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The Sun.

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VOL. LIX.—NO. 351. NEW YORK, TUESDAY, AUGUST 16, 1892.—COPYRIGHT, 1892, BY THE SUN PRINTING AND PUBLISHING ASSOCIATION. PRICE TWO CENTS.

APPLYING THE TORCH.

Strikers Burn Hundreds of Cars Near Buffalo.

ATTEMPTS TO WRECK TRAINS.

Switch Lights Stolen and Switches Thrown Open.

Cars Set On Fire Outside the City Line and Beyond the Reach of the Fire Department—The Sheriff Decides to Call Out the Militia and Two Regiments Are at Their Armories Awaiting Orders—Twenty More Cars Set On Fire Last Night—Passenger Trains Searched for Non-Union Men—Two Hundred Policemen and 75 Deputy Sheriffs Guarding the Railroad Property—Grand Master Sweeney Deplores the Destruction of Property, and Says It Was Not Done by the Strikers—All Quiet at the East Buffalo Yards at Midnight, but Troops Were Under Arms.

BUFFALO, Aug. 15.—At midnight everything is quiet, and not a striker has been seen about the East Buffalo yards since early in the evening. Two hundred policemen under Capt. Patrick Kilroy are keeping a vigilant watch, and the Sixty-fifth Regiment, under command of Brig.-Gen. Doyle, is quartered at the Arsenal on Broadway, ready to move at a moment's notice. Its services will probably not be required.

A party of strikers set fire to twenty empty cars on the Erie tracks at Cheektowaga, a mile beyond the city line, at 11:30 to-night. In all about 250 cars have been burned. The strikers held a meeting in Gamiel's Hall to-night behind closed doors. No information was given out. Grand Master Sweeney was present, and it is reported that he censured the men for their recklessness in destroying property.

Sheriff Beck met with poor success in answer to his call for deputies at $3 a day. They deserted as fast as they reached East Buffalo, and the Sheriff decided to call out the militia. At midnight to-night the Sixty-fifth and Seventieth Regiments were at their armories awaiting orders. The Sheriff and Chief of Police Morgenstern visited the scene of the strike late to-night and gave instructions to their men.

There is no possible doubt now that the strike is a serious one, and that the strikers will stop at nothing to compass their ends. The policy of the strikers seems to be to stall trains by sidetracking them, delay them by pulling pins, and wreck them, if possible, by letting them run into open switches. The strikers are said to be ready to adopt any methods of attack calculated to delay or stop trains and block the traffic of the road. Last night the strikers went even further in their lawlessness when an attempt was made to wreck an Erie passenger train. The Hornellsville accommodation train, No. 17, reached the William street station at 8:40 o'clock, where it was to back up to take the west-bound track to make the remainder of the run to the city. Before the train could be brought to a stop, and while running at the rate of three or four miles an hour, the switch opposite the operating station was thrown back and the train sent sidewise over the tracks. Little damage was done, however, and no one was hurt.

The excitement over the wrecking of the train had not yet died down when the strikers had a new sensation ready. At midnight the heavens were suddenly lighted by the flames of a fire started among a number of Lehigh Valley empty freight cars standing just across from the Erie tracks, and almost half a mile from the city limits. A large crowd of strikers gathered around the fire and watched the progress of the flames with evident satisfaction. At 2 o'clock an Erie freight car, loaded with lumber, was fired, but little damage was done. At the same time all the switch lights on the Erie tracks between Smith street and the Western New York and Pennsylvania target were stolen, so that it was impossible to tell how the switches were placed. At this time, also, it was discovered that an Erie freight train of forty-two cars, loaded with valuable merchandise, which was sidetracked a mile east of the William street crossing, was ablaze. Over 50 cars filled with merchandise were destroyed, entailing a loss of not less than $150,000.

The situation at the Erie yards to-night is worse if anything than yesterday and the day before. All the assistant yardmasters have gone out, and only Mr. Barrett, the general yardmaster, remains on duty. "There is not a wheel moving in any of the yards," said one man. But this can hardly be taken literally, as many passenger trains are moving. What was meant by the expression is that no freight trains were being moved, and that all the switch engines were tied up. That seems to be the fact, for there are at least twenty-five switch engines in the yards that cannot be fired. Every now now and then one of them is moved back and forth along the track to show that the switchmen do not hold complete sway. At least 800 men, switchmen, assistant yardmasters, and others are out. These are confined entirely to the three roads on which the strike originated, but it is more than likely that men on the other roads will join in the strike.

A quarter of a million dollars worth of property is spoiling in the thousand or more cars which cannot be moved. The cutting of the wires and poles last night has seriously affected the train despatcher's business, and he now has linemen at work repairing the work done by the strikers. All the wires which ran into the Erie depot, of which there were at least a dozen, are down, and it will be several hours before communication can be established again between the disconnected points.

There are fifty freight cars now ablaze between Lancaster and Cheektowaga, and nothing can be done to save them or stop the progress of the flames in any way. Being outside of the city limits the Fire Department cannot go there, and the fires rage unfought. It was thought that the engines might remain inside the city and run out long lines of hose for the railroad men to handle, but that was found to be impracticable after water had been turned on a few cars that were near the line. Over 4,000 feet of hose were run out in one case.

There are probably 1,500 cars between Buffalo and Lancaster, and unless something is done to stay the progress of the flames they will be destroyed. So far the absence of high wind has prevented the rapid spread of fires which have been started. Should a heavy wind storm spring up a fire would spread in all directions in the closely packed yards. While the Fire Department was endeavoring to extinguish the fire on the Lehigh and Erie roads early this morning about 400 feet of hose was cut by the strikers.

Two hundred uniformed policemen and seventy-five deputy sheriffs are guarding the railroad property to-night. The Police Department was augmented to-day by 150 special policemen being sworn in for duty. They are doing street duty, while the regular uniformed officers are stationed at the scene of the strike. The strike is growing more serious, in the estimation of the authorities, as time progresses. Sheriff Beck has drafted a letter to Gen. Peter C. Doyle requesting him to have the Seventy-fourth Regiment ready for duty on an emergency call, and the letter lies in its envelope ready to be sent later in the day. The emergency call may be necessary at any moment.

All day the strikers have been pouring down beer and whiskey in the saloons around the Lehigh yards, and serious times are expected before to-morrow. The strikers watch every stranger with curiosity. Each passenger train that comes in is boarded, and every man who has the appearance of a railroad laborer is obliged to give an account of himself. The strikers who are about the yards to-night seem jubilant, and are sure that they will win. One of them said:

"I do not anticipate that the strike is going to last much longer. It could not be. The officials of the road could not stand it. We now have everything in our hands, and we mean to keep them right there until the close of this fight. Some men are under the impression that we are going to give in, but they are terribly mistaken in their ideas. They must remember that when we struck we fully realized the step we took and the effect it would have on the people at large and the railroad officials. If we should give in now it would brand us as cowards, which we are not, in any sense of the word. We are striking for what is right and we will win, for the right always wins. I think it a shame the way property has been destroyed at East Buffalo. All that work has been done unauthorized by the union and by the greater number of men in it. We did not go out with the intention of burning up anything we could lay our hands on, and I know that much of the damage done was not the work of switchmen at all, but simply the work of outsiders who have no right to interfere in this matter. I can prove by a dozen men who were at the scene last night, that our men were not in it to any great extent. There might have been one or two drunken switchmen among the despoilers of property, but there were not many, and when the facts come to be known, we, the switchmen, will be exonerated, and the blame put where it rightly belongs, on the loafers and scuffs who delight in pillage and burn and destroy property, and then have the blame laid on other people."

The thirty-three non-union men who came from Philadelphia to-day to do switch duty are stopping at the United States Hotel. They were taken there on their arrival in the city and kept as close as possible. The man who had them in charge has done his best to keep union men and strikers away from them, but in this he has utterly failed. A party of about twenty striking switchmen called at the hotel this afternoon and succeeded in having a long confab with the men. The strikers have promised all the men quarters and will keep them while in the city, providing they will not go to work.

At 8:30 this morning the regular early train over the Buffalo and Southwestern arrived at the Erie yards and could not cross the tracks of that road owing to the target which Superintendent Brunn had set against them. The whole train load of passengers disembarked, and most of them rode in on the street cars. Others waited till the target was changed about half an hour later. The Buffalo and Southwestern was not the only train that was delayed, for soon another one came up on the main track and did not dare to enter the city for some time.

The yards were then swarming with people who had left the train to look over the scene of the trouble. Many went out to the fire between William street and Cheektowaga, and for half an hour after the train stopped there men, women, and children walked around among the cars to see for themselves the exact condition of things. Special No. 201 on the Erie was delayed three hours, and reached the station at 9 o'clock.

The inquisitorial and moral suasion committee of the strikers has located its headquarters within a few steps of the city line on William street, where they use the porch of John Hanafin's saloon as a meeting place. Here the venturesome non-union man is put under the influence of organized labor logic. At this place, at about noon to-day, fully 100 strikers were congregated. When a car was run up from the passenger depot with about twenty non-union men on board, and an attempt was made to land in the yard between Bailey avenue and William street, the strikers went after the men, and, inside of a half an hour, those who returned said that all the new men had left work.

While all this was going on, however, a gang of men were busy making up a train in the lower yard, and at a few minutes past 12 it was ready for the road. At 12:10 the whistle sounded and it started east, passing the William street crossing at a lively gait. The train was composed of eleven cars and a caboose. Some profanity was indulged in when it passed Hanafin's place, and the men on top of the cars were hooted and called "scabs." The strikers say that this is the first freight train the Erie has succeeded in running out east since Saturday. It was loaded with perishable freight.

Frank Sweeney, Grand Master of the Switchmen's Union, was seen to-night, and in reply to questions he said:

"I believe in fighting fair. I do not believe in injuring property, nor in assaulting men, nor in any lawless act. We can do the roads harm enough by withdrawing our men. The stalling of freight cars does a great deal more injury than the burning of a few cars. These lawless acts are not countenanced by me nor by the local leaders of the strikers.

"At the meeting of the strikers at Gammel's Hall on Saturday I advised the men to be peaceable and to win the fight on its merits. They promised to do so. This morning they assure me that they have taken no hand in the lawless acts, but that others whom they could not control are responsible for what has been done."

Mr. Sweeney said that the Erie and Lehigh switchmen had not been treated in such a way as to keep them in good humor. Their advances had been spurned by those in high authority.

"The matter could have been easily settled," Mr. Sweeney said, "if the officials had consented to reason with the men, but instead they tried to bulldoze. I don't believe in bulldozing an either side. The officials should not resort to it, and neither should the men. I strongly disapprove of the strikers injuring the property of the companies, or attacking the men who take their places, though I claim the right for the strikers to reason with non-union men, and by peaceable means to try and persuade them to keep away."

"Will you remain here for some time?" was asked.

"Yes, I will stay for a while, but I cannot tell how long. I am here in an advisory capacity, and will watch the situation closely. I hope there will be no more lawless acts. They block our efforts and do injustice to the cause of the strikers."

A train to-night let off fifteen non-union switchmen at the William street crossing. A committee from the strikers waited on the men and informed them that they could not go to work. It looked as though there was going to be trouble for a few minutes when the non-union men seemed inclined to disregard the advice of the union men. They said they knew nothing of any strike and were not told when they were engaged in New York that they were to take the places of strikers. The non-union men did not go to work.

A switchman who gave his name as J. H. Hill was arrested to-night on complaint of Superintendent Brunn of the Erie. He is accused of rioting. More arrests will probably follow.

Several engines were at work in the yards of the Lehigh Valley this evening, but they did little work, except to make up a few trains and keep the yards clear. On the Buffalo Creek nothing was done. There was no chance to do it, as no men could be had. No trouble occurred there. This afternoon Roadmaster Heuster of the Erie got everything in readiness to push the freight that was blocking the east-bound track out of the way, when it was discovered that the switchmen, who were loitering everywhere, had set the brakes. Mr. Heuster ordered yard employes to open them, but he respected the angry gestures of those surrounding the train and refused. "Then I'll do it myself," said Mr. Heuster, and mounting the cars he loosened the brakes only to have them set again by a dozen different men who clambered on the cars. Not satisfied with this, they requested the roadmaster to desist or be thrown down, and he decided to comply with their wishes. The train, therefore, remained set, coupling pins missing and keys gone out of the bulkheads.

Despatches from Hornellsville say that the switchmen at that point will go out at midnight to-night. Word comes from Susquehanna, a division station on the Erie road, that there is a rumor which receives general credence that a general strike all along the Erie line will be ordered at 12 o'clock to-night unless the trouble is adjusted before that hour in Buffalo. No freight trains are running out of Susquehanna to-night.

CHICAGO, Aug. 15.—It was reported this evening that Grand Secretary Simscott of the Switchmen's Mutual Aid Association had received a despatch from Grand Master Sweeney directing him to leave Chicago at once and call out all men in the order employed on the Erie system. This order would have extended the strike from Chicago to Jersey City, involving over 1,000 men. Inquiry showed that no order calling out the men had been given here, and so far as can be learned no general order of that kind is expected.

NO CONCESSIONS TO THE STRIKERS.

President McLeod Offers $5,000 for the Arrest and Conviction of Rioters.

PHILADELPHIA, Aug. 15.—President McLeod of the Philadelphia and Reading Railroad has taken summary action to protect the road from damage and passengers from injury, in view of the strike of the Lehigh Valley switchmen at Buffalo. He directed to-day that printed notices be placed at all conspicuous points, offering a reward of $5,000 to any person or persons furnishing evidence which will lead to the arrest and conviction of any person or persons who shall be guilty of violence to the company's employees or destruction to its property. President McLeod says no concessions will be made to the strikers. The company views the trouble in a serious aspect, but expects to win.

In speaking of the loss of property at Buffalo, President McLeod said: "The loss will not be much. If considerable property is destroyed the loss will not fall upon the company, because we called upon the authorities to protect our property. If they do not protect it, then they are responsible for the damage, and not the company. It is their duty to protect our property when we need protection and request it. As to the strike spreading to other points of the Reading system I have no fear.

"New men will not be put in to take the place of striking switchmen at Buffalo," said President McLeod, "until ample protection is afforded. We shall rely first upon the authorities in Buffalo, but if they are unable to cope with the difficulty and say that the railroad should defend its property and its workmen, then the railroad will do so in short order.

"The switchmen in Buffalo ask to be paid the same wages that are paid for similar work in Chicago. Everything in the West is on a higher plane than in the East. The cost of living is higher and wages are proportionately higher. If we advance the pay of switchmen at Buffalo, we must increase the pay of switchmen on the entire system, including the Reading, Lehigh Valley and Jersey Central roads. This we are not prepared to do.

"The Western lines terminating at Buffalo pay Western wages, so as to make wages on their respective systems uniform. The Eastern roads also terminating at Buffalo pay uniform rates, which are less than those prevailing on the Western lines, so that there are two rates of wages prevailing at Buffalo. We can get plenty of men if they are protected from harm by the authorities."

READING, Aug. 15.—Fully 250 men have been employed in this city, Harrisburg, Pottsville, Cressona, and other points along the main line of the Reading road during the past thirty-six hours. They are being sent to Philadelphia and Allentown, from which points they will be distributed over the Lehigh Valley division in the event of the extension of the strike. Most of the men are old employees, and thoroughly acquainted with the Reading system of railroading. A car load of trakemen and conductors passed through Reading to-night.

It is stated that, if necessary, fully 500 railroaders can be secured in the Schuylkill Valley. It was learned here to-day that the Reading company had decided to force the issue. The employees on the Lehigh Valley division will be called upon individually, and if it is found that they are likely to desert the company, and that there will be no compromising, they will be dismissed at once. A number of the company's policemen have been ordered to the Lehigh Valley division for special duty.

TROUBLE AT SAYRE, PA.

Strikers Refuse to Allow Cars to be Moved—3,000 Cars Tied Up.

ELMIRA, Aug. 15.—Lehigh switchmen caused a good deal of trouble at Sayre, Pa., to-day, by refusing to allow trains to be moved, and it is estimated that 3,000 cars are tied up in the yards. Sheriff Powell of Bradford county, accompanied by Sheriff Foley and a posse of seventy men, arrived in Sayre at 11 o'clock and said that an effort would be made to run trains. At 1:40 an effort was made to start an engine and caboose up the new road. It was immediately surrounded by strikers. The Sheriff distributed his men on each side of the track, and demanded that the men allow the engine to pass. The Sheriff attempted to turn a switch right in front of the Sayre depot, and finally succeeded, despite violent objections by the men. The strikers soon succeeded in turning it back, and the engine remained motionless on the track. Superintendent Stevenson appeared on the scene, but his presence on the engine had no effect. Later the locomotive trainmen held a meeting and resolved that the trainmen would not do switchmen's work. At present the strikers are in complete possession. A determined effort will be made to move trains to-morrow, and serious trouble is feared.

NO STRIKE IN JERSEY CITY.

Some of the Switchmen There Said Yesterday that They Had No Grievances.

Judging from the professions of the men as well as the officials, at the Jersey City yards yesterday afternoon, a strike would have been about the last thing to be expected. At the Lehigh Valley yards business did not appear to be moving very briskly, and the switchmen appeared to be discussing the situation, but none of them would admit that they had any grievances.

The following notice, written hurriedly in pencil, was received at the freight yards in Jersey City:

E. B., Jersey City:

Do not receive perishable freight for points on the N. Y., L. E. and W. B. R. via Waverly.

T. J. RIGGS.

General Eastern Freight Agent, 235 Broadway.

The chief clerk at the freight office said to a SUN reporter that though there was a little delay they were not much inconvenienced. There was usually a good deal of fruit arriving in the yards which came from Piers 2 and 3, and from Pier 13 New York. Generally from ten to twenty-five car loads of bananas alone were taken every evening. The company would not receive them, because they would be liable for damages if there were any delay.

"This restriction," he said, "does not apply to the stock. We can take as much of it as we like. So far the trouble at Buffalo has not given us much delay. We expect a train of forty cars to-day, and if there was any trouble we would have been notified by this time."

All the men who were seen were eager to protest that there was no likelihood of any strike at this end. One man said:

"The rioting at Buffalo would prevent a strike here. Besides, we have no grievance."

In the Erie yards the men were working away as usual, and declared that there was no trouble. They were perfectly satisfied, they said.

Master Workman Sweeney of Lodge 115 of the Switchmen's Mutual Aid Association of North America said he was not aware of any trouble which would cause a strike here. The action at Buffalo he considered local one. Sympathetic strikes he considered against the policy of the Switchmen's Aid Association. He hoped the Buffalo strike would be amicably settled.

Mr. Vallant, General Freight Agent of the Erie Road, whose offices are at the Coal and Iron Exchange in Cortlandt street, had also sent out notices to the Jersey City yards to sent out no perishable goods via Waverly.

"We are not greatly hampered," he said in the afternoon. "We can send perishable freight as easily by any other route as by Waverly. There is no trouble in the yards, but I believe the switchmen are organized and can communicate with each other. I see no reason for a strike, but if a sympathetic strike was ordered I would not know of it until it took place."

No Request Made to the Governor for Troops.

ALBANY, Aug. 15.—Adjt.-Gen. Porter is here at the Delevan House. He says that he has not been called on to furnish troops from the National Guard outside of the regiments and separate companies in Erie county and the adjoining counties, which the Sheriff of Erie county has the power to call out whenever he deems it necessary. As he had not been asked for aid he would say nothing of what he would do. The Sheriff of Erie county had already at his disposal about 1,400 men in the Sixty-fifth and Seventy-fourth Regiments of Buffalo, with about 500 men each; and the Separate Companies of Niagara Falls, Tonawanda, Jamestown, and Olean, numbering from eighty to 100 men each. Col. E. L. Judson, the Governor's Military Secretary, said to-night that no request for assistance had been sent here, and he had no official knowledge of the calling out of the militia in and about Buffalo.

GLADSTONE AT OSBORNE.

THE GRAND OLD MAN IN CONFERENCE WITH QUEEN VICTORIA.

Enthusiastic Thousands Line the Way and Wish the Liberal Leader Godspeed—The Latest Cabinet Gossip—Mr. Gladstone Himself Will Probably be First Lord of the Treasury and Lord of the Privy Seal.

LONDON, Aug. 13.—At noon to-day Mr. Gladstone started for Osborne. His departure was very quiet. He succeeded in eluding a group of admirers that had gathered at Waterloo station and entered unobserved the royal saloon that was to convey him to the presence of Her Majesty. His trip was like a triumphal progress. The stations en route were crowded and ovations were tendered to the Liberal leader everywhere. Among the crowds were hundreds of workmen with their wives and children. Mr. Gladstone was greeted with cheers and shouts of congratulation. "Good luck to you," "Glad you look so well," and other homely greetings were plentiful.

At Petersfield there were dozens of children arrayed in white, who threw flowers into Mr. Gladstone's saloon. At Portsmouth the Liberal Club met their leader in a body, and hundreds of workmen at the Government docks left their tasks and joined the cheering throng. Mr. Gladstone was received on board the royal yacht Alberta, and as the yacht started across the Solent to Osborne he stood on the bridge and bowed in response to the applauding shouts of the multitude. A similar scene was witnessed at Cowes, where the royal carriage awaited Mr. Gladstone's arrival. Mr. Gladstone sent telegrams to his wife from every station along the route, informing her of his health and progress.

After dining with the Queen Mr. Gladstone slept at Osborne, as usual on such occasions.

The great subject of discussion continues to be the reported difference between Mr. Gladstone and Lord Rosebery. There is no certainty yet that Lord Rosebery will enter the Cabinet. It is certain that, if he is not put in charge of foreign affairs, the Liberal cause will be greatly weakened. The Tories are ardently hoping that there is a breach, as reported, between Mr. Gladstone and the man who has been one of his closest friends, and who was his host during the Midlothian campaign.

The point of difference between the two is said to be the evacuation of Egypt, and it is also said that the difference did not originate since the assurance of Conservative defeat, but that Mr. Gladstone and Lord Rosebery discussed the subject at Dalmany Park, with a result unsatisfactory to both. Lord Rosebery considers the retention of Egypt indispensable to the security of Great Britain's possessions in the East, and he is rather inclined to strengthen than to weaken the British hold upon that country. He is also, it is said, strongly in favor of the proposed railway to the Victoria Nyanza, a project against which Mr. Gladstone has to some extent put himself on record. It is said that Lord Rosebery considers the British Government virtually pledged to the construction of such a railway, in compliance with the language and spirit of the general act of the Slave Trade Conference at Brussels, which declared "that one of the most effective means for counteracting the slave trade in the interior of Africa are the following: The construction of roads, and, in particular, of railways, connecting the advanced stations with the coast and permitting easy access to the inland waters, and to such of the upper courses of the rivers and streams as are broken by rapids and cataracts, in view of substituting economical and rapid means of transport for the present means of carriage."

The railway scheme cannot go ahead beyond the preliminary survey unless the Government is willing to guarantee three per cent. interest upon the capital of £2,000,000, and as to the justice and prudence of doing this there is said to be wide difference of opinion between Mr. Gladstone and Lord Rosebery.

Notwithstanding these and perhaps other differences, it is reported to-day that Lord Rosebery will take the Foreign Office, and disappoint the Tories in their expectation of being able to raise a jingo cry against Mr. Gladstone. It is rumored, to-day, also, that Mr. Gladstone means to have a thorough overhauling of the system of administration in India, and that, in addition to home rule for Ireland, he may formulate a scheme of national government for India, resembling in certain leading characteristics the constitution of Germany, the peoples of the various States and possessions being represented in an Indian Parliament, with the Sovereign of Great Britain as Emperor or Emperor, and the dignities, estates, and emoluments of native princes being interfered with as little as possible. It is said that M. Naoroji, member for Central Finsbury, and who is not a Hindoo, but a Parsee, will urge some such scheme upon Parliament, and that he has received the assurance of Mr. Gladstone's sympathy and support. The proposition is so gigantic however, in its scope that there is some doubt whether it could be more than formulated during the lifetime of one Parliament. The Marquis of Ripon who is said to be booked for the Indian Office, is said to be fully in sympathy with the liberal views of Mr. Gladstone, and it is assured that the advent of Ripon means many important reforms.

The Right Hon. John Wodehouse Kimberley, who will be brought into intimate contact with America, should he be appointed, as is probable, Secretary of the Colonial Office, has had prolonged experience in that capacity, having served as Secretary for the Colonies under two previous administrations of Mr. Gladstone. He is noted for his suavity of manner, and has always favored the most amicable way of getting out of a dispute. He possesses the esteem of his Tory antagonists, and is almost as welcome to royalty as Salisbury himself. It is said that Lord Kimberley has not altogether approved the course of the late Government in Behring Sea, and he is even reported to have declared that the controversy had been too aggressively conducted on the part of Great Britain.

Mr. Gladstone, it is stated, obtained the views of all the Scottish Liberal members in regard to the selection of a Secretary of State for Scotland, and that the general verdict was in favor of Prof. James Bryce. Mr. Gladstone himself strongly favored Prof. Bryce on account of that author's intimate study of the subject of home rule in the United States.

The Right Hon. John Morley will, beyond any doubt, be Chief Secretary for Ireland, and Sir William Vernon Harcourt, Chancellor of the Exchequer. Sir William, it is said, has declined the Home Office. Mr. Gladstone is said to have intended Harcourt for the Home Office, and Henry Hartley Fowler for Chancellor of the Exchequer. Mr. Fowler having shown a thorough acquaintance with figures in his criticisms of Goschen's financial schemes and methods. In deference to Sir William Harcourt's reluctance to take the Home Office, the programme was changed. The chief reason why Harcourt is said to have objected to the Home Office is that he shrank from being bombarded with petitions for the release of Irish dynamiters and others with whose conviction in the first place he had a good deal to do, and whose liberation he has steadily refused under every pressure to recommend.

Fowler, although pompous in manner, is said to be a tender-hearted man, and not likely to be appealed to in vain by any cause deserving sympathy.

It is learned this evening that Mr. Gladstone has chosen for himself the offices of First Lord of the Treasury and Lord of the Privy Seal.

The *Daily News*, while acknowledging that no authentic news of the composition of the new Cabinet can be obtained before Mr. Gladstone's return from Osborne House, gives the following list, which, it says, is correct, probably in every particular: Premier and First Lord of the Treasury, W. E. Gladstone; Lord Chancellor, Lord Herschell; Chancellor of the Exchequer, Sir William Harcourt; Foreign Office, Earl of Rosebery; Home Office, H. H. Asquith; War Office, Campbell Bannerman; Admiralty, Earl Spencer; Chief Secretary for Ireland, John Morley; President of the Board of Trade, A. J. Mundella; Local Government Board, Henry Fowler.

Miss Hattie Akers Arrested.

BELVIDERE, Aug. 15.—Miss Hattie Akers of Cresco, Pa., who shot Patrick Quinn, the night operator at Delaware, N. J., last Tuesday night, was arrested to-day and brought here by Constable Craig, and is now in custody of the Sheriff. She did not be locked up in jail, but will be allowed the liberty of the Sheriff's house. She will be kept under close surveillance.

An Empty Cathoat Drifts Ashore.

A 25-foot cathoat, with a hole stove in the side, drifted ashore last night at the foot of Fifty-eighth street, South Brooklyn. There were two satchels aboard, containing some fishing tackle and two pairs of shoes. It is an old boat and the name painted on the stern is supposed to be Dennis. Nothing is known of the ownership of the boat or how she met with the mishap.

THEY PREFER A REPUBLICAN.

Louisiana Democrats Decide to Support a Protectionist for Congress.

NEW ORLEANS, Aug. 15.—The movement begun among the sugar and rice planters of the Third district of this State to elect a Republican to represent that district in Congress is gaining strength. It has the support of a large number of Democrats, who sanction if they do not assist in the scheme, on the plea that the tariff protected interests of the district would best be promoted by having as a representative a Republican. The movement is in the hands of an association known as the Planters' Protective Association, organized ten days ago. This organization includes some of the leading Democrats in the district, among others, S. P. Henry, Speaker of the Democratic House; ex-Senator Dresson, and Messrs. Pharra, Putnam, McVey, and other late members of the Democratic State Central Committee.

The call for the organization declares: "Our present Congressmen have been attacking the tariff on rice and sugar. Our Democratic friends do not try to explain this unreasonable attack on the sugar bounty and rice tariff. We care not as to party lines. What we want is to send a man to Congress that can get into the workings of a party that is favorable to our interests, and, further, we want to send a liberal man, a man that is in favor of protecting our industries."

RESCUED MOTHER AND DAUGHTER.

Life-saver Ahlert Around at the Right Time at Rockaway Beach.

Mrs. Lucy Amberg of East Nineteenth street, this city, accompanied by her two daughters, aged 6 and 8, went out on the iron pier at Rockaway Beach yesterday morning. Mrs. Amberg sat down to chat with a friend. Her children went out to the end of the pier. Suddenly her younger daughter screamed for help. Mrs. Amberg ran to the end of the pier, and saw that the child had fallen into the water, which was about ten feet deep at that point. Mrs. Amberg called for help, but there wasn't a man in sight. The child called to her, and although she couldn't swim, she jumped into the water and caught her daughter. Richard Ahlert, an expert swimmer employed at Wainwright & Smith's bathing pavilion, was attracted to the pier by the screams of the other women, and without waiting to take off any of his clothes he plunged in, and with difficulty brought Mrs. Amberg and her daughter ashore. Ahlert has saved more than twenty people from drowning.

TERRIFIED THE CONGREGATION.

A Man Half Dressed Rushes Through a Church in Frenzy.

PITTSBURGH, Aug. 15.—A man dressed only in a pair of trousers rushed into and through the Church of the Sacred Heart, on Centre avenue in the East End, yesterday morning during services. He was yelling at the top of his voice, and the congregation arose and became almost panic stricken. The insane man made for the altar. All his apparel had been torn off at the front door and tossed into the street before coming into the church.

In spite of the efforts of the Rev. Father Kane, who was conducting the services, many of the congregation scrambled out of the pews and made for the doors. Upon reaching the altar the man darted in through the door that leads to the priest's study. Once in there he was cornered and finally captured. He was John Bradburn. He is from Chicago, and is a brother of Bradburn, the all-round sport and ex-prize fighter.

Bradburn formerly lived in the East End, but went to Chicago about three years ago. He frequently visited Pittsburgh, and was engaged in shipping cattle from Chicago and other points through to New York.

About two weeks ago he came here to visit his sister. Soon after his arrival he showed signs of mental weakness, but his condition was attributed to the excessive heat. It was not until yesterday that his case appeared serious. When church time arrived the family went to church, leaving him at home.

Bradburn was taken home and this morning about 7 o'clock the man who was watching with him at his sister's went to sleep. Bradburn made an escape to the streets. Word was sent to No. 4 police station and two officers and patrols started out to hunt for him. They first went to the church and found him kneeling at the entrance of the church door in the same unclothed condition in which he had entered the sanctuary yesterday. He was then taken to the station house.

SHE ADMITS HER DYNAMITE PLOT.

A Michigan Girl Buys Cartridges to Blow Up Her Sister and Brother.

HUDSON, Mich., Aug. 15.—Jennie Tabor of this place, who was arrested because her younger brother discovered twenty dynamite cartridges concealed about the house, has made a confession. She says that she was going to blow up the house, together with her brother and sister, to secure the whole of her dead father's $5,000 estate.

She says that she was instigated by her lover, William Meiers, who also repeatedly compelled her to go with him and rob George Goodwin's residence, and with the money they got they bought the dynamite cartridges. The police, however, believe that Meiers is innocent.

Run Over and Killed in the Street.

Paul Margraf, aged 11 years, of 2,245 Second avenue, was run over by a coal cart yesterday in front of the public school at 119th street and Pleasant avenue. The wheels crushed his leg and passed over his abdomen. He was taken to the Harlem Hospital, where he died. Thomas Lynch, the driver, was arrested.

The Weather.

The storm centre in the northwest has changed position very little, except to spread a little more to the south. It keeps the temperature close to the 100° notch over Nebraska, the Dakotas, and Wyoming. Its advance is retarded by the high pressure now covering all the eastern half of the country. This high pressure area is expanding, and is likely to make the increase of heat in this region very gradual.

It was slightly warmer in all the Atlantic States yesterday, but the humidity was kept below normal, because the wind blew fresh from the northwest. The weather over the country was fair, save for showers on the coast of Georgia and Florida, and a few light sprinkles in the central Mississippi States.

It was fair and slightly warmer in this city; highest official temperature, 82°; lowest, 65°; average humidity, 56 per cent; wind northwest; average velocity nine miles an hour.

The thermometer at Perry's pharmacy, in THE SUN building recorded the temperature yesterday as follows:

	1891.	1892.		1891.	1892.
3 A. M.	66°	67°	3:30 P. M.	83°	81°
6 A. M.	67°	67°	6 P. M.	77°	81°
9 A. M.	72°	73°	9 P. M.	73°	76°
12 M.	74°	78°	12 Mid.	70°	75°

Average 74⅝
Average on Aug. 15, 1891 ..... 73⅝°

WASHINGTON FORECAST FOR TUESDAY.

For Maine, New Hampshire, and Vermont, fair, except showers in east Maine; cooler in east Maine; northwest winds.

For Massachusetts, Rhode Island, and Connecticut, fair; northwest winds, become variable.

For eastern New York, fair; northwest winds, becoming variable.

For eastern Pennsylvania, New Jersey, Delaware, fair; northwest winds, becoming variable.

For District of Columbia, Maryland, and Virginia, fair; northwest winds, becoming variable.

For western Pennsylvania and West Virginia, fair; slightly warmer in West Virginia; variable winds.

For western New York, fair; slight temperature changes; variable winds.

The storm central Sunday night over the middle Saskatchewan Valley has moved southeastward over South Dakota. Two storms of moderate energy appear, one over the Gulf of St. Lawrence, and the other on the middle coast of the Gulf of Mexico. The barometric pressure is high from the lake regions to the middle and south Atlantic coasts. The temperature changes have been slight. The weather is cooler over the southern part of the Gulf States and from the upper Mississippi to the southern part of the lake regions. It is warmer in the Dakotas and over the northern lake regions. Rain has fallen along the Gulf, South Carolina and Georgia coasts and in Nova Scotia and the British Northwest Territory. Generally fair weather with slight temperature changes is indicated for the lake regions, the middle Mississippi and Ohio valleys, and the middle Atlantic and New England States.

ALL LAW SWEPT ASIDE.

The Tennessee Miners Release More of the Convicts.

INMAN CAPTURED BY STRATEGY.

State Guards Stopped En Route and Sent Back Quickly.

Three Hundred Miners March Into the Little Town Where There Was no Convict Competition with Free Labor, Seize the Stockade, and Hustle 272 Convicts and Their Guards Out of the Region—The Stockade Not Burned, at the Request of the Railroad Authorities—The Capture Made After the Night Guard Had Gone Off Duty and When no Trouble Was Expected—Nashville now Overcrowded with Returned Prisoners, and Gov. Buchanan Perplexed, but Determined, He Says, to Uphold the Law—Trouble Feared at the Mines Not Yet Raided by the Miners—The Mining Company's Indifference in the Matter.

NASHVILLE, Aug. 15.—The State of Tennessee was startled to-day, for the second time in three days, by the announcement that an armed body of miners had, in open defiance of law, captured a prison stockade and convicts employed in mines and returned the latter to Nashville. On Saturday last the miners at Tracy City seized the stockade at that place and sent 300 convicts back to the main prison here.

At 8 o'clock this morning a body of miners captured a special train which was bearing fourteen extra guards sent to the defence of the Inman stockade, and forced them to return. Then they visited the stockade, made the sixty-five regular guards prisoners, took charge of the 272 convicts, loaded them on coke cars, and took them to Victoria to await transportation to Nashville. They did not burn the stockade because of its proximity to a railroad bridge, but announced their intention of tearing it down.

This act of lawlessness was reported to the Tennessee Coal, Iron and Railroad Company, the lessees of the convicts, and by the company to Gov. Buchanan. The Governor received many telegrams during the day, and it was apparent that he was greatly disturbed over the new developments. Telegrams were sent to the Sheriff of Marion county, ordering him to swear in as many deputies as were required, and to arrest as many of the members of the mob as possible.

He was also requested to state whether he needed any assistance and to report results. Subsequently the Tennessee Coal, Iron and Railroad Company prepared and forwarded a communication to the Governor and the State Board of Prison Inspectors asking that the company be protected in its rights. The prison inspectors met immediately upon receipt of the communication, but took no action, adjourning to meet to-morrow morning.

The lessees this evening formally notified the Governor that they would not feed the Inman convicts, as they had been forcibly released and sent back without the consent of the company. The State, however, will supply the convicts with food until some decision is reached in the matter.

The trouble with the miners at Coal Creek and Briceville last summer was followed by that at Oliver Springs in the fall. Next came the uprising at Tracy City, and then in quick order that at Inman. It is not surprising that the driving away of the convicts at Tracy City was followed by a similar act at Inman, and it would not be a surprise to-morrow or soon to learn that miners, in their rebellion and defiance, have seized the stockade at Oliver Springs or attacked the state militia now on guard at Coal Creek.

Should the latter be attempted there will no doubt be a large loss of life, as both miners and troops are well armed. It is hoped that peace will be maintained, but the outlook is ominous.

There have been rumors ever since the outbreak at Tracy City, that there would be a concerted movement all along the line and that Inman would be the next place to fall into the hands of the miners. Much uneasiness was felt as to Oliver Springs and Coal Creek, but it was generally believed that Inman would first suffer. Hence, when the announcement was made early this morning that the wire at Inman had been cut it was at once suspected that the miners were responsible for the act and that the stockade had fallen into their hands.

Several hours later a telegram came from Victor, six miles from Inman, saying that the guards had been captured and the convicts sent back and that the stockade had not been burned. The miners had determined upon the return of the convicts to Nashville and carefully laid their plans. As was the case at Tracy City, they reasoned that an attack would be expected at night and that the guards would be on the alert.

By descending upon the stockade early in the morning, when the night guards would be asleep and the day guards and convicts in the mines, they would have a better opportunity of making a capture. Having agreed upon their programme, they cut the wires to Inman during the night to prevent warning and calls for assistance being received.

Assembling in the very early hours of the morning, they placed pickets on the roads leading to the mines to prevent any one interfering with their