KNIGHTS ARE SURRENDERING

THE HARLEM ROAD LEADS WITH A WHOLE LOCAL ASSEMBLY.

It Gives In in a Body and Gets Out of the Knights—Knights Resign at Hudson—A Little More Strike at Albany which will Probably End this Morning—The General Executive Board Sits, but is Silent.

The first open surrender on the part of the New York Central strikers took place late yesterday afternoon, when the members of Local Assembly 1,705, Knights of Labor, covering the Harlem Railroad, voted almost unanimously to disband, and the members put themselves at the disposal of the railroad officers with a prayer for reinstatement. This action, with the facts that the Executive Board in session at Detroit thus far ignores the strike, and that the freight blockade at Albany has been raised, comprises the news in the New York Central situation. There is a bit of personal intelligence however, that should not be omitted. Vice-President Webb was called home suddenly about 8 o'clock last evening, and when he came back two hours later he seemed even more pleased about something than when it first became apparent that the strike was a failure. He explained that it was a boy, and that it weighed 9¼ pounds.

It was a blue day for the Knights. After whistling to keep their courage up in the face of fast accumulating evidence of defeat, they began the old trick of putting false reports of the spread of the strike into circulation. It was stated very positively that the members of the Brotherhood of Firemen had been ordered out by the executive officers of the organization, but this story has no ascertainable foundation. The Brotherhood does not strike that way. Its rules require a preliminary presentation of grievances. Reports of the spread of the strike to other roads had no more facts to back them than that 150 men in the Delaware and Hudson yards at Albany had left work because Central cars and freight were being handled. The yards will be manned again to-day.

THE SURRENDER ON THE HARLEM ROAD.

About 4 o'clock in the afternoon General Superintendent Voorhees received a despatch from Superintendent Worcester of the Harlem division saying that some of the strikers who were Knights of Labor were very anxious to be taken back. They were ready to resign from the Knights, or even to surrender the charter of the local assembly of which they were members, in order to secure reëmployment. They said they would do this after giving twelve hours' notice to Master Workman Lee. The officers of the road refused to make negotiations with them on any such basis. Local Assembly 1,705 comprised all the Knights employed upon the Harlem division, and the headquarters were at Dover Plains. The Knights were stronger upon this division than at any other point on the road, passenger train men being nearly all included in the membership. The road is 127 miles long.

About 6 o'clock in the evening all the members of the assembly notified Superintendent Worcester at Dover Plains that they had surrendered their charter without notice and that they were ready for such disposition as the company might see fit to make of them. They also submitted to Mr. Worcester this despatch which their Master Workman had sent to Lee:

DOVER PLAINS, AUG. 13.

R. F. Lee, Grand Union Hotel, New York.

I am instructed to inform you that L. A. 1,705 has disbanded. F. S. FENN.

Superintendent Worcester telegraphed to General Superintendent Voorhees for instructions. The reply was to take back six passenger train crews, including the oldest men, and to instruct the others to report at the General Superintendent's office this morning, where their applications will be passed upon individually.

THE FIREMAN CHESTNUT.

The report that the Brotherhood firemen on the strike order had been orderd out originated at Albany. The man quoted as authority for the statement denied making it, and Mr. Lynch of the Executive Board of the local Brotherhood lodge, who came down from Albany last evening, said that not only was the report untrue, but the Brotherhood would on no account take any such action. The same thing was true of the engineers, so said Nat Sawyer of their Brotherhood.

MR. WEBB TAKES A LOOK AT ALBANY.

Vice-President Webb with Superintendent Buchanan, who is an expert in lifting big railroad blockades, went to Albany on an observation engine early yesterday morning to direct the clearing of the great yards of freight. Mr. Webb returned early in the evening and reported satisfactory progress in solving the problem at Albany and Troy, and also that the situation at other points was excellent. Before he left Albany freight trains had been sent from there in both directions. The great yards have not yet been cleared, but two or three days more work, in his opinion, would put the road in complete operation from end to end. He stopped at Poughkeepsie and at other points, and talked with the men. He found them all capable and experienced, and they were attending to their duties efficiently. The only unfortunate event of the day was the killing of a freight conductor named Wendell, who was knocked from his train by a bridge near Melrose. He was formerly in the employ of the road, and it was supposed he was well acquainted with the line. He was so little at Poughkeepsie that it was decided to withdraw the Pinkerton men stationed there and send them to Albany and Troy.

Mr. Webb yesterday received a cablegram from Mr. Depew dated Milan. He said a reporter for a New York paper had sought an interview with him, and that he had said nothing except this: "I sustain the action of the management. Any other course on their part would bring the management into contempt and I beommang into disaster."

The passenger service upon the Central is now in such regular operation that the detailed movement of trains is not worth chronicling.

WHO WILL SURRENDER NEXT?

The Knights held another meeting for mutual encouragement yesterday at Wendel's Assembly Rooms. There were nearly 800 men present, but the enthusiasm was limited. The rank and file of the assemblies, as Lee calls them, do not exactly understand what the Executive Board of 246 is waiting for. They know that unless the engineers or firemen come out they have no hope of winning, and as these have said, very loud, that they are not coming out, the men wonder what the Executive Board is going to do. Most of them are completely mystified regarding the "reserve power" which Lee speaks of.

It was said yesterday that the strike in this city was conducted by C. Malloy instead of Lee, who is reported to be acting as a dummy. Both of the men deny it, but the story was circulated on pretty good authority.

DENNIS MCCARTHY SEES THE END APPROACHING.

While a group of reporters was waiting in the Sherman House in Forty-second street last night for Master Workman Lee, who has been stopping there, to return, Dennis McCarthy, the baggage master who was one of the first Knights to be discharged by the Central, came up and entered into conversation with them. Mr. McCarthy said:

"The press has been bought up by Mr. Webb. If it hadn't been for his money we would have won the fight. Well, we can't. It was an honorable struggle, and we behaved like gentlemen. It was a gentlemen's strike. I suppose now the men will all flock back and the company will employ all but five or six, including me, Lee, Malloy, and McCarthy, the engineer. It was the press that defeated us, and I'll never buy another newspaper as long as I live."

Mr. Lee had not shown up at the hotel at midnight, and it was supposed that he had gone to Albany, or somewhere.

LITTLE STRIKE ON THE D. AND H.

Albany Yards Tied Up to Delay Central Freight, Which Moves all the Same.

ALBANY, Aug. 13.—A local flurry was occasioned here at noon to-day by the calling out of the D. and H. freight handlers, yardmen, and switchmen by the Executive Board of D. A. 246. It was purely a K. of L. affair, and as none of the passenger trainmen was involved, that part of the D. and H. service remained unimpaired. Up to 6 P. M. only the Albany yards had been affected, though the officers of D. A. 246 declare that the strike will speedily be extended to Green Island and Troy, and, if necessary, to Montreal and Binghampton. The reason for the D. and H. affair is given by Treasurer Price of D. A. 246, as follows:

"Mr. Hammond promised us that the D. and H. would not interfere. He said that the Central had got itself into a box and might get out as best it could. Because of that promise we refrained from tying them up two days ago, as we easily might have done. During those two days they have been running freight for the Central people down from Troy and from Albany over their road to Voorheesville on the West Shore road. More than that, they have been loading live stock driven from West Albany to their yards at the foot of Green street and sending cattle cars out from there to Voorheesville. Yesterday and last night they were notified to quit, but they kept their men at work handling Central freight until midnight. I think they were notified this morning again. They are now tied up, and we have nearly all their men out—that is, all the men who come in contact with the Central freight or are liable to."

Late this afternoon Superintendent Hammond asked for a conference with the Knights, and it is expected that a settlement will be reached to-morrow. Beyond the shipment of "hurry through" freight from the Central yards over the D. and H. lines the new strike will have little effect on the Central Hudson, for that road has begun running freight trains from the East and West Albany yards and has started the work of clearing up the upper railroad bridge. Several freight trains passed through the Union depot yard over the passenger tracks to-day. One train came in from De Witt and was sent on south, while two were sent west from East Albany through the West Albany yard without being in any way retarded or molested.

The calling out of the D. and H. men was evidently done to encourage the faint hearted among the strikers and to give a local demonstration of the power of D. A. 246. Said one discouraged striker:

"I do not see how we can win unless the locomotive engineers join us, and there seems to be little to hope for in that line."

The leaders still put on a bold front and assert that the firemen will be out with them in a day or so and that the engineers may stay if they like.

The Pinkerton men were massed at the upper bridge to-day when, at 2:37 P. M., the first freight train was pulled out. One train of twenty-six cars had fifteen Pinkerton men and six trainmen aboard. The man who manipulated the switch which swung it upon the main track formerly received $118 a month as a Chicago, Burlington and Quincy fireman, and lost his place because of the failure of the Knights of Labor to support the Brotherhood. A short conflict took place at 6 P. M. between the friends of the strikers who had gathered on the Watervliet avenue bridge, which crosses the New York Central tracks at West Albany, and a small force of Pinkerton men. The cause of the trouble is said to have been the insulting of some of the women in the crowd by a Pinkerton officer. The crowd stoned the officers, and they charged with their clubs. The police quelled the disturbance. A few heads were hit.

Superintendent Hammond said to-night: "Only our two yards here in Albany were affected by the strike to-day. I should think that from 100 to 150 men went out. The company will not wait long for them to come back. A committee from the Knights just waited upon me, and I convinced them, I think, that the D. and H. had not been carrying N. Y. C. freight. We did not work the men till midnight on it, and have not handled their freight between here and Voorhoesville. The committee have gone to report to their general body. I expect all will be sent back in the morning. If not, I shall consider that they have left our service and shall hire others. The Delaware and Hudson Railroad never conceded a strike yet, and never will. The men had no grievance and acted in a nonsensical manner."

The committee of D. and H. men again met Superintendent Hammond and endeavored to effect a compromise. They admitted that the situation had been satisfactory to them; that as D. and H. men they did not want to strike, but did not know how the general K. of L. Board, now in control of the matter, would regard it if they came back. They were told that there was no room for compromise. There was no grievance to be adjusted, and if the men who went out desired to remain in the company's service they must report to-morrow at 8 o'clock. If they did not desire to go to work they would be paid off and other men would be engaged. The impression that prevails, even among the strikers, is that the D. and H. men will go back in the morning.

Early to-morrow morning the engines at West Albany will be fired up and the freight trains lying there will be moved east and west, according to their various destinations.

THAT YARN ABOUT THE FIREMEN.

The statement sent out from here that John W. Reed of East Albany, a prominent member of the local division of the Brotherhood of Locomotive Firemen, had received a communication from Chief Sargent which gave the official order for the firemen on the Central Hudson road to quit work was proven to-night to be wholly without foundation. Your correspondent had a personal interview with Mr. Reed at East Albany. Mr. Reed said:

"The published article stating that I am an authority for a despatch from Grand Master Sargent ordering out all firemen on the Central Hudson from New York to Albany is false. I have had no communication from Mr. Sargent or any other officer of the Brotherhood since the strike began. If such an order should be issued it would go to higher officials than I, especially since I am employed on the Central Hudson. Further than that, I have not seen a reporter before to-day, and the misinformation printed did not come from me."

A prominent Brotherhood man said to-night to your correspondent: "I do not desire to have this published as coming from me, but you may state that the Brotherhood of Firemen have not gone out as such, nor will they. They have perfect liberty to go out as individuals, and up to date nineteen have gone out at Schenectady, and about ten did so at Oswego and at East Albany. Most of these are Knights, too, but a few are Brotherhood men only. Some of the engineers are to-day working with scab firemen and some with other engineers, but there is in no sense a general strike among them."

The firemen here had a meeting to-night, but give the Knights nothing more than their sympathy. They decided not to go out, but await the action of the executive of their local lodge at Utica to-morrow morning.

SURRENDERING AT HUDSON.

HUDSON, Aug. 13.—Many of the men who went out on Sunday have tendered their resignations to the K. of L. and reported for work this morning. The signal tower is now filled with old hands and the tracks through the city are fully protected. The wrecking train went out this morning for the first time since Friday. To-morrow the agents here will receive freight for shipment to points between Hudson and New York. Freight trains will be started from here taking up all west freight south, but nothing will be shipped from here north.

MOVING FREIGHT AT SYRACUSE.

SYRACUSE, Aug. 13.—The firemen are working as usual, and Assistant Superintendent Cook of the Western division does not expect any new trouble, but is confident, on the contrary, that by to-morrow evening all trains on the New York Central and Hudson River Railroad, freight as well as passengers, will be running just as before the strike of the Knights of Labor.

At East Syracuse the Pinkerton men have been reënforced by twenty-five special deputy sheriffs from this city, one of the two divisions that were brought into Syracuse Sunday evening having been sent to West Albany this morning. The firemen have been in open sympathy with the Knights of Labor all along, and though they are still at work, many of them admit that they expect to be ordered out. Of the twenty-eight trains stalled in the yard on or before Sunday night, six or seven have got away.

NO WORD FROM THE GENERAL BOARD.

Mr. Powderly Taken In by the Knights' Yarn About the Firemen.

DETROIT, Aug. 13.—General Master Workman Powderly, Secretary J. W. Hayes of Philadelphia, John Devlin, and J. J. Holland, members of the Executive Board of the Knights of Labor, met in their quarterly session here to-day. They all insisted that their meeting had nothing to do with the strike and was for the purpose of transacting routine business. They eluded reporters as much as possible, and kept themselves locked in their room.

Master Workman Powderly, who has been very reticent on the strike ever since his arrival, finally consented to talk to-night and dictated the following:

"We have had no application from Assembly 246 to consider the strike, although such application may come at any time during our meeting. The General Board will not take control until such application is made.

"Much has been said about Mr. Holland being instrumental in starting the strike, but that is not true. He had nothing to do with it, and I am sure that had both sides placed the matter in Mr. Holland's hands there would have been no conflict. The responsibility for the strike rests mainly with Mr. Webb."

Mr. Powderly has heard the misinformation circulated by his order to-night that the Brotherhood of Locomotive Firemen had declared a strike on the Central, and made some extended remarks on that, the gist of which was that he had expected it all along. He said he had every confidence that the men would win in the conflict.

"Will all the roads that accept the Central's freight be tied up?" he was asked.

"I cannot say as the men working on the different roads will settle that for themselves. I do not think, however, that they will care to cripple their own organization by handling the Central's freight. It is not the intention of the strikers to interfere with passenger trains."

Mr. Powderly believes a good deal that he hears. He declared that the Central had not moved a freight train since last Friday.

Powderly is sending and receiving many telegrams. The Board at 11 P. M. is still in conference.

ALBANY, Aug. 13.—Up to midnight the officials here of D. A. 246 had heard nothing from the Executive Board.

HOLLAND BLOWS HOT; BLOWS COLD; BLOWS ALWAYS.

Considering the attitude of the General Executive Board, it is interesting to recall a talk that Mr. Holland had with several reporters in the Grand Union Hotel three hours before the strike was ordered last Friday afternoon. Mr. Holland was fresh from his interview with Mr. Webb. Mr. Webb, he said, had "waved him out" and scarcely looked at him. Mr. Holland was angry. One of the reporters asked him what course would be necessary in order that a strike might receive the support of the General Board and of all the Knights in the country. These were Holland's words, which he repeated several times over:

"If any district assembly wishes general support it must submit the whole matter to the General Executive Board and abide by the decision of that body as to what course shall be taken. Then if a strike is to be declared it is done by the particular assembly on the recommendation of the General Board. In the present instance E. J. Lee, the Master Workman of D. A. 246, hurried down to Philadelphia the day after he was discharged (a week before the strike) and by authority of the district explained the whole grievance to the General Board, leaving it in our hands. This gives the New York Central men general support. The General Board appointed me to take full charge, and I practically constitute that body so far as the present difficulty is concerned. It remains now to consult with the District Executive Board, and that I shall do at 5 P. M. After nearing them, if I say 'Go ahead!' they will do so with the support of the entire order."

"But, let me say, there will be no strike," was the last thing he said. The meeting was held, and then Mr. Holland was out of sight until an hour after the strike was declared on. The reporters then accosted him as he was entering the Grand Union Hotel with his wife, asking him what he knew about the tie-up.

"Strike?" he asked, as if much surprised. "This is the first I've heard of it. There must be some mistake about it." And ever since he has said that he was not responsible for ordering the strike.

CAUSE FOR DISCHARGING LEE.

He Proposed to Get Some of the "Water" Out of Central Himself.

There is a bit of inside history connected with E. J. Lee's relations with the Central road in the joint capacities of an employee and the Master Workman of D. A. 246 which will be interesting both to the public and to the men who struck on his order. The officers of the road have said regarding Lee's discharge that he was dismissed "for good and sufficient reasons," but those reasons have never been stated. One or two of those reasons leaked out yesterday when Lee's audacious accusation that the officers of the road were circulating a "forged letter" became known. It was reported that a peculiar interview between General Manager Toucey and Lee took place in the former's office about two weeks before Lee was discharged.

A SUN reporter asked Mr. Toucey yesterday what took place at that interview. Mr. Toucey, whose word is not likely to be disputed by New York Central Railroad men, gave this version of it:

"Mr. Lee called at my office about two weeks before he was dismissed from our employ, and, after some conversation, said to me in substance:

"'Mr. Toucey, there has been a good deal of water put into the stock of the Vanderbilt roads, and the Vanderbilts are getting too much money out of them. Now, I propose to get some of it before I get through.'

"I said to him, 'Is that a threat, Mr. Lee?'

"He made no reply to my question, and I reported his words to Mr. Webb. In a day or two we heard that he was threatening to stop every wheel between New York and Chicago. Then we learned that he was sending circulars to various employees on the Lake Shore and other connecting roads. He announced himself as a General Organizer of the Knights of Labor, and wrote that he would be present to organize local assemblies at various points at various dates. I don't know how he could possibly keep these appointments and attend to his duties as an employee of the New York Central at the same time. A few days later he was dismissed from the service of this company."

ADVICE TO THE KNIGHTS.

Mr. Dumar Warns Them to Cease Usurping the Functions of Trades Unions.

President Charles J. Dumar of Typographical Union No. 6 addressed the National Debating Club in Cooper Union last night on "Why I am a Trades Unionist." He said that there was a vast distinction between the Knights of Labor and the trades unions.

"I am in favor of any organization," he said, "which has for its principle the regulation of wages and the hours of labor, but just as soon as the Knights of Labor began to interfere with and usurp the functions of the trades unions they began to decay, and they will never succeed as long as they follow in the steps of the unions. I have been a member of the Knights of Labor myself, and I violate no obligation in saying that one great obstacle to their success is the secrecy with which they are hedged about and the continual coming and going with which their meetings are disturbed, so that peaceable discussion is impossible. Let them disband their local assemblies and have nothing but national assemblies, and then they will increase, and thousands of workers in all trades will join with them."

BROTHERHOODS GO SLOW.

The Firemen's Brotherhood Can't Order a Strike with Knightly Hurry.

TERRE HAUTE, Aug. 13.—Grand Master Sargent of the Brotherhood of Locomotive Firemen left at noon for Cleveland to meet with a grievance committee, but whether or not in connection with the Central strike is not known. At the national headquarters here the positive statement was made that he had not ordered the firemen to strike. When seen by an Associated Press representative yesterday, Mr. Sargent said it was out of the question for the Brotherhood to engage in a strike, as the case stood. He explained that under the laws of the Brotherhood and the Federation of Railway Employees, a local grievance committee of employees must first try to settle the dispute with the employers. If this failed he would be called upon to join the committee in the effort. If no settlement was effected then he might decide in favor of a strike, and his decision would be submitted to a vote of all the members of the Brotherhood on the system of railways where the grievance existed. If a majority voted to strike he, as President of the Supreme Council of the Federation, would call a meeting of the Council, which is composed of the three grand officers of the Brotherhood of Firemen, Brotherhood of Conductors, Brotherhood of Firemen, and the Switchmen's Mutual Aid Association. A committee of this Council must endeavor to agree with the railway company before a strike is ordered. None of these steps had been taken. The Cleveland meeting may be the first step, but it is not known here to be so.

CLEVELAND, Aug. 13.—It is expected that Mr. Sargent will arrive on the 1 A. M. train. Chief P. M. Arthur of the Brotherhood of Locomotive Engineers says he knows that Mr. Sargent is not here yet.

Searching the Deep for a Smelling Bottle.

NEW LONDON, Aug. 16.—Capt. Thomas Scott, the great diver, screwed on his iron head with its bulbous glass eyes the other day, and went down on the floor of capacious New London harbor in search of the smelling bottle of Mrs. William A. Slater of Norwich, valued chiefly for the associations about it, although its actual value was just $500. Mr. Slater, who is a millionaire fourteen times, sails about a great deal with his wife, both being young, on his yacht Sagamore, which is one of the largest yachts in the country; and the other day, when two lusty seamen were pulling Mrs. Slater across New London harbor, she leaned over the side of the boat, and the next instant the smelling bottle was in the bottom of the finest harbor on the Atlantic coast, barring out Portland. Mrs. Slater almost wept over its loss, and hence big Capt. Scott, looking like Neptune, wanders over the bottom of the "much resounding sea"; but he won't find it, for the tides daily rush in and out in measureless volume, and, no doubt, have swept the vinaigrette away, to be the curious ornament of a mermaid, or perhaps the Noank sea serpent has gulped it down.

Thirty-nine Trout In Its Maw.

PORTVILLE, Pa., Aug. 16.—James Shuman of this place shot a blue heron on Page Creek yesterday which had thirty-nine brook trout in its stomach, none of them in the least advanced toward digestion, showing that the big bird had taken them all at the meal it was still engaged in securing when it was shot. As a large number of these immense birds have been fishing along Page Creek for a couple of weeks past incalculable numbers of trout must have been destroyed by them if thirty-nine trout none less than a yearling, are not sufficient for one meal for a single heron. No one remembers having ever seen a heron along the brook before, and a party is to be organized to hunt the army of greedy marauders off the stream. The heron Shuman killed stood four feet high, and measured seven feet from tip to tip of its wings.

Big Pickerel.

NORWICH, Aug. 16.—At Hartford the other day the Burnham brothers, while seeking other fish, hooked a pickerel—at least they call it a pickerel, though some think it is a pike—that weighed just eight pounds and four ounces. If it is a pickerel it is probably the biggest one ever taken in the State. In a great pond at isolated Quadic village, in the extreme northeastern part of Connecticut, C. M. Lettons and party took a pickerel a day or two ago that weighed exactly five pounds.

When heated baths with Pond's Extract diluted with water. Refreshing and invigorating.—Adv.

NAPOLEONS CROSS SWORDS.

LIVELY TILT BETWEEN GEN. BUTLER AND MAJOR M'KINLEY.

They Met at the G. A. R. Campfire and Disagreed Regarding the Debt the Country Owes Soldiers who Fought for Union.

BOSTON, Aug. 13.—At the Grand Army camp fire this evening the feature of the after-dinner speaking was a lively tilt between Gen. Butler and Congressman McKinley over the pension question. Gen. Butler was the first to start the ball. He began by saying that the soldiers would never, in his opinion, receive what was justly due them for their services. Continuing, he said:

"Boston and Massachusetts, try as well as they can—and perhaps they paid their share of the debt—can never pay what the country owes us. I hear that we are banded together. Well, we are. We are the old organization of 1861, that came together to save the country, and we have never disbanded from that organization yet—[a voice, "Nor never will"], and we never have made a new one. And we have directed our efforts in favor of our disabled and dependent brothers, their wives, and their children. We have put our hands in our pockets and disbursed liberally, very liberally, to men to keep them from want and from the poorhouse—just as liberally as we put our hands in our pockets during the war to pay war taxes. Now, then, that was well for our hearts, well for those upon whom we lavished our gifts, and well for our example to all the world of what the American soldier can and will do. But now we are organized for another purpose, for the purpose of demanding justice of this country. I am tired of hearing about the bounty of the country to us. I will excuse the country for their giving the soldier a single dollar of bounty in the shape of pensions or otherwise, if they will only pay us what they owe us. They took it out of our pockets by a depreciated currency to put in the pockets of the bankers and capitalists. I have nothing to say against the banker and capitalist. They made as good a bargain as they could. That they had a right to do, and they took care to enforce that bargain. We, many of us, the private soldiers particularly, made a very bad bargain pecuniarily. None of us ever thought about the pay except the little attance that we could send home to the wives and children and sweethearts we left behind, and we never went into the contract much for the pay, though some of the latter of us got bounties. But the old bald heads I see before me enlisted before there were any bounties, enlisted because they wanted to serve their country. Now, that has been a bad bargain. They complain and say we are robbing the Treasury. Not so. Not so. All we ask of this country is to pay our contract for our pay just the same, and in the same manner and with the same interest that they paid the banker, the broker, and the capitalist, at home and abroad. That will give us enough so that we won't ask any bounty for any soldier or soldier's widow. We will take care of them ourselves. I have calculated this. You have done so. I know what the amount is. It is so great that it is but a drop in the bucket when we talk about pensions. All this belongs to us. This is ours by any and every fair interpretation of the law of justice and fairness in holding this country. If we act together, in our right hand. We can make the politicians dance like peas on a hot shovel. We have the power, but the trouble is we stick to old notions, old party names, old ideas. We bother about tariffs—a good thing to bother about when you bother on the right side. We talk about force bills—a very good thing to have down where they are needed. We talk about building the manner of things for everybody in order to get rid of the surplus. Pay your debt! Pay your soldiers and don't go back upon them! Pay what you honestly agreed to." [Tremendous applause.]

Mr. McKinley was the next speaker, and he at once took up the gauntlet which Gen. Butler had shied into the arena. He said:

"I dislike very much to disagree with the distinguished gentleman who has just preceded me—Gen. Butler—but I am forced to dissent from his statement when he said that the Grand Army of the Republic, many of whom sit before me here to-night, had been engaged in a bad bargain. It is not true. No more honorable obligation was ever made, no more worthy contract was ever entered into by human kind than that contract you made in 1861 to save your flag and preserve this Union to mankind. [A voice—"That's the talk," and great applause.] And there is not a veteran here, there is not a veteran throughout the length and breadth of this nation who would give up his relation to that great contract for the wealth of Boston or the money of the world. [Cries of "That's so."] If there is such a one in this vast audience let him speak out to-night and speak out now. [A voice—"There's not one."] It was a good bargain for it saved to mankind, now and hereafter, the freest Government upon the face of God's earth."

Gen. Butler—And the most unjust.

Congressman McKinley—Gen. Butler cannot outdo me in desiring for the old soldiers of this republic the most generous offerings from the nation's treasury. I have stood in my place, as Gen. Butler stood in his place, voting for the most liberal pensions to the soldiers of the Union army, and I shall continue to do it as long as I am honored with a seat in the House of Representatives.

Congressman McKinley had not taken his seat when Gen. Butler began preparing to his feet and stepped to the edge of the platform. The audience saw that the old soldier was excited, and looked for some fun. This is what he said:

"I come here, comrades, to speak a word for another class of soldiers. I have heard great praise from the gentleman who last addressed you for the regular generals of the army. He has forgotten that there was a volunteer general anywhere. He has got his mind so wrongly with Napoleon Bonaparte that he forgot Garfield. [A voice, "And he forgot Butler, too."] Oh, that I am forgotten is of no consequence. [A voice, "Hurrah for Butler!" Another voice, "And John A. Logan."] Oh, yes, John A. Logan—I forgot him. And who is such a fool as to forget Logan? Who is asking to forget those to remember the others? The volunteer soldiers who are before me? No regular army men, not enough to cover up a custard pot. How comes it that all the big victories won by the volunteers are forgotten? No, not forgotten. [A voice—"Gen. Butler they ought not," and other interruptions]. Now don't interrupt me. You seem to be a friend of mine, and you can't do me a greater service than to be quiet. I know Gen. Sherman didn't free the slaves, because he didn't have anything to do with it. He fought the battles of his country and Abraham Lincoln freed the slave before Sherman got to the sea or started for the sea. And I detract no laurel from Sherman's brow. I would not do it for my life. Again, in 1862, I myself put arms into the hands of the colored men, and they fought your battles; and in 1864 I put arms into the hands of 25,000 more. That made Appomattox possible. But I claim nothing for myself. I don't claim anything. I only claim one thing for myself as a General, and that is, that I had no large butchers' bills of soldiers left dead on the field under my command to account for. [A voice—"New Orleans."] Oh, no; nobody was hurt there but the other side, and therefore I am a small General. What have I said? Have I asked you to forget your contract? You made no contract to save the Union. You made a contract to do your duty. The contract I was referring to was a contract for the pay, and it was a skilful dodge on the part of the gentlemen who answered me to put it in that way. He says he has been generous. I know he has. He has been liberal in his votes. I know he has. That is all that I complain of. I don't know any generosity. I don't want any liberality for the soldiers. But I want simple justice—that we shall be paid what is owed to us. I don't want to depend upon any man's good nature. That is all I ask. I have not accused Congress of anything but not attempting to do justice, and I asked you simply to remember your rights, and they will come by and by. My political traits are always honored years after I die with them."

The next speaker was Major William Warner of Kansas City, Past Commander of the G. A. R., who spoke of the pension question, using some pretty sharp epithets in attacking the "political dyspeptics" who oppose the increase of pensions; and closed with the sentiment that no man who fought for his country, and was now disabled by age, disease, or wounds, should be treated as an object of charity.

Gen. Daniel E. Sickles was the last speaker, and was received with a tremendous burst of applause. In the course of his speech he said that no man who has opposed a pension bill, just and fair in its provisions, has been elected to any office after he did it, which statement was loudly cheered.

The campfire closed with a song by the glee club.

1,200 Books Stolen from the Mails.

PHILADELPHIA, Aug. 13.—John O'Donnell, a clerk in the box department of the Post Office, was arrested to-day on the charge of stealing from the mails over 1,200 books. For the past two years numerous complaints have been made by the publishing houses of the city of books having been lost in the mails. Investigation proved fruitless until to-day, when O'Donnell was arrested as the culprit. It is believed that he had accomplices.

Attempt to Wreck a Train.

SING SING, Aug. 13.—An attempt was made, it said, on Tuesday evening at this place to wreck an express train from New York. 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, cut through the chain, and no harm was done. There is no clue to the perpetrators of the deed.

Vacation

Benefits Are More Than Equalled By the Life And Energy Given by

Hood's Sarsaparilla

THE KING OF AUSTRALIAN SPORTSMEN.

Alfred Joseph of Melbourne on a Trip Around the World.

No man in Australia is better or more favorably known than Alfred Joseph of Melbourne. He is not only one of the principal racing men in that country, but he is prominently identified with other sports and is a leading representative man as well. He is at the head of the firm of Joseph & Co., Melbourne and Sandhurst Discount Company, is President of the Bendigo Cricket Club, President of the Sandhurst Bowling Club, and is attached to several other prominent sporting organizations. As a representative man he has been a City Councillor of Melbourne for eighteen years. He has been President of the Bendigo Hospital, which is next to the largest institution of the kind in Australia, for thirteen years, and has always headed the poll in the election for Board of Managers.

Mr. Joseph arrived from England in the City of New York on Tuesday, and intends to stay in the city for four or five days, when he will visit some of the other principal cities in this country, going as far as San Francisco. His main reason in visiting the latter city is to consider a very favorable proposition made to him to become a resident and establish a race track near that city upon the Australian principles. After spending some time in 'Frisco he will leave on the steamer Alameda, on Sept. 20, which is expected to reach his home in time for the race for the Melbourne Cup, in which he is directly interested financially. Mr. Joseph is stopping at the Hoffman House, and in an interview with a SUN reporter last night said:

"I am simply travelling around the world for pleasure. I started from home on the first of last January and went directly to Naples. After visiting Italy, I went to Germany, France, and Ireland, and I must say of Ireland that I think it is the grandest country in the world. This is my first visit to America and I think it is a charming country. It reminds me so much of Australia. And of the people whom I have met here, I cannot speak too highly of them. I was also treated handsomely in England. When I arrived at London I found that I had been made an honorary member of the Albert gate Club, one of the most prominent clubs in the world. Also the Tattersall's, Victoria, Albert, and the Pelican Clubs."

Mr. Joseph is not only a horse owner, but one of the heaviest betters in Australia. He says he has been identified with the turf for twenty years or more, and, while he has had a number of horses racing in that time, he has not been very successful.

"Have you wagered anything on the race?" asked the reporter.

"I have been away from home some six months, you know, but before I left I bet £10,000 against a certain horse."

AN ARIZONA DOUBLE WEDDING

In the Open Air, and All the Guests on Horseback.

PHŒNIX, A. T., Aug. 13.—Charley Meadows, Jack Brown, and George Nelton, three representative cowboys of the Tonto cattle range, arrived yesterday from Payson. They give details of a unique double wedding that occurred in Payson last Friday between Thomas Beach and Maggie Meadows and Charles Cole and Julia Hale.

At about noon on Friday 250 guests assembled on the main street of Payson. All were mounted, and, when everything was ready, the two couples rode up on spirited broncos to the centre of the gathering. The brides were dressed in riding habits, and the grooms in regular cowboy regalia—big hats, leather leggings, and spurs.

Justice of the Peace Birch was awaiting them, and with the briefest of legal ceremonies tied the knot as fast as the law allowed. After congratulations had been extended to the happy couples, presents were announced. The present from Charley Meadows, brother of one of the brides, was as many head of Indian cattle as the married pairs could find and brand between then and sundown. The chase was late once begun, the young women, who are expert riders, carrying branding irons and assisting in tying down the cattle. Each married pair secured eighteen head.

Two Schooners Wrecked.

CHATHAM, Mass., Aug. 13.—An unknown four-masted schooner bound south, ice laden, ran ashore on Pollock Rip this morning, sprang aleak, filled, and sank. The decks are under water. A fishing steamer went alongside, probably took the crew off, and proceeded north, either for Provincetown or Boston. The wind is from the northwest and increasing. The schooner is in a bad position.

VINEYARD HAVEN, Aug. 13.—The schooner Elizabeth S. Lee of Somers Point, N. J., Capt. Townsend, Philadelphia for Beverly, with a cargo of coal, ran ashore on West Chop last evening during a fresh northwest wind and filled.

An Express Train Smashed.

LEXINGTON, Ky., Aug. 13.—A collision took place on the Louisville and Nashville Railroad at 6½ o'clock this evening near Spring Station, about eighteen miles from Lexington.

It is reported here that a number were killed and injured. Express Messenger L. L. Hukill of Paris was killed. A relief train, with surgeons and assistants, has left for the scene of the wreck, and it is expected back at 11 o'clock. The collision was between the pay train and the express, due at 7 o'clock this evening.

Coming to Dr. Gibler for a Skunk's Bite.

PRESCOTT, Ariz., Aug. 13.—Moses Moore arrived here last night from Jersey City, suffering with a bite received on the right foot from a skunk. The animal imbedded its teeth so firmly in the foot that it pulled itself loose only with difficulty and took off a big piece of the foot with it. As the two cases of skunk bites have recently proven fatal in the neighborhood, one of them developing a well-defined case of hydrophobia, Mr. Moore has left here for the Pasteur Institute, New York, for treatment.

Interfering with Steam Drills.

TARRYTOWN, Aug. 13.—Watchman Patrick Commisky, on duty in the cut near this place, discovered three men on Tuesday night tampering with the steam drills and machinery belonging to the New York Central Railroad, which are used in blasting rocks for the purpose of laying a third track on the Central road. Commisky ordered them away. They refused to go, and threatened violence if he approached them. Commisky drew his revolver and his night stick, and attacked the men, clubbing one of them on the head. Then one of them attacked him, and he fired his revolver at him. The bullet struck him, he thinks, in the arm. All then ran away, Commisky giving chase. He captured one, Patrick Medlicoty, who was taken before Justice White this morning and sentenced to six months imprisonment in the Albany penitentiary for disorderly conduct. The other two men escaped.

The New Chilian Ministry.

WASHINGTON, Aug. 13.—The Chilian Minister, Señor Lazcano, has received a cablegram announcing the following as the personnel of the new Chilian Cabinet: Interior, Mr. Belisario Prats; Foreign Affairs, Mr. Jose Facurral; Justice and Public Instruction, Mr. Gregorio Donoso; Treasury, Mr. Manuel Salustio Fernandez; Army and Navy, Mr. Federico Arragoris; Public Works, Mr. Macario Vial.

Minister Lazcano says that the disagreement between the President and Congress is at an end, and the personnel of the Ministry argues well for Chili's continued progress.

Brooklyn Bicycle Club Elect Officers.

The regular monthly meeting of the Brooklyn Bicycle Club was held at that club's quarters, 62 Hanson place, Tuesday evening. President J. B. Potter occupied the chair. After considerable minor business was transacted the election of a trumpet, bugler, and lieutenant resulted in the selection of W. S. M. Mead for first lieutenant, Harry P. Matthews for bugler, and Charles Nell trumpet. These men will fill vacancies caused by resignations. Four new members—E. McIvor Law, Jr., L. F. Prankard, Jr., R. G. Peters, and Paul Schmidt were elected. In the absence of Captain Fuller the road division is now in the charge of Lieut. Mead.

Judge Brodhead Gives a Dinner.

LONG BRANCH, Aug. 13.—Judge A. G. Brodhead of Mauch Chunk gave a dinner at the West End Cottages to night, the occasion being his 75th birthday. The speakers were A. K. McClure, Gov. Pattison of Pennsylvania, William L. Scott of Erie, Allen Craig, Judge Gordon of Philadelphia, Robert Klotz, and W. F. Kernan. Among the other guests were James J. Shallcross, Charles O'Shea, H. S. Goodwin, George John, John Taylor, Charles Brodhead, Horace Hamlin, and D. M. Hildreth.

Where Yesterday's Fires Were.

P. M.—8:15, fourth floor of 1,726 Avenue A, occupied by Jacob Whiker, damage $25; 9:40, first floor of 49 Norfolk street, L. Bregartiner's apartments, damage $50.

FARMERS DEEP IN POLITICS.

THOSE IN OHIO SET OUT TO INFLUENCE EXISTING PARTIES.

If Existing Parties Won't Be Influenced They May Organize a Party of Their Own—Kansas Farmers Name Candidates.

COLUMBUS, Aug. 13.—The Farmers' Convention opened here to-day at the Board of Trade Auditorium. Admission was denied to everybody save farmers and reporters. At 10 o'clock at least 1,