motives were being housed and that men were quitting at North and south Wilkesbarre.

Trains were arriving in and out as fast as they arrived the crews sidetracked them and then went home or stood around to see what could be done. The officials don't lose any time. Some of the minor ones went out to another division and are doing switches and doing the work of the strikers.

The men were engineers that were loyal were utilized getting sidetracked cars out of the way to make room for more. No objection was made to this on the part of the strikers, but when an attempt was made to move two cars of live stock out on the main line and get them started for their destination, there was a row. As fast as the cars were coupled to an engine they were uncoupled. They were uncoupled from each other also. There was no show of violence. The strikers went at it in a business-like way, and finally the attempt to move the cars was abandoned until morning.

What took place on other parts of the road was learned by THE SUN correspondent from strikers. He rode from Easton to Wilkesbarre, on the Jersey Central road, with a car load of them. It was the first train that they had been able to catch after abandoning their train at Easton. When the signal came there was the same packing away of coal trains on side tracks. When the second section of the night express came to and a fresh engine was called for, as is usual, not a man would be found who was willing to run it. Even the firemen who were appealed to refused. A man was found, after a long delay, and the train went through. At Bethlehem the men gathered around and hooted an engineer who wanted to take his train through to its destination. He was finally intimidated. At Mauch Chunk the crew of a coal train abandoned the train on the main track. Then they uncoupled the cars at eight different places on the train. When the officials found an engineer who was willing to work and set him to getting the train off the main line the couplings were uncoupled as fast as they were made, and after two hours the attempt was abandoned.

The passenger trains which were out on the road experienced much difficulty. The switches would be thrown open almost as fast as they were shut, and the trains had to stop at nearly every switch while the crew went ahead to set the tracks right. The men who went home on the Jersey Central train were a jolly lot. They took the strike and the prospect of a hard winter at hand without work at something akin to schoolboy enthusiasm over a football game. As if to emphasize the approaching hard winter, by the way, a snow storm set in and the wind blew wet and cold. Of the men who were induced to talk seriously of the strike by THE SUN reporter one, a fireman, said:

"It makes no difference to me what the prospects are. We have been badly treated by the company. If we let this thing go we might just as well let our organization go and consent to be walked on all our lives. We would rather have no work at all than be treated as we have been."

Nearing Wilkesbarre, from the car windows a passenger train was seen going up on the Lehigh Valley road. Then there was a deal of swearing at the men who dared to run the engines. Even though the train was across a river the men on the engine were recognized and there were threats of "getting hunk" with them.

To-day Wilkesbarre has been very quiet except about the Lehigh depot and yards. At the depot there have been a crowd varying from a dozen to four hundred men all day. It was made up chiefly of workers and non-workers in the collieries about here. They are all friends of the railroad men and are just the sort of men who usually make trouble in times like these. There was a good percentage of railroad men in the crowd. The principal business of the people was to stand around and watch the men on the passenger trains and make remarks. Once it was said a crowd went up the track and drove away a man who had taken the place of one of the striking switchmen. Once in a while the crowd would shout "scab" at the engineers and firemen on the passenger locomotives. They surrounded one engine at the depot, and for a time it looked as if there might be some trouble, but it didn't amount to anything. When the 12:10 o'clock train came in, in charge of Engineer Koch, they surrounded the engine and shouted "scab" until Koch was frightened. He climbed down from his engine and told the shouters that he only intended taking the train to the end of the route and back. He said to the superintendent:

"I'll finish my run, but when I get back here I will run the machine into the house and will quit. I can't go it."

Koch was one of the strikers in 1877, and he lost his place then and only recently got another place. He gave up from fright. Superintendent Esser was seen at the depot in the afternoon. He said:

"Matters look pretty serious, but as long as we can keep our passenger trains moving I guess it's all right. They are, of course, late, but they have all been sent out, and, so far as I have heard, they haven't been interfered with. The railroad men are all of them peaceful. All the trouble there has been, and that hasn't been much, has been with the crowd down stairs, which is not composed of railroad men. Our telegraphers," said Mr. Esser, "are doing pretty well. We have at least one man in every office now, and we are able to conduct the railroad business in that at a pinch. Some of the men are new men and some are old men who refused to go out."

Mr. Esser would say nothing about the strike spreading to the other roads. THE SUN correspondent has talked with men from all competing railroads running into Wilkesbarre today. The roads are the Central of New Jersey, the Delaware and Hudson, and the Delaware, Lackawanna and Western.

The men from the Jersey Central said:

"The Central is the best Brotherhood road in the country to-day. It would be suicidal for us to attempt to take any of the Lehigh Valley freight. Our men would not handle it, and if the officials attempted to force them to handle it there would be a strike instantly. I don't mean exactly that, for there is a law that would make that impossible; but we would refuse. Train from a direct refusal to handle the stuff, and could resign our places. That might amount to the same thing, but the law couldn't touch us for resigning."

The Delaware, Lackawanna and Western men expressed the same sentiments, but not so emphatically, as did the men of the Delaware and Hudson men. From the fact that the Lehigh road seems to have decided to let its freight accumulate until it can handle it itself, it is judged that there is no desire to put the other companies in a predicament.

There are likely to be some prosecutions growing out of the way in which some trains were abandoned last night. Pennsylvania has some wholesome laws which were passed after the big railroad strike of 1877, when public opinion was hot against the strikers. One law makes it a misdemeanor for any railroad employee to abandon a train at any place except its final destination, or if so ordered by the employer, before the train has been brought back to the starting point. The penalty is $500 fine, which may be worked out in all at $1 a day if so desired. The reason many of the trains were abandoned as they were last night was explained to the writer by a striker. He said:

"If this thing should toll and the Brotherhood should let me go back we would fight as well with the company as we can. Our order to strike permitted us to bring our train home, but if all had brought them home and had happened to meet any official of the road we would probably have been ordered to do something that we would have had to refuse to do. Then our goose would be cooked for sure."

Four meetings of the different trainmen's organizations were held in this city to-day, but the utmost secrecy is maintained, and the men absolutely refuse to divulge any of the proceedings. It is the general impression, however, that the action of the grand officers in ordering the strike has been ratified, and that the men have pledged themselves to fight it out to the end.

A private telegram was received at the superintendent's office from Bethlehem tonight, saying:

"The operators on the Lehigh and New Jersey division are on duty to-day almost to a man; some of the firemen and trakemen are off, but things look to be in good shape. Passenger trains are running, and some of the freight trains are going out."

At 7:30 o'clock to-night Track Walker Walch at Sugar Notch, four miles from here, reports that a tough gang of men were seen by him at the Franklin switch, and fears are entertained that they may interfere with the switches during the night. He hoisted all the lamps in their proper places, after which he was chased away by the crowd. When seen at 9 o'clock he was at Conton, ten miles from here, the switch lights were removed early this morning and thrown into the adjoining fields by persons as yet unknown to the company.

JERSEY CENTRAL OFFICIALS BLAMED.

In investigating for causes that have led up to this strike, THE SUN correspondent learned to-day that officials of the Lehigh road lay a great deal of the blame on President Maxwell of the Jersey Central. A well-known city high Lehigh official, who was seen at Bethlehem by the reporter, said: "There is no doubt in our minds but that recent stock-jobbing operations are responsible for all this trouble, in large part at least. The New Jersey Central people seem to be out for a good part of the war, and our men work along side of theirs. We have always treated our men as well as any other railroad in the country has treated its men except recently in the case of the Central people. You will remember recently there has been trouble in Jersey Central stock in the New York Stock Exchange. The price of the stock was forced up steadily. This has been done by persons largely interested in the Central stock. Some shrewd man, who was interested the other way, well to some of the railroad employees who up to that time had not been treated any better than our men. This man told the Central men that now was a first-rate time to squeeze Maxwell. If they threatened a strike, he said, it would bring down the price of Central stock in the market, and Mr. Maxwell and his fellow investors would give in to any demand rather than to permit anything to happen that would depreciate the stock. The man hoped that the employees would make a public howl, but they didn't, they brought pressure to bear quietly, and the officials began to knuckle to them. They granted first their demand, and then others, some of them most unjust, and finally these fellows came practically to run the road. We know for a fact that gross lack of discipline exists there and that rank disobedience is permitted. Why, some of the minor officials order the men to do the simplest acts, and are promptly insulted. The men say: 'We won't do it with impunity, and 'No, that's not any of my business, do it yourself if you want it done,' and the like. When there is anything they don't like, they threaten to send committees of their Brotherhood. Some of the officials are actually cowed, and have almost to get on their knees to have things done. What has this to do with our strike? Why, just this: our men, working beside these men, fret under our discipline, lax as it is. They see what the Central men are able to do, and they don't see any reason why they can't do the same. When they can't they become dissatisfied, and hence the strike without good reason follows it. This official also said that the "short" management of the Lehigh by the Reading road was responsible for some of the dissatisfaction. The Lehigh discipline had always been easy, he said, and when the Reading took possession it enforced a very strict set of rules. The men were restive under them, and felt like rebelling, but didn't dare.

"The seed of dissatisfaction once sowed," said the official, "is hard to be got rid of; but we would probably have got rid of it."

It is said to-night on excellent authority that the Lehigh Valley officials appealed to-day to President Maxwell of the Jersey Central road to help the Lehigh out with its freight business. Mr. Maxwell, it is said, refused to do it. It is also said that an appeal was made to Superintendent Halstead of the Lackawanna, and that he also refused. The strikers believe the report, and are happy over it.

HISTORY OF THE STRUGGLE.

During June and July a committee of the Reading and Philadelphia Railway system, embracing the Lehigh Valley as a leased line, desired to present to the management a list of grievances, and asked that they be adjusted. An audience was sought with General Manager Voorhees, and as they were seeking to meet him as the representatives of the various organizations to which the employees belonged, he refused to meet them at that time. The officers of the organizations were sent for, and went to Philadelphia and met the committee, and learned of the objection raised by the manager and advised the men to meet him as employees. The point was then raised by Mr. Voorhees that he would not meet the Philadelphia and Reading employees, but that they must go to Mr. Sweigard, general superintendent, and that he, Mr. Voorhees, would meet the Lehigh Valley employees. This was done, and during the conference in July an agreement was reached, and Mr. Voorhees said he would post on the bulletin board an order over his signature yielding to the men. One was posted, but it did not embrace all that was agreed upon at the conference. Nothing was done other than to take the matter up by letter with Mr. Voohees. He replied to these letters after the abrogation of the lease. His reply showed that the agreement was recognized by the Lehigh Valley management. The men did nothing further until it was demonstrated that what had been posted was not being carried out. Then they sought to take the matter up and ascertain if the order in question was to be of any value to the men. They were not prepared to meet with a refusal on the part of General Superintendent Wilbur, and were much surprised to learn that he would not meet with any committee. When the same view was maintained by Mr. Voorhees and President Wilbur, they realized that a gulf lay between the company and its employees. However this may be, one thing is certain. A committee of employees have sought an audience with him. He has refused to meet them, saying that he could not, knowing that they represented the men. His own language is said to have been, "The company declines to receive any committee because it cannot know that such committee fairly represents its employees."

The men say that all conferences sought by the men themselves were sought as employees and that organization of organization did not enter into the matter until the employees had failed to get an audience. This was only in furtherance of the expression of the company brought out by Mr. Voorhees in a letter under date of June 7, 1893, from which the following is an extract:

"I regret to say that I don't feel at liberty to meet with your committee as representatives of the B. L. E., F. O. R. C., B. R. T., and O. R. T., in any matters as between the employees of this company and the management. If you come as a committee from our employees and present any such schedule paper in reference to any matter concerning which our employees are interested, so far as regards the Lehigh Valley lines, I shall be pleased to see you in person.

Only when a committee of employees failed to get an audience with Mr. Voorhees did the organizations come into the matter. The point has also been raised by the President that the agreement made by the general manager was made on the part of the Philadelphia and Reading Railroad, and all conferences were held with officials of the Philadelphia and Reading Company. While this is true, it is also true that from the extract from the letter of June 7, printed above, the men thought they had a right to believe that it was made with Lehigh Valley employees, and that the abrogation of the lease between the Reading and Lehigh Valley would in no way affect the agreement.

"There has been nothing left undone to get an opportunity to place this matter properly before the Lehigh Valley management on the part of the men," said a leader to-night, and they feel that the justice of their case will be recognized by all fair-minded persons. That they have not acted hastily is true, as evidenced by the time consumed in trying to meet the officials, and the patience, under the circumstances, is worthy of comment. The position of the company is one which the men do not believe the facts will bear out and make tenable.

"Although not being perfectly satisfied they were at least content with what treatment they received early in the struggle, and especially when assured by Mr. Voorhees that he would be glad to meet the committee at any time. The complete change of front on the part of Mr. Voorhees is not, in the minds of the men, accounted for in any other way than by the fact that higher authority has decreed that it should not be. When the company presumes to charge the men with stupidity in their dignity, they had better look at it from the point of view of the men and see if they cannot discover an opportunity for a counter charge of like character. Why should not the agreement made in July last, which is a statement of the conditions which shall prevail, or of rules which shall govern, be in effect after the abrogation of the lease, as well as other rules and regulations, or other bulletin orders, if you please to term it that? It is the opinion of the men that Mr. Voorhees personally would be as willing to-day to grant the same things as he was three months ago, but that it is beyond his power to do so. Whatever the outcome may be, the men feel that they are right."

GETTING OUT CORS IN BUFFALO.

BUFFALO, Nov. 19.—The Lehigh officials here are preparing for a long struggle with their employees. So far the strike has only affected the moving of freight, but nobody knows how soon the whole road may be tied up. It is not believed that any violence will be committed at this end of the road. The 900 employees of the road who live in Buffalo are said by their employers to be as orderly and peaceable men as any road has on its pay rolls. It is difficult to say what proportion of them have struck. This strike has been carefully planned, and celerity is being causing handicap. At the outset it gives evidence of being one of the most obstinate battles ever fought by organized labor. Most of those who went out here last night were trainmen and firemen. Whenever a fireman left his engine, the engineer was performe made idle. Whenever a crew was disorganized by the absence of two or three brakemen, the conductor had good excuse for not working. The road officials are proceeding carefully to find out what proportion of men refuse to work, and are preparing to fill their places. Not a freight train will be ordered out until the situation is canvassed. Possibly this will be to-morrow, possibly not until Tuesday. If, then, the conductors and engineers refuse to work with subs and non-union men, the strike will be in full swing.

The strike has not at present affected passenger trains. The morning train left on time at 8:15 o'clock, and the incoming trains arrived on time. Some of the telegraph operators deserted their posts last night, but enough were on duty to-day, so that a thorough service was maintained. To-day the Lehigh people reconstructed the lodging house in the East Buffalo car shops which had done service in the strike of August last year.

The same cots and cooking utensils which were brought out at that time were brought out from the storeroom in the passenger station as if in preparation for a long siege. The strike on the northern division is understood to be merely a sympathetic movement undertaken by the men to sustain the position of their brethren on the eastern division who have grievances that have not been redressed, but, as they allege, have been indifferently dismissed.

It was learned to-night, in conversation with one of the leading organizers of one of the federated Brotherhoods that only two organizations will be called out at first; afterward, if necessary, another and another may be called out until all five are out.

"It would be folly," said the speaker, "to use more force than is necessary and to lay off more men than may accomplish our object."

"Will any other road than the Lehigh be affected?"

"The trouble may extend to other roads if they handle freight for the Lehigh," was the reply.

ONE PASSENGER TRAIN STOPPED.

SAYRE, Pa., Nov. 19.—The orders to strike on the Lehigh Valley last night came from a mysterious source. They included engineers, firemen, brakemen, conductors, switchmen, and telegraph operators. During the night passenger trains were allowed to proceed to their destination. All freights, however, were hung up at Sayre. To-day orders were received to abandon passenger trains.

No 2 going east was the first to come under the order. When it came into the Sayre station at 12:30 o'clock it was quickly deserted by its crew. The engine was uncoupled and run into the roundhouse, and the coaches filled with passengers left in front of the station. No violence was offered, and there was no demonstration. There was no one to run the train. At 5:15 o'clock a second passenger train from the west came in with Engineer Connors at the throttle. The engine was immediately surrounded by a crowd of strikers, and the leaders boarded the engine and used their best endeavors to have the engineer and fireman desert their posts. Their efforts, however, were without avail. The engineer refused to leave and the fireman stuck by him. They allowed the cars that had been deserted by the crew of No. 2 at 12:30 o'clock to be coupled on their train, and, after about half an hour's delay, proceeded east.

The strikers, to the number of 500, surrounded the train as it pulled out. There were mutterings and threats, but no display of violence. "It's only one train, any way," said one striker, "and the engineer says he will leave when he gets home." Others expressed the opinion that the men in the cab ought to have been knocked from the cab. But these sentiments were not encouraged openly. It was, however, a disappointment to the strikers, who had boasted that not a wheel would move on the road to-day, and a victory, although slight, for the company. At 7 o'clock the strikers had another blow, which made them mutter ugly things. It was when No. 1, a fast mail train from New York, arrived on its way to Buffalo. It passed through without any trouble.

THE ERIE WEAKENS.

A great deal of perishable freight has arrived and is standing in the yards. Some of it was pushed to Waverly and the Erie asked to handle it. Their crews refused to do so and were immediately discharged. The Erie had four hours in which to reinstate the men or suffer the consequences. The officials weakened. The men returned to work. The strikers were jubilant. The Lehigh then asked the Delaware, Lackawanna and Western to take the freight, and got a pump refusal. There is consequently a good many cars of beef, beer, and perishable stuff standing on the tracks. The strikers held meetings this afternoon to consider the advisability of moving this kind of freight. They refused to say what action they took, but the freight is still in the yards and evidently liable to stay. The excitement here, which is the end of four divisions of the Lehigh, is intense. The depot and yards are constantly filled with several hundreds of strikers and a good many spectators. Rumors are that the company has Pinkerton detectives here. This has rapidly increased the bitter feeling. "We do not trop-ess," said one of the leaders, "to countenance the least violence. We know an excuse is all that is wanted to order out the militia, and we do not want to furnish that excuse. But of course they will try and provoke us to it. It is already rumored that the company will ask for military protection to-morrow, for when they attempt to move freight trains there is certain to be a very serious time, and unless a compromise is reached the strike in this district bids fair to be one of the bitterest in the history of the country. The men say they were never so united, and that they must win now or forever abandon their respective orders."

SOMERVILLE, N. J., Nov. 19.—At Bound Brook to-day three of the employees of the Lehigh Valley struck. They were Day Agent Joseph Duern, the night agent, Thomas Eagan, and the towerman. People who went to the Bound Brook station this morning to take trains were told that there were no trains running, and that no tickets could be sold. One agent said that he was there to guard the property of the company. When Superintendent Donnelley stopped at Bound Brook this morning, the agent told him that he was willing to turn over his office to his successor at any time. Superintendent Donnelley, when seen this afternoon, when seen at his house, that he had struck from principle, and that it seemed strange to him that any of the trains should be running after the order given to quit work. The only reason why the trains were run to-day at all, he seemed to be because the law prohibits employees from abandoning their trains on the road. They must run them to reach their destination before leaving them. It is said on good authority that two of the Lehigh Valley engineers who had passenger trains over the road to-day said when they reached Jersey City that they were in ignorance of the strike and that they had had no orders to quit.

READING MEN MAY ASK FOR WORK.

READING, Pa., Nov 19.—There are hundreds of good railroad hands idle to-day along the various divisions of the Reading Company, and there is no doubt that if they get protection they will not refuse a call to work on the Lehigh.

It was said here to-night that a few engineers left for Bethlehem to-day from this part of the country and others from Shamokin, Pottsville, and Tamaqua. Some of the recruits are to be sent to Mauch Chunk and other places along the Lehigh system. A train of cattle is side tracked at Packerton, and the animals will be unloaded there.

PLAINFIELD, N. J., Nov. 19.—The engineers, firemen, brakemen, conductors, and switchmen in the employ of the Lehigh Valley company in this city went out on strike at midnight on Saturday night, in accordance with orders received from the Brotherhood of Railroad Trainmen. At the house set for the strike every member of the organization left his place and went quietly home. As each engine came into the upper yard with its long train of coal cars it was boarded by a committee, and the crew was informed that the strike was in progress. After putting their train and engine away, they left the yards. This morning hardly a man was to be seen about the yards of the company, which are generally as busy as on a week day. None of the strikers are allowed in the vicinity of the yards of the company, which stretches from the river back of the city a distance of four miles.

The company have been preparing here for this strike for several weeks, and have taken precautions to protect their property. A large num er of deputy sheriffs have been sworn in, and the company, profiting by their experience in the strike of 1886, have made arrangements to board a large number of men on their property.

The heads of all the departments in this city say the men on this end of the line have no grievances, but have gone out in sympathy with other employees of the road. More than 300 men who work on the coal docks and grounds, and who have families and little means, are in enforced idleness, and this means serious deprivation for most of them.

There are about fifty employees of the company who do not belong to the organizations who have announced their intention of striking to-morrow if they keep their promise trouble is anticipated.

PRESIDENT WILBUR'S VIEWS.

SOUTH BETHLEM M. Pa., Nov. 19.—The Lehigh Valley strike has not yet assumed the proportions here that it is expected it will reach by to-morrow. Engineers and firemen of freight and coal trains and the telegraph operators have gone out. No passenger train employees have left as yet. The movement of passenger trains is hampered by delay in getting firemen and engineers, but all Sunday passengers were run to-day except one, which was merged with a later one. All were late in the New York division. The officials reported that there was little difficulty. On the Lehigh division, extending from Easton to Mauch Chunk, the officials say that little trouble was encountered. They admit that all fast freight from New York east to that west over the road to-night is still at Mauch Chunk. No other accumulation of freight is reported anywhere else on the road. One coal train was cut in eighteen places between Mauch Chunk and Glen Onoko, a distance of four miles. The officials do not charge these acts to the employees.

President Wilbur was seen by a SUN reporter this evening. He said:

"I only know that a number of our men quit work last night, but we are having no trouble in moving trains notwithstanding. But what the outcome in that direction will be I cannot tell."

Mr. Wilbur expressed regrets that the men had been "so foolish" as to strike without special grievances. "We have always been willing," he said, "to give any of our employees a hearing on any grievances. We always objected to receiving committees pretending to represent employees, and this will continue to be the policy of the road in future, so long as I am connected with it in an official capacity. If any of our engineers came with grievances I would say: 'Boys, come with me to the superintendent, and if your grievances are in accord with our way of thinking we will try to rectify them.' We are not antagonistic to labor organizations, but we do hate strikes. Nor have we questioned the right of our employees to belong to such organizations."

Mr. Wilbur said that the fact that the men are strikers or that they belong to labor organizations would not mitigate against them in connection with work. Those who have quit work will be treated as new men, he said, should they ask for work again, and if worthy they would get places, whether they belonged to labor organizations or not. Mr. Wilbur said he was not inclined to believe the importance of the move of the men or its probable cause. He said he felt that the men had to strike or acknowledge themselves defeated.

Superintendent of Telegraph Laitig said that the places of all the operators who went out have been filled. These, he said, number about twenty-five out of 500. Many are asking for leaves of absence on account of sickness, but these are being sharply answered.

The discharge of Operator J. L. Hughes of Easton, one of the committee which was in conference with the officials of the road in last June, is said to be one of the chief causes of the strike.

EASTON, Pa., Nov. 19.—The strike on the Lehigh Valley Road is getting tighter here. It is said by strikers that its effects will be more noticeable to-morrow than to-day. Thus far the passenger trainmen have not been called out. The engineers and firemen of other trains and the telegraphers are out, and the company had difficulty in moving the trains scheduled for to-day. These were mostly passenger trains. The strikers took all trains to the end of their runs last night and this morning. All perishable freight and live stock is being sent forward, it being impossible to keep to the schedule. The strikers are not interfering with the movement of passenger trains.

The men are not to be seen about the depots or yards. They held a meeting this morning, at which more than 400 were present. It was a federation meeting. The situation was explained, speeches were made, and a vote of confidence in the Grievance Committee and of approbation of its course was passed.

The strikers say that the Lehigh division is their weakest point. If they can hold out on this division, which runs from here to Mauch Chunk, for a few days, they will have a good chance of winning. Superintendent Donnelly was on duty nearly all last night. His assistant, Mr. Goodwin, and Despatcher Eator were up all night. Mr. Donnelly has been down the Easton and Amboy road all day straightening out matters, which have been complicated by the telegraph operators at Landsdown, Bound Brook, and other offices going out. The officials of the company say that they have been told by a few members of the brotherhoods that they will report for duty to-day. The regular passenger trains to-day have been running with considerable delay. Men from the Lehigh Valley shops have been secured to act as firemen. The firemen seem to be out almost to a man. It is not so difficult to get engineers, though the engineers who are on duty are doubling up. Many New Jersey Central and Delaware, Lackawanna and Western men were heard to say to-day they would strike the moment Lehigh Valley freight was run on their roads. The situation to-night was one of confidence among the men on the one side, and belief by the officials on the other that they will win in the end. They brought down a coal train to-day and to-night sent out a freight train.

WAVERLY, N. Y., Nov. 19.—The strike on the Lehigh Valley has stopped all traffic on this division except mail trains. All the employees are out and a bitter struggle is anticipated.

POLICE CALLED OUT IN JERSEY CITY.

A Complete Tie-Up of the Road Enforced by the Strikers Last Night.

Everything was tied up tight on the Lehigh Valley station in Communipaw at 10 o'clock last night. Superintendent James Donnelly of the Lehigh division said, at that hour, just as he was about to start on a tour of the yards in a special car guarded by two policemen, that although the strike of the Federated Order of Trainmen and Operators had begun on Saturday night at 10 o'clock, all passenger trains, and nearly all the freight trains on his division had been run up to then. On account of the light traffic in the coal trade during the last few days, a comparatively small number of trains otherwise than passenger trains had been running. Mr. Donnelly said that, beginning at 10 o'clock last night, there had been a complete tie-up of all trains at this end of the road. He did not anticipate any serious trouble, but in order to be prepared for emergencies he had called in the assistance of the police. Last night ten policemen arrived at the yard to be on hand. Mr. Donnelly said that the company would not attempt to move any trains during the night, but would wait until a larger force of police arrived on the ground this morning.

He said that he expected that an attempt would be made to run the passenger trains at least, this morning. He also said that the head operators between Jersey City and Buffalo had sent word that some of the telegraph operators had joined the strike, but that the company expected to fill their places without delay.

Up to 10 o'clock the yards at Communipaw presented an appearance differing not greatly from their usual Sunday aspect. There were a great many freight cars side tracked, and the only engines in the yard, six in number, were motionless in a group; but they had steam up. All was quiet and orderly, and hardly a man was to be seen. From time to time an indistinct figure could be seen moving about in the shadow of the long strings of cars, and those who observed it guessed that there were detectives in the yard. At the Jersey avenue crossing three policemen stood alert. There were three more at Washington avenue.

According to the schedule of the Lehigh Valley Railway there are six passenger trains due to arrive at Communipaw on Sunday and six due to depart. The officials of the Central Railroad of New Jersey, over whose tracks these trains are run, said last night that all the trains had arrived and departed on time. Last night only one left the station, shortly after 6 P. M., and only one arrived, at about 10 o'clock. It was said also that a single freight train, loaded with live stock, had come in during the evening, and that one had been made up and sent out just afterward. The passenger train that arrived brought only two passengers.

Washington Division No. 13, Brotherhood of Firemen, had a meeting at Masonic Hall yesterday morning, but it is said that the subject of the strike was not mentioned in the proceedings. The Brotherhood of Locomotive Engineers, Division No. 157, also held a meeting on Saturday night. Then, too, it is said, there was no reference to the strike. Both divisions have many Lehigh Valley members.

The switchmen in Jersey City are about equally divided between members of the Switchmen's Mutual Aid Association and members of the Brotherhood. The Brotherhood men among the switchmen are in sympathy with the Brotherhood firemen and engineers, it was said, and it was believed that if a general strike were ordered here the Mutual Aid men would cast in their lot with the other switchmen. For the last month or two Brotherhood and Mutual Aid men have been attending each other's meetings.

A meeting of the Communipaw Lodge of the Switchmen's Mutual Aid Association was held yesterday afternoon in Humboldt Hall, Newark avenue, Jersey City. It was the regular business meeting, and no official action, it is said, was taken regarding the strike, though it was under discussion. This lodge takes in the Mutual Aid men employed on the Lehigh Valley road. One of them said:

"We attend very closely to our business and are not in favor of strikes. We hope there will be no strike here, but I suppose if a general strike were ordered the switchmen would come out too. The principal grievances, as far as I understand, are among the engineers and firemen. A strike at this end of the line would not be desirable, but I suppose if the order were given the men would go out."

Big Freight Yards to Be Tied Up.

There was a large meeting in Masonic Hall, Maple street and Pacific avenue, Greenville, at 7:30 in the evening. Evidently it was agreed at that meeting to order a strike in the freight yards of the Eastern division. Five large yards are involved. They are at Jersey City, Phillipsburg, Bound Brook, South Plainfield, and Perth Amboy.

Altogether, including night and day gangs, about 800 men are involved. As all the men went to the meeting the strike was practically in effect at 6 o'clock last evening as far as freight service is concerned.

The Milk Trains Do Not Arrive.

The milk train due at Communipaw at 11 o'clock last night did not get there and the milk wagons were sent away. It was announced that the train would not come in at all. At midnight the police squad was relieved by a new detachment. An attempt will be made this morning to send out freight trains.

Where Yesterday's Fires Were.

A. M.—2:45, 446 College avenue, Frank Nash, damage $200; 3:00, two freight cars of N. Y. C. and H. R. R. R., foot of West Seventy-fourth street, damage unknown; 11:00, chimney 4 West Forty-ninth street, J. H. Singer, no damage.

P. M.—12:40, 403 Willis avenue, John Sauter, damage trifling; 4:10, 9 Bayard street, Samuel Culler, no damage.

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THE ARTICLES OF GRIEVANCE.

Text of the Document Over Which the Entire Trouble Is Said to Have Arisen.

PHILADELPHIA, Nov. 19.—The Grievance Committee of the Lehigh Valley train service employees, who went on strike last night, were active to-day.

In the morning a meeting was held in the Bingham House, at which encouraging reports were read from all along the line. The committee also discussed the question of removing the headquarters to some central point along the Lehigh Valley road, most probably Wilkesbarre, and this will be decided tomorrow.

This afternoon J. J. Hannahan, Vice-Grand Chief of the Brotherhood of Locomotive Firemen, addressed a meeting of firemen at Wilmington, Del., and a resolution pledging moral and financial support was adopted. S. E. Wilkinson, Grand Master of the Brotherhood of Railway Trainmen, also addressed a meeting of trainmen in this city and similar action was taken. It was announced that numerous pledges of financial and moral support were received during the day.

The Grievance Committee this afternoon gave out a statement of the articles which they were asked to sign when they met recently at Bethlehem, but which were not posted on the bulletin board. This is virtually the cause of the strike. The articles are:

Conductors or trainmen deadheading over their divisions to orders will be allowed time and a half.

The oldest baggage master in the service shall have the preference in baggage cars in all cases of vacancies.

Uniformed men will not be requested to couple and uncouple hose at places where engines are changed and trains made up.

Notices of vacancies the same shall be posted on the bulletin board for the space of two weeks if necessary.

All lamps in passenger trains will be cleaned, coolers properly sanitized and oil kept in cases, of actual emergency.

When it is no longer light that crews in service will not be enabled to make reasonable time, the crews will be taken out, beginning with the youngest until the crews left are provided to make reasonable time, say twenty days a month.

That in the employment of these men [illegible] the various service the preference be given to men of experience, preference shall be required in the configuration of cars.

Conductors and engineers shall have some mode of transportation provided for them, a monthly or a quarterly pass over their respective divisions. Any conductor or engineer abusing this privilege shall be deprived from the use of the same.

The proper officers of the company will listen to any reasonable complaints made by any individual employee, and the employee, or his committee, shall be granted, provided notice is given in writing as to the subject of complaint, and special appointment of time and place to consider the complaint shall be given. Employees shall have the right to have their respective representatives present at the hearing as witnesses.

In addition to the above, Chairman Wilkins of the committee said: "Mr. Voorhees also agreed to give engineers in round pay service a uniform rate of $4.25 per day, but his bulletin posted the men at $2.25, $3, and $3.25. Regarding Mr. Voorhees's statement concerning passes to engineers and conductors, the committee looked upon this as part of the agreement and not as a favor.

Some men have had passes, but others have not. It was after the abrogation of the lease of the Lehigh Valley to the Reading that the bulletin was issued by Mr. Voorhees, although the agreement was reached before that time. This should show that President Wilbur is wrong when he says the agreement made under the Reading lease will now not hold good."

Acting General Manager Voorhees said tonight that reports from all along the line showed that traffic was moving, and that the strike has not yet seriously affected the road. He, however, looked for developments within twenty-four hours.

Mr. Voorhees was indignant when he saw the Grievance Committee's statement. "You may give those gentlemen my compliments," the acting general manager said, "and tell them that they lie. I am not in the habit of having my word doubted. I have documentary evidence showing that every item agreed upon at the conference was posted with the exception of that affecting conductors and engineers' passes, which I explained last night."

IT'S A QUESTION OF PRINCIPLE.

Grand Master Sargent of the Firemen Tells Why He Thinks the Strike Serious.

TERRE HAUTE, Ind., Nov. 19.—Grand Master Sargent of the Brotherhood of Locomotive Firemen, speaking of the Lehigh strike said that with the knowledge he had of affairs in the world of railway labor, especially in the East, he considered the situation to be very serious. The officers of the various organizations of railway labor had been busy for six months preventing strikes by agreeing to compromise with the railway managers. In nearly every instance the railroad officials had acknowledged that there would have been an ill-advised and heedless strike had it not been for the opportunity to deal with the chief officers of the labor organizations. The Lehigh men struck because the company would not deal with these organizations.

One reason, he said, for believing the Lehigh strike will be serious is the fact that for the first time in the history of railway labor organization they are acting as a federated body. At the Brotherhood headquarters to-day the force was busy in filling out circulars to be sent to all lodges in the country, notifying them of the strike and putting firemen on guard against unwittingly aiding the Lehigh Company to fill the place of the striking firemen. Mr. Sargent said the feeling of indignation of organized labor would cause the strike to spread if it was long continued. It was simply a contest for the recognition of organized labor, and no question of wages. No grievance about which there might be two opinions is involved, he said. The vote of the firemen on the Lehigh system was 425 for a strike to 32 against a strike.

JOTTINGS ABOUT TOWN.

Sixty-two excise arrests yesterday.

P. J. Whalen.—The total vote of this city this year was nearly 50,000 short of last year's total. Neither party polled as many actual votes as last year, by a long shot. Of the vote that was polled, Tammany polled a larger share than she polled of the total vote last year.

Margaret Lynch, who was burned on Saturday in Mrs. Shaw's hairdressing establishment at 54 West Fourteenth street, by the accidental ignition of a can of alcohol, died of her injuries at 12:30 A. M. yesterday in St. Vincent's Hospital.

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KNIGHTS IN WILD TURMOIL.

POWDERLY AND TERRY CHARGED WITH GROSS MALFEASANCE.

A Philadelphia Paper Reports a Fight in the Labor Convention Over the Charges of Hayes—Powderly Shouts "You are a Liar!"—One Delegate Badly Injured.

PHILADELPHIA, Nov. 19.—The *Times*, in its report of yesterday's proceedings of the Knights of Labor Convention, says:

"There was a great deal of talk during the morning about charges made by Hayes that a prominent New Jersey Congressman had, since the exposure of the "Labor Day Annual" swindle, written to a prominent Knight that Powderly and the Executive Board had endeavored to fleece him out of money on this scheme. The Congressman's letter was dated Friday, and enclosed the letters sent to him by Powderly et al.

"When Hayes, a day or two ago, charged this coterie with using the letter heads and seal of the order in this scheme, they admitted that they got money out of it, but denied that they used the order seals, &c. Mr. Hayes displayed the Congressman's letter and the Executive Board's communications which proved that the seals and letter heads had been used. Mr. Hayes addressed the Convention and said:

"'I want to tell you that a greater knave and scoundrel than that man there, I mean you, Terry, and I know you—never existed. I stand here alone backed only by these facts, and I am going to tell him—you, Powderly—what no other man ever told him, and I'll prove it.'

"'Prove it, prove it—if you can,' said Powderly.

"'Yes, I'll prove it: the documents are here. I'll not be through proving things at this day next week,' was Hayes's reply.

"'You are a liar!' shouted Powderly.

"'Yes, I have been,' said Hayes. 'I admit it. I have been a liar in the service of that man