felt as to whether Jacob Lorillard would have 1,000,000 brick sold at auction or not. It is said that a good deal of influence was brought to bear on Mr. Lorillard to induce him to postpone the sale in the interests of the manufacturers. The bricks were put up, however, at the Real Estate Exchange, and were offered in five lots of 200,000 each. The building started at about $5 a thousand and ran up to $7 50, one barge-load bringing $7 55. Two cargoes were knocked down to J. H. Woods for $7 45 and $7 50 respectively, and John Donnellan, a large buyer on previous occasions, took the other three cargoes, two of them at $7 50 and one at $7 55. Some ill will is felt among dealers in building material on account of this sale; some saying that Donnellan is an agent for Mr. Lorillard, and bought them in to hold till the price grows stiffer; while others said they were bought in to keep them out of the market. A Tribune reporter saw Mr. Donnellan, who said that he bought them for himself, but did not intend to sell at the present price, as he expected they would bring one dollar more a thousand to-day.

"I should think," said a member of the Building Material Exchange;" that the Knights of Labor would have their hands full, and I hope before this matter and the New-York Central troubles are over they will realize bitterly the effects of their dictatorial policy. The strike on the New-York Central is in my estimation of less moment than this paralysis of the buildings trades, and the manufacturerers are, if possible, stronger and more determined than the officials of the railroad. They are perfectly organized, and will hold out until this overbearing spirit of organized labor is completely crushed. I have had a long experience with laboring men, and feel sure that 90 per cent of them cannot stand two weeks of enforced idleness without much suffering and privation.

OTHER TRADES AFFECTED.

"The range manufacturers and boiler-makers are being seriously affected. Brick is essential to them in their business and for the fulfilment of their contracts, and they can see nothing but a disastrous standstill ahead. Large factories engaged in the sash and door business, besides planing mills and lumber yards, foundries and other interests will feel the effect, and the labor union men employed therein are beginning to feel that they must bear a proportion of the burden that has been so mercilessly laid upon the shoulders of labor in this city by the Board of Walking Delegates. They are realizing, too, that deliverance from want, through the coming winter, needed not be looked for from the manufacturers and that if anything is to be done it must emanate from their own unions. The bricklayers will hold a meeting to-day, at their rooms, in Twenty-fourth-st., between Second and Third aves., and builders, dealers, agents and manufacturers are expecting a good deal to hang upon the steps the bricklayers may take in the matter."

"They have so far been strong enough to resist all efforts of the Central Labor Union to merge their union with the general labor party, and have succeeded, in a sensible and businesslike manner, to look out for themselves, and they believe in letting other trades do the same. Should they condemn the walking delegates for the boycott, it will tend to unravel the snarl materially, and will set an example to other unions that they would be more inclined to receive from the bricklayers than from any other source. If, however, they array their forces against the manufacturers, the result can but be a disastrous warfare between labor and capital, which must result in the complete overthrow of all the strength and influence attained by the labor party in the past decade."

The District Committee of the Brick Manufacturers' Association for New-York City was on duty yesterday and report shippers in perfect unison and no brick, other than that specified in contracts, coming to the city, except a little from those yards which have refused to join the combination. It is reported that three more have decided to come in, and that if the rest keep out they will lose more than they will make in the end, as soon as their big rivals get the present disagreeable work off their hands. The other district committees, as far as heard from, have had little to do, and no disposition to ship out brick seems to exist in the association, and the same earnest and determined spirit to face down this arrogance is everywhere present.

EXORBITANT UNION CHARGES.

Brockway & Nickerson, agents in Thirtieth-st., have a barge waiting to be unloaded, but won't pay the advanced price demanded by the brick-handlers. Several others are in the same position. John Purdy, an agent for several big yards, said that he had several bargeloads of brick on hand, but wouldn't sell them at even $30 a thousand, and would turn over his books and business to the walking delegates before he would submit to the exorbitant charges imposed by the brick-handlers, and his position in the matter is the position of the rest. The builders in a great many instances have not been fully alive to the danger that threatened them. One of them said to the reporter: "I have been too busy to think about the matter, and while my brick came day after day, as it has for years, I could not credit the stories in the papers, but thought they were sensational and the trouble would smooth itself out if only let alone. I am persuaded that my position is that of many others, as we have been depending on the dealers who have avoided exciting our fears, in the hope that the manufacturers would not hold together in their work of boycotting. You see it was against a dealers' interest to prophesy that he couldn't get brick when others were seeking orders, and in this way we have, to a certain extent, been kept in the dark."

While the reporter was visiting the office of an agent of one of the manufacturers, who is in the combination, Daniel Bigler, barge captain, entered in great wrath. He said that his barge was not from the boycotted district, and had left the brickyard last Friday, but that while it was being loaded and everything was going along smoothly, a waling delegate came up, looked at the name of the manufacturer which was painted on the barge, said he had seen it in The Tribune as one of the boycotting firms, and called the men off the boat, telling them not to unload it. Nothing daunted, Bigler and his crew proceeded to land the cargo themselves, but were stopped by the dealer, who said the carters would not take the brick off the wharf unless the captain engaged union men at 55 cents a thousand, and compelled his own men, whom he had engaged to handle the brick, to do nothing. The captain ramped and roared, but it was of no use, and his brick was on the barge last night.

It is the custom to let the crew handle the brick at the wharves, unless more help is needed, and this measure of compelling the captains to employ union men whether they need them or not is considered an outrage. The agents in the city say that forty cents a thousand is ample, as a man can make from $4 to $6 a day if he works hard at that price, while at fifty-five cents he could probably earn from $6 to $10, which, for unskilled labor, they deem exorbitant, and the agents are almost unanimously resolved not to pay it. A barge-load was put off, however, at the increased price for Canda & Kane, but who paid the extra fifteen cents could not be ascertained, though it was said the dealers had stood the loss to fulfil a contract.

The builders are uniting on a line of conduct, which, they feel, is the only one left for them in the present emergency, and it is already being acted upon by some of the most prominent of them. This line of action and the reasons for adopting it were explained to the reporter last evening by a builder, who would not like to run the risk of offending the labor unions by having his name published. He said:

THE BUILDERS' LINE OF ACTION.

"For some years we have been subjected to all kinds of impositions through these unions, till the builders of New-York have been reduced to such a state that they will sacrifice personal right to expediency. It has in many cases paid us better to adopt this smooth 'yes, yes' policy and make our peace with the men at any price, because we were not united. There is a fierce rivalry among builders, as there is among the dealers in building materials, and it has been felt that if one man quarrelled with his labor, his rivals would use him as a stepping-stone for their own advancement and he would be left behind. We have all been smarting under the yoke, but were afraid to own the smart, and this action of the manufacturers is balm to our hearts, though we would rather dispense with the balm and keep the money it will be sure to drain from our coffers.

"The manufacturers have put us into the fight in spite of ourselves. As long as this boycott lasts we must lose money, and it is our policy to seek the destruction of one party as soon as possible. The manufacturers who are in the combine are invulnerable, and the others do not produce enough to be of any use to us, and to buy from them is simply to prolong the trouble, help the labor unions, enhance the price of brick and drive capital away from our reach.

"We must not take any brick from outside parties. We must shut down and let starvation and hardship fight our battle. I think you will find this will be the action of the builders, except those few who have contracted for brick ahead, and who will keep on till that supply is used up. This will save us from the pitiful spectacle of the builders of New-York, who use 6,000,000 bricks a day, squabbling over a paltry million a week."

A Tribune reporter visited the largest brick yards yesterday and found that only one-sixteenth of the usual supply had come to the city during the day, this being mostly contract brick, and some from the six or seven yards that are holding aloof from the struggle, in hope of benefiting by the enhanced price resulting from the boycott.

The walking delegates of the building trades unions will meet this morning to consider the situation.

SHIPPING BRICK TO A NEW-YORK FIRM.

ONE OF THE FIRMS IN THE MANUFACTURERS' "COMBINE" CARRYING OUT ITS CONTRACT, BUT DENYING A RUMOR OF BAD FAITH.

Newburg, N. Y., Aug. 26.—Rumor was rife to-day that a serious break had occurred in the brick manufacturers' "combine," and that a heated discussion had taken place between two of the leading Hudson River manufacturers, J. C. Rose, a member of the Rose Brick Company, and Mr. Whitbeck, of New-Windsor. The latter, it is alleged, accused the former of bad faith in signing the manufacturers' contract not to ship brick to New-York during the attempt of the manufacturers to break the labor unions' control of the building industry of that city. A reporter called to-night on H. C. Rose, president of the Rose Brick Company, of Roseton, and the following statement was made by Mr. Rose:

"The Rose Brick Company signed the manufacturers' agreement to withhold brick made by that company from New-York, in order to help the manufacturers to break the walking delegation combination. Our company have contracts with Peck, Martin & Co., of New-York, which we are bound to fill, notwithstanding the fact that we signed the manufacturers' contract. We have shipped brick to New-York since last Friday, the day set for the tie-up. We have a load on the river to-night, and will continue to ship so long as our contract with Peck, Martin & Co. exists. Our yearly output is about 40,000,000. In my opinion there are upward of 100,000,000 bricks contracted for by New-York firms, which I think will be shipped regardless of the 'combine' contract. If Peck, Martin & Co. would release us from our contracts with them, and all other firms would do likewise with other manufacturers, we would be perfectly willing to shut up our yards in the interests of the boycott. I do not think other contractors of brick in New-York will make this concession. I believe that several other manufacturers are shipping brick on their old contracts."

Mr. Rose wishes it distinctly understood, however, that his firm has not acted in bad faith with the combination, and asserts that the agreement was signed by his father with a proviso that all existing contracts were to be filled by his firm. Mr. Rose added that he understood that several manufacturers were holding their shipments back for a few days to help the New-York market.

THE CITY OF NEW-YORK AHEAD

TURNING THE TABLES ON THE TEUTONIC.

THE INMAN LINE STEAMER WINS THE OCEAN RACE FROM HER WHITE STAR RIVAL—MAKING THE TRIP IN 6 DAYS, 40 MINUTES.

London, Aug. 26.—The Inman Line steamer City of New-York, Captain Watkins, which cleared the bar at New-York at 9:46 a. m., August 20, for Liverpool, twenty minutes ahead of the White Star steamer Teutonic, Captain Irving, also from New-York for Liverpool, was the first of the two vessels to arrive on this side of the Atlantic. She was signalled off Brow Head at 12:25 o'clock this afternoon. The Teutonic passed Fastnet Light at 2:30 o'clock this afternoon. The time of the City of New-York was six days and forty minutes. Her daily runs were as follows: Thirty-five miles, 426, 441, 439, 437, 461, 461, 65.

Queenstown, Aug. 26.—The City of New-York arrived at Roche's Point at 3:46 p. m., having made the passage from New-York in six days forty minutes. The Teutonic arrived here at 6:16 p. m.

This is not the first race which these steamers have run against each other, and it appears to justify the expectations of the agents of the Inman Line that the overhauling which the City of New-York last received would enable her to develop a speed almost equal to that attained by the City of Paris. On this occasion the City of New-York seems to have beaten the Teutonic by about two hours. Both steamers left here on August 20, the City of New-York passing Sandy Hook at 9:46 a. m. This lowers the New-York's best previous record, six days three hours and eighteen minutes. The City of Paris still holds the eastward record, five days twenty-two hours and fifty minutes. It may be that both steamers were held back slightly by head winds. Everybody in the Inman office wore a triumphant smile yesterday, and everybody interested in these races is anxious to see whether the great racers will try sunshiners on their homeward trip, a week from to-day.

There were carried over on the Teutonic 1,000 black bass fry, intended to stock the streams and lakes on the estate of the Duke of Newcastle. They were sent in by Fish Commissioner Blackford, and were caught in Lake Erie. Some years ago Mr. Blackford sent over some black bass fry to stock the streams around Dunrobin Castle, the seat of the Duke of Sutherland in Scotland. The experiment proved so successful that the Duke of Newcastle asked a relative, H. C. Pelham Clinton, who lives in this city, to induce Mr. Blackford to send him over a consignment also.

ALL ON ACCOUNT OF A PAIR OF BOOTS.

Halifax, N. S., Aug. 26.—United States Consul-General Wakefield G. Frye returned from Souris, P. E. I., last night, where he went upon instruction of Secretary Blaine to investigate the seizure of the Gloucester schooner Willie Irving. Mr. Frye found that she had been seized upon a frivolous pretext, viz., that one of the crew had sold a pair of boots to some person on shore. When the facts were made known to the Minister of Fisheries at Ottawa, he immediately ordered the vessel's release. The schooner is still at Souris.

THE RECENT MEETING OF CZAR AND EMPEROR.

Vienna, Aug. 26.—The "Tageblatt" says that the Czar has refused to give his consent to the proposal made by Emperor William that the forces of Russia, Austria and Germany stationed along the boundary lines between the three countries be withdrawn.

London, Aug. 26.—The Vienna correspondent of "The Times" learns that the former cordial relations between Germany and Russia have been restored as a result of Emperor William's visit to Russia.

DESTRUCTIVE WINDS IN ITALY.

MUCH DAMAGE IN PERUGIA AND ITS VICINITY —A COMMUNE DEVASTATED.

Rome, Aug. 26.—The city of Perugia and the surrounding country have been visited by a tornado. The wind blew with terrific force. Four churches in the city were blown down and many houses were wrecked. A large number of persons were injured. The commune of Citerna was devastated by the storm.

TOKAY DEVASTATED BY FIRE.

ONLY THIRTEEN HOUSES LEFT—WORK OF THE ELEMENTS IN ALGIERS.

Pesth, Aug. 26.—A fire broke out yesterday at Tokay, the centre of the noted Tokay wine trade, and all efforts to extinguish the flames were fruitless. The whole town, with the exception of thirteen houses, was destroyed.

Algiers, Aug. 26.—Fire has swept the Soukaras forest. Two villages were destroyed.

FOR RELIEVING CROWDED IRISH DISTRICTS.

London, Aug. 26.—"The Chronicle" advocates migration from the congested districts in Ireland to waste lands which only require to be reclaimed and cultivated in order to afford a subsistence for the surplus population. It exhorts the Government to take immediate action and not to wait until the people are enfeebled by hunger. All true patriots, whether Home-Rulers or not, it says, can join in this humane task.

Dublin, Aug. 26.—At a meeting of the National League here to-day Timothy M. Healy, referring to the potato blight, said that nothing stood between the people and starvation during the coming winter. The Government was represented as to be most anxious to provide employment through the building of new railways, but how could the Railway Act, recently passed, be held to prove the Government's intention to meet the coming famine? Besotted stupidity marked the whole conduct of the executive. It might not be legal for tenants to withhold their land rents during the period of distress, but the man who should pay his rent and leave his family to starve would be little better than an assassin. Was Ireland, he asked, to be placed again in the position of a mendicant before Europe and America? If it should be found necessary to appeal to America and Australia, no part of the assistance thus obtained ought go to any man who had paid rent during the last twelve months. Let the landlords support the rent payers. The farmers ought now to give an earnest of their intention to grapple with the impending distress by paying contributions to the central fund.

EZETA AND THE PEACE PROTOCOL.

City of Mexico, Aug. 26, via Galveston.—The Guatemalan Minister here says that, as General Ezeta refused to ratify the peace protocol signed by Dr. Galindo, Guatemala ordered her forces again to advance on Salvador, but that the diplomatic corps requested four days' more truce to try to induce General Ezeta to sign the protocol. The truce expires to-morrow. Several members of the diplomatic corps have gone to Salvador.

TO SPEAK AT THE CANADIAN CHAUTAUQUA.

Niagara, Ont., Aug. 26.—The Farmers' Day celebration at the Canadian Chautauqua on Thursday will be an occasion of great interest. Erastus Wiman's address on "Facts and Figures for Farmers" will set forth the consequences of the operation of the McKinley bill upon trade with Canada. Professor Goldwin Smith and J. W. Longley, Attorney-General of Nova Scotia, will also speak on unrestricted reciprocity.

GOING TO PIECES ON THE ROCKS.

Halifax, Aug. 26.—The ship Parker M. Whitmore, ashore at Lewis Head, Shelburne County, N. S., is pounding heavily on the rocks, and there is no doubt that she will go to pieces. She was worth about $80,000, and is insured in the Boston Marine and other American companies. She is about nine years old.

OPENING A NEW SIGNAL STATION.

London, Aug. 26.—The Duke of Abercorn to-day opened the new signal telegraph station on Tory Island, off the northwest coast of Ireland. Henceforth Atlantic vessels passing north of Ireland will be reported from this station instead of from Malin Head, as heretofore.

A BIG MEETING OF SOCIALISTS.

Berlin, Aug. 26.—The Socialists of this city held a midnight meeting last night, which was attended by 7,000 members of the party. The speakers vehemently decried Herr Wille. Herr Bebel made an address which occupied two hours, and was of a moderate tone. He was greeted with loud applause.

THE CORN FAIR AT VIENNA OPENED.

Vienna, Aug. 26.—The Corn Fair was opened yesterday and was well attended. In the estimates of the crops of the world America is credited with 414,000,000 bushels of wheat and 1,600,000,000 bushels of maize, against 401,000,000 bushels of wheat and 2,113,000,000 bushels of maize in 1889. For England an average yield is estimated.

A NEW AFRICAN RAILWAY OPENED.

Zanzibar, Aug. 26.—The Mombasa and Nyanza Railway was opened yesterday in the presence of the British and other foreign consuls, Admiral Fremantle, of the British Navy, and a large number of other Europeans.

THE CHOLERA IN THE EAST.

Cairo, Aug. 26.—The Government has established a second quarantine station at Rasmallag on the Gulf of Suez.

There were thirteen deaths from cholera at Jeddah yesterday. There were no deaths from the disease at Mecca.

ADVANCING THE PRICE OF FLOUR.

London, Aug. 26.—The Corn Millers' Association of Leeds to-day advanced the price of flour 1s. 6d. a sack. This makes an advance of 4s. 6d. within a month.

MEMORIAL TO BRITISH KILLED AT WATERLOO.

Brussels, Aug. 26.—The Duke of Cambridge to-day unveiled the memorial erected in the Evere Cemetery to the British soldiers who were slain at the battle of Waterloo.

MANY DEATHS DAILY FROM SMALLPOX.

Paris, Aug. 26.—At a meeting of the Hygiene Committee to-day Dr. Proust read a telegram from Pernambuco saying that there are 4,000 cases of smallpox in that province, and that there is an average of twenty deaths daily.

TREATY BETWEEN TURKEY AND GERMANY.

London, Aug. 26.—A treaty of commerce between Turkey and Germany has been signed at Constantinople.

A BALL IN HONOR OF PRINCE GEORGE.

Halifax, N. S., Aug. 26.—General Sir John Ross gave a brilliant ball at Bellevue to-night. The guests included Prince George, Admiral and Lady Watson, Lieutenant-Governor Daly and wife, and leading members of society. The ball was in honor of Prince George.

TO FIGHT THE MARYLAND OYSTER PIRATES.

Baltimore, Aug. 26.—The Oyster Exchange has determined to buy no oysters from violators of the laws, and appeals to packers, commission merchants, boat owners, the general measurers, and the civil authorities to enforce the Oyster law rigidly. The Exchange has also taken steps to discover and prosecute violators. The law provides that all oyster shells and all oysters less than two and a half inches long from hinge to mouth shall be culled and returned upon their natural beds, and that every fiftieth tub shall be dumped upon the deck of the vessel from which the oysters are sold, so that the percentage of shells and small oysters may be ascertained. This percentage is to be deducted from the oysters sold, and the remainder shall be regarded as the amount sold. The penalty for having more than 5 per cent of shells, or illegal oysters, and for not returning them to the natural beds, is a fine of $100 to $500, or a sentence to jail or the House of Correction in the last case, or a fine of from $100 to $300, or imprisonment in jail in the first case. The dredging season begins Monday, September 1, and ends April 25. The dredging season begins October 15 and ends April 1.

RUINED BY THE FORFEITS HE PAID.

Baltimore, Aug. 26 (Special).—Edward C. Hgold, president of the Baltimore Corn and Flour Exchange, made an assignment to-day. His liabilities are not heavy and it is thought he will be able to pull through his financial difficulties. He was one of the four receivers and shippers of grain at this port and until about a year ago had been doing a large business. The decline in the grain business here during the last six months caused him to lose heavily in forfeits and freights on charters that he could not fill. Anticipating a big shipping trade he had chartered a whole fleet of vessels and when they came here for cargoes he was unable to load them except at a greater loss than to pay the forfeits.

POWDERLY'S DESPERATE ACT

CALLING OUT THE REMAINING KNIGHTS ON THE CENTRAL.

ONE THOUSAND WORKINGMEN TO LOSE THEIR PLACES IN A HOPELESS ATTEMPT TO CRIPPLE THE VANDERBILT ROADS—STRIKERS DISCOURAGED AND ASKING FOR REINSTATEMENT.

Albany, Aug. 26 (Special).—At a meeting of the officers and Executive Board of District Assembly No. 246 last night, or rather early this morning, after the dispatch from Terre Haute had been received by Mr. Powderly from Mr. Sargent and Mr. Sheahan, of the Supreme Council of the Federation of Railway Employes, it was decided to take desperate steps to win or lose all in one last blow at the traffic on the New-York Central and Hudson River Railroad and on the West Shore Road. After a discussion, in which all was not perfectly harmonious, it was resolved that all members of the order of the Knights of Labor now at work and employed by the New-York Central and Hudson River Railroad and the West Shore Railroad, in the State of New-York, quit work along the line simultaneously to-morrow night.

This strike order was indorsed by T. V. Powderly, General Master Workman of the Knights of Labor, and the General Executive Board, and will call out over 1,000 men in the smaller cities and towns along the line of the railroads named. These new strikers, it was learned, are mostly employed as flagmen at crossings, track laborers, switchmen and some few trackmen and yardmen.

It is expected that the companies will not have much trouble in filling the places of these rash men.

Freights are moving freely, and to-night the passenger department of the Central officially announced that it was prepared to take care of all traffic that may be offered, including all excursion and special business. All local and through trains, the company states, are running regularly on time, and the service is as efficient as before the strike. The headquarters of the Knights has been calmly attended, to-day by mournful men. No bulletin was issued, but a letter from Grand Executive Officer A. W. Wright was printed and posted. It notifies to the strikers that the General Executive Board will be in position to extend financial aid "to the men who are on a strike on the Vanderbilt system" within two weeks. Non-union men who left the employ of the company to vindicate the right of labor to organize are to share equally with the Knights. Mr. Wright gives instructions for distributing the funds, and in conclusion says:

Remember, the money will be in a very great measure made up of the hard earnings of men who are in the struggle with grim daily want, and it behoves us and you to see that every penny of it is rightfully expended.

Mr. Powderly was non-committal when spoken to last night in reference to the extension of the strike on the Central and West Shore railroads, but John W. Hayes, general secretary of the Knights of Labor, said this action of District Assembly, No. 246, was expected. The Executive Board of the Knights of Labor is now scattered from Buffalo to Washington.

REALIZING THAT THEY ARE BEATEN.

THEIR LEADERS TRYING TO KEEP UP THE FLAGING COURAGE OF THE STRIKERS.

Albany, Aug. 26 (Special).—Among the striking Knights of Labor in this city the only topic of conversation was the decision arrived at by the Supreme Council of the Federation of Railway Employes at its meeting in Terre Haute yesterday. In spite of brave attempts to hide their disappointment at the refusal of the Federation to order a strike, it was noticed that the officers of District Assembly No. 246 looked worried and downcast. The General Executive Board of the Knights of Labor gave out the following statement in regard to the effect the decision of the Supreme Council would have on the strike and the policy of the Knights of Labor:

The situation looks more favorable than we had any reason to expect. We know, as was stated in this morning's papers, that the Supreme Council could not help us by ordering a general strike, as none of the members of the Federation had any grievances that could draw them into our fight contrary to the law of the Federation on this point. Knowing this, and observing the action of the Council yesterday, we can say that the aid offered surpassed our expectations. We did not think the Council would arraign the railroad company in such a sweeping denunciation of the methods they are now employing in an endeavor to destroy our organization. It shows that the Council realized the gravity of the situation, and so realizing it, they have extended to us the full assistance at their command. The resolutions adopted show an honest opinion among the members of the Council, such as they had expressed before leaving New-York, that the company's attitude was a direct attack upon organized labor. They have not only extended to us moral support, but financial assistance, the latter being more than we expected, and they have, in fact, determined to support the fight as their own. We shall now go right on and win the struggle on our former line of campaign.

T. V. Powderly, General Master Workman, and John W. Hayes, General Secretary, left here for New-York early this morning by the Albany Day Line; John J. Holland, of the General Executive Board, started for Washington, D. C., where he will lobby in favor of an anti-Pinkerton detective bill and other labor legislation. A. W. Wright goes to Schenectady and John Devlin departs for Buffalo. These men will work hard to keep up the flagging courage of the strikers by organizing a series of mass meetings.

The lease giving the Central Railroad the use of six miles of highway in the city limits here, and which Mr. Powderly said had been stolen from the city records, is now in the possession of the City Chamberlain.

Mr. Bissell, superintendent of the Central freight yards here, said to-day that things are in better shape in the West Albany yards than they were before the strike. About 400 loaded cars are in these yards awaiting transportation. Mr. Bissell also said that although he could not exactly estimate the amount of freight in the Karner's yard he did not believe there were 200 loaded cars there.

The superintendent of the Delaware and Hudson road said this morning: "The situation is much improved on our road. At Green Island everything is all right and the men who returned are handling Central transfer freight. In the upper yard in this city two of the strikers returned to work to-day, but none has returned in the lower yard. At least one-third of them will never be taken back. We are moving both local and through freight in considerable quantities, but of course we are put to some inconvenience and delay by not having a full force of men at work."

STRIKERS DISCOURAGED IN BUFFALO.

SOME OF THE SWITCHMEN APPLYING FOR REINSTATEMENT ON THE CENTRAL.

Buffalo, Aug. 26 (Special).—The decision of the Supreme Council of the Federation of Railway Employes was awaited by the railroad employes in Buffalo with the greatest interest, especially by the switchmen here who are on strike. The failure of the Council to order a strike of the Federation members is not so disappointing to the striking switchmen in Buffalo as is the Council's neglect to consider the alleged grievance of the Buffalo Switchmen's Union. The switchmen are "sore," and it is not unlikely that they will leave the Knights to look out for themselves, and that they will seek reinstatement in their old places on the New-York Central. They are doing considerable ugly talking. This bitter feeling was increased when the strikers were shown a statement made by Secretary Debs, of the Supreme Council, to the effect that as the Buffalo switchmen had struck entirely on their own responsibility, in violation of the laws of the Federation, the legality of their grievance could not be considered by the Council. This morning, it is stated, three of the switchmen applied for reinstatement on the Central. It is doubtful, however, if any of the switchmen will be taken back. General Manager Toncey says that the places of the strikers have been filled and that they cannot go back. This morning, for the first time since they went out, the strikers congregated at the Central yards in East Buffalo. They seemed discouraged. The Central is moving considerable freight.

Major McGowan, of Albany, is here with Master Workman Dwyer. The latter said he was surprised at the action of the Federation Council. He declares that the Knights have much the better of the fight with the Central, and that the company eventually will be beaten. On Friday evening the strikers will hold a big meeting, at which Messrs. Devlin and Wright will speak.

TROUBLE BREWING IN CHICAGO

STRIKES OF SWITCHMEN LEAD TO AN UGLY SITUATION.

FORTY-FIVE MEN GO OUT AND BLOCK FREIGHT TRAFFIC ON THE ALTON—THE SWITCHING ASSOCIATION DISSOLVES AND A GENERAL TIE-UP EXPECTED BECAUSE OF THE STOCK YARDS STRIKE.

Chicago, Aug. 26.—The switchmen on the Chicago and Alton road struck this morning. A detachment of police was sent to the yards of the company. The strike began last night and continued to-day. The passenger trains are moving all right, but the freight trains are tied up. There has been violence, also. When the police were called to the neighborhood of the yards their presence was required to quell a disturbance among some stevedores.

The cause of the strike, as explained by the trainmaster, is that the company wished to place one of its old employes in charge of the yard at Bridgeport, whereas the men wanted a man of their selection. The company refused to grant this, and a strike is the result. There is no dissatisfaction among the men regarding salaries or treatment. About forty-five men are out altogether.

General Manager Chappell of the road said: "We simply take the defensive, and shall never reemploy a single striker. The whole trouble arises from the promotion and subsequent discharge of one of our switchmen to foreman of the Bridgeport yard. The reason for his discharge was incapability. One Thomas Welch, who had for many years held the place, was called back from the Chicago and Western Indiana road at an increase in salary. You see, Mr. Welch left our road to better himself and took with him our warmest wishes. He was to resume September 1, and so he shall. Our men demand promotion from their ranks. Although we are perfectly willing to do this, we at the same time cannot and certainly shall not put incompetent persons where they do not belong."

The strikers are not all union or Brotherhood men, and it is said the Switchmen's Union has already informed the strikers that they have no just grievance. The strike is unauthorized by the union, and it is not believed that it will prove serious. Mr. Chappell said that none of these strikers would be re-employed.

The road is endeavoring to do business under police protection, but its freight traffic is pretty effectually tied up.

The switchmen, in giving their side of the story, say that they object to Welch only because he is tyrannical.

The strike of the switchmen of the Stock Yards Switching Association, after the grievances of the engineers and firemen had been adjusted, yesterday afternoon, put a new phase on the situation, and this morning it was decided to dissolve the association and allow each road to do its own switching. Superintendent Boyce, of the Rock Island, and Superintendent Heasler, of the Burlington, together with several other members of the old directory of the Switching Association, went to the stock yards to assume personal direction of the fight. The striking switchmen were told that their services were no longer required, and new men were procured to do the switching. During the early hours of the morning little was done in the way of clearing cars. Superintendent Marsh went down to the yards this morning, at the head of 300 men, to take charge of the police arrangements there and to see that no violence was committed.

In the yards little purchasing was done. The buyers and sellers assembled under the run-ways and discussed the strike. They made no purchases, though the receipts were decidedly large considering the circumstances. The police drove all of the strikers out of the yards and formed a cordon about the place to keep them out. The first road to make a move was the Wabash. It had three engines in the yards and when the engineers refused to take them out officers of the road mounted the cabs in the capacity of engineers and firemen, while others took up the duties of switchmen and the engines were taken away to the round-house amid the jeers of the idle multitudes outside of the police cordon.

Then came the news to the striking switchmen assembled in conference, that the Switching Association had been dissolved. The meeting broke up hurriedly, the strikers realizing that they were striking at empty space. The engineers realized the change in the situation also, and when ordered proceeded to take their engines to the various round-houses.

To-morrow, however, will doubtless see a strong effort made to resume business in the yards. The question is whether the engineers will obey the orders of their superiors or whether they will see fit to transfer the tie-up from the Switching Association to the individual roads composing it. The difficulty has cost those directly interested not far from a half-million dollars. The packers who shipped their meat to meet certain steamers and markets have been unable to do so, and contracts made have been forfeited. There are fully 150 cars of dressed meat in the yard, and each car contains 20,000 pounds, and the loss at the market price means considerable. Swift & Co.'s cars, that have been standing near their house since Friday, were opened this morning, and their contents were found to be spoiled. None of the big packers, with the exception of Swift and Armour, did any killing to-day, and they did little.

"Every Chicago railroad and all their connections and every railroad in the United States will be tied up unless there is a withdrawal of the demands of the striking switchmen of the Stock Yards Switching Association."

These were the words of General Manager Chappell, of the Chicago and Alton Railway, to-day in speaking of the strike at the Stock Yards. "The railways will not grant the demands of the switchmen and will not yield to their threats," continued Mr. Chappell. "No amount of injury to property or months of idleness and not even the absolute loss of every cent of revenue by every Chicago road will swerve the railways from this course."

"This matter was discussed at a meeting of general managers last night, after word had been received that the Stock Yards switchmen had struck. The general managers of nearly all the roads were present, and they were fortified by the presence of many presidents and vice-presidents. All were authorized at a previous consultation to enter into an agreement to fight to the end, no matter what the result may be. And every man spoke and entered into such an agreement, which is that all Chicago railways will stand together as one individual to oppose the unjust demands made upon the Stock Yards Switching Association, or upon any of the interested railways.

"It is the first time the railways ever united. They will stand firm as a rock, however, if it ties up every road in the country indefinitely and bankrupts all of those waging the war. It has come to a question of the roads being bankrupted by irresponsible employes, and the roads decided to fight right here. I expect every Chicago road will be tied up. How much further the war will extend no one can foretell. But the fullest scope of stagnation has been canvassed thoroughly and our course is laid out.

"Our course, as agreed upon, has been made necessary by the demands and lawless conduct of the men. They quit work without a moment's notice, leaving thousands of dollars' worth of freight to perish on the tracks. They do not meet us first in arbitration, but inflict injury that is beyond calculation in dollars and cents. There seems to be no power in the courts to check these men. To get that power is the reason of the 'combine' entered into by the railways. As to this last unwarranted demand, I will say that it means the advance of pay of every switchman in the country. The present wages of the switchmen is $75 per month for night foremen of crews, $70 for night helpers, $70 for day foremen, and $65 for day helpers. These figures are on a basis of ten hours per day for twenty-six days. Overtime and Sundays are paid for at an advance of over the scale. The men all earn from $85 to $95 per month. This scale of wages was given the men in settlement of the strike of 1881. It is the standard scale, and extends all over the country. This small cloud threatened to develop into the biggest cyclone the railway interests have ever known."

Frank Sweeney, Grand Master of the Switchmen's Association; J. Dawney, Vice-Grand Master; John Hall, Grand Organizer, and J. J. Hannahan, Vice-Grand Master of the Brotherhood of Locomotive Firemen, returned to Chicago this morning from Terre Haute. In an interview with John Hall relative to the Stock Yards situation, he said:

"The Stock Yards strike of the switchmen is by far of more importance to Chicago and vicinity than the New-York Central strike could ever be. There are a number of complications that may develop at any time and which will make the matter extremely serious."

To the question: "Will the members of the Switchmen's Association refuse to work in the Stock Yards?" he said: "It is very probable they will, as it is one of the unwritten laws of the

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DR. JUSTIN'S GUN EXPLODES.

THE INVENTOR'S SECOND EXPERIMENT ENDS DISASTROUSLY.

HE FIRES ONE SHOT SUCCESSFULLY, HOWEVER—SCORES OF LIVES IN DANGER WHEN THE GREAT GUN BURST INTO FRAGMENTS.

[BY TELEGRAPH TO THE TRIBUNE.]

Rome, N. Y., Aug. 26.—The private trial of Dr. Justin's dynamite shell at Perryville, Madison County, this afternoon, resulted in a terrible explosion when the last shot was fired. The big gun, weighing 19,500 pounds, blew into a thousand pieces. Two cartridges containing dynamite were fired. The first one was a great success, and the second a complete failure. There were many miraculous escapes. The gun that exploded to-day was purchased by Dr. Justin about a month ago from the South Boston Iron Works, Boston. The gun is a nine-inch Blakely rifle, similar in style to the one that exploded at the last experiment on May 27.

The trial this afternoon was intended to be a private affair, but over 300 people were present. A special train left Canastota at 1 o'clock and arrived at Perryville about 1:30. It was about 2 o'clock when everybody had reached a safe distance from the gun on the hillsides, and Dr. Justin gave the warning. At 2:15 the gun was loaded with twenty pounds of powder, that was fired for the purpose of clearing out the gun. Immediately after the firing of the gunpowder a dummy shell filled with sawdust and earth, weighing 275 pounds, was fired from the gun by thirty pounds of powder. This was done to test the gun, as it had not been used since the Civil War. The gun was found to be in perfect order, and a shell weighing 275 pounds and containing 14 1-2 pounds of dynamite was carried to the bore. In short notice the shell was put into the gun, and everything was ready about 3 o'clock for the firing of the dynamite shell.

The gun was charged with thirty pounds of powder for this shot, as it was for the discharge of the dummy. Dr. Justin lit the fuse and ran to the bomb-proof, where he secreted himself. Most of the spectators were on the hills, about a mile away, but many were within 200 or 300 feet of the gun behind trees. The fuse burned two minutes, and then a loud report was heard. A crackling and crashing quickly followed. It was the explosion of the shell on the rock. It was an interesting sight, and even before the sounds of the crash had died out the crowd began to cheer Dr. Justin. For over a half an hour he was busy receiving congratulations.

In the meantime Dr. Justin's assistants had prepared the second shell with 14 1-2 pounds of dynamite. This shell also weighed 275 pounds and was fired by thirty pounds of powder. To the surprise of all the gun exploded, flying in all directions, and endangering many lives. Nearly a hundred narrow escapes were reported. Three or four large parts of the gun were thrown away up into the village of Perryville, over a mile and a half from the gun. The explosion caused much surprise. The first shell was the most perfect one of the two, and it is thought that if the shells had been made wholly of forged steel there would have been no explosion. Forged steel was used only in the breech of the shell. Among those present were Lieutenant L. P. Davidson, of Oswego; and O. G. Stables, proprietor of the Willard House, Washington, D. C.

WHICH BOAT WAS TO BLAME?

THE FIRST OFFICER OF THE GUYANDOTTE MAKES STATEMENTS DIFFERENT FROM THOSE OF THE CAPTAIN OF THE METEOR.

The steamship Guyandotte, of the Old Dominion Steamship Company, which stove a big hole in the bow of the steam-yacht Meteor during the Ericsson ceremonies on Saturday, arrived at her dock off Beach-st. last night. It being so late, Captain Walker's official report of the collision was not turned over to the company, and will not be until this morning. Captain Walker left the ship immediately upon her arrival.

Robert Luce, the first officer, was seen last night by a Trib