MEMPHIS APPEAL

BY

GALLAWAY & KEATING.

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MEMPHIS APPEAL

WEDNESDAY, : : JULY 25, 1877.

IF ANYTHING were wanting to prove the necessity for the Texas Pacific railroad, from Marshall to San Diego, without touching or connecting with Huntington's so-called southern line, the discriminating rates of freight by the Central and Union Pacific roads would be sufficient. For instance, as we learn from the St. Louis *Globe-Democrat*, the fare charged for each enlisted man of the First and Second regiments United States infantry, from that city to San Francisco, was one hundred and eleven dollars, divided among the connecting roads as follows:

St. Louis to Kansas City, 273 miles, $7 50, or 2.79 cents per mile.
Kansas Pacific railway, 639 miles, $7 50, or 1.17 cents per mile.
Denver Pacific railroad, 106 miles, $3 50, or 3.30 cents per mile.
Union Pacific railroad, 516 miles, $46 50, or 9 cents per mile.
Central Pacific railroad, 883 miles, $46, or 5.20 cents per mile.

It will be seen, says the *Globe-Democrat*, that the Union Pacific got nearly eight times as much per mile as the Kansas Pacific; nearly three and a third times as much as the St. Louis, Kansas City and Northern railway; nearly three times as much as the Denver Pacific, and almost twice as much as the Central Pacific for each soldier per mile traveled. All this in the face of repeated acts of congress providing for "equal advantages and facilities as to rates, etc., without any discrimination of any kind." The ordinary passenger rate from St. Louis to San Francisco, *via* Omaha, is $116, divided as follows:

St. Louis to Council Bluffs, 438 miles, $15 50, or 3.4 cents per mile.
Omaha bridge, 5 cents.
Union Pacific railroad, 516 miles, $54, or 5.22 cents per mile.
Central Pacific railroad, 883 miles, $46, or 5.20 cents per mile.

This shows that the Union Pacific charges over its *entire line* about one and a half times as much per mile as from St. Louis to Council Bluffs, but only a little more than half the rate it charges from Cheyenne west on passengers taken to it by the Kansas and Denver Pacific railways. The through fare is $54; the fare from Cheyenne to Ogden is $46 50, or only $7 50 less for five hundred and sixteen miles than by its through rates for one thousand and thirty-three miles. The *Globe-Democrat* suggests that the remedy for this discrimination lies with congress, which body has the regulation of rates on trans-continental roads. Against this we have not a word to say. Let congress regulate the rates, but to insure those rates for all coming time, let it subsidize the Texas Pacific, as a rival and competing line, running from Marshall to San Diego, and having no connection with the southern line now running to Fort Yuma, which is owned by and controlled in the interest of the parties who own the Union and Central Pacific roads. If congress at its next session will do this, we shall in a very short time have a different tune from the monopoly which now controls the traffic between the Pacific and Atlantic States.

FROM the New Orleans *Times* we learn that business is looking up in that city, and manufacturing industries long neglected are being revived. Within a short time the Louisiana cotton factory, under the direction of two public-spirited citizens, is to resume active operations, and two new sugar refineries have commenced work with flattering prospects of permanent occupation. At Algiers is being erected the Planters' oil-mills, an establishment which, at no distant day, will increase the exports and furnish permanent employment for a number of mechanics. The construction of the railway connection with the elevator will not only create an immediate demand for labor, but in the development of the grain trade add immensely to the volume of business. Application has been already made to the city council for permission to erect four flouring-mills, and it is confidently believed that when wheat from Tennessee and Texas arrives in sufficient quantities, New Orleans can furnish not only all the flour needed for home consumption, but a large quantity for export. The work of rebuilding the wharves is now progressing rapidly under the auspices of Messrs. Eager, Ellerman & Co., the lessees, will create an immense demand for both labor and lumber. The reconstruction of the City Park and Bayou St. John railroad and its completion to Milneberg is another enterprise that will give employment to a large force, every man of which would, if Packard, Eliza Pinkston, Wells & Co., still held away, be walking the streets in idleness, breeding lawlessness and crime. If anything were needed to satisfy the northern people of the curse of bayonet rule, the facts here set forth, in remarkable contrast, as they are, with the state of affairs under the carpetbag regime, ought to do it.

THE current number of the *Railway Age* contains a review of the railway construction in the first half of this year, from which we learn that 422¾ miles of standard-gauge were built and 283 of narrow-gauge, making a total of 705¾ miles. The *Age*, considering the financial condition of the times and the general distrust of railway investments, thinks this showing somewhat remarkable, especially as it exceeds the total for the first six months of any year since 1873, as nearly as we can learn. The comparison stands about as follows:

First six months of 1877	705¾ miles
First six months of 1876	680 miles
First six months of 1875	400 miles
First six months of 1874	650 miles
First six months of 1873	1400 miles

In every year noted the track-laying in the first six months has amounted to only from one-third to one-fifth of the new mileage for the entire year, and if this rule continues to prevail, the railway building in 1877 may reach to three thousand miles or more. A very notable feature is the amount of narrow-gauge track, all three-feet except one (the Philadelphia and Atlantic City, three and one-half feet). Of [illegible] hundred and five and three fourths miles built, two hundred and eighty-three, or over forty per cent., is of this class—a pretty good evidence that the narrow-gauge theory has inherent merit and is destined to form a very important portion of our railway system, in spite of the opposition of some who can see no good in any gauge but the standard.

THE Memphis and Charleston railroad and connections are all right. There is no possible chance for trouble. The employes and the companies, throughout the whole extent of the great southern mail route, understand each other, and a strike is regarded as simply impossible. Trains run regularly, carrying mails, passengers and freight through to destination on time. We make this statement upon the strength of the following telegrams, and because a paragraph which appeared in the APPEAL of yesterday induced the belief on the part of our merchants that a strike, and consequent delay of freights, was probable:

MEMPHIS, July 23.

Captain Thomas Pinckney, General Agent Virginia and Tennessee Air-Line, New York:

Merchants anxious to know, if any existing or apprehended troubles or delays on our line.

BARNEY HUGHES, Agent.
NEW YORK, July 24.

Barney Hughes, Agent:

No trouble. None apprehended. No cause to anticipate the least disturbance. Say to the merchants that the Virginia and Tennessee Air-line is all right.

THOMAS PINCKNEY, General Agent.

THE people of the lower country are moving in the matter of the levees. An influential meeting was held a few days ago at Lake Village, Chicot county, Arkansas, at which resolutions were adopted appointing a committee to take in charge the levee interests of Chicot county, prepare an address to be sent to the river counties of Missouri, Illinois, Tennessee, Kentucky, Mississippi, Louisiana and Arkansas, asking and urging co-operation in the procurement of government aid for the levees of the Mississippi river, and to take any other steps deemed necessary to carry out the objects of the meeting—levee protection—and suggesting to said counties a meeting of delegates at the Peabody hotel, in this city, on the third Monday of September. The gentlemen appointed to this work are well-known citizens of Chicot, who know the importance of the levees, and who can be relied upon to press their construction by the Federal government upon the attention of the country and of congress. In this work they can be sure of the support of the APPEAL.

WE AGREE with the Chicago *Tribune* that the first step for the railroad companies to take is to raise their freight charges, not exorbitantly, but fairly and reasonably, and then, restoring the last two cuts of wages, let them alone, and await the great crops to handle and the changes in the fiscal affairs of the country that will tend to restore business prosperity and place values on an improving basis. The reduction of the men's poor wages does not benefit them as long as this insane competition is kept up. Every reduction of wages is followed by reduction of rates, and if wages were lowered to a cent per day, rates would be put down to zero, with a premium offered to shippers. The quickest solution of the present problem, a partial remedy at least, so far as we can see, is for the railroads to make a schedule of rates on "live and let live" basis. They must charge enough to pay their men—such compensation as to enable them to pay rent and fuel, and feed and clothe themselves and their families.

ACCORDING to the Cincinnati *Enquirer* there is a very general feeling in Washington that the present strike will convince Secretary Sherman that his ruinous policy of contraction and forced resumption which has been sown to the wind is reaping a whirlwind. If the trouble now upon great railway corporations, and which threatens all diversified channels of skill and labor, is not sufficient to convince Mr. Hayes that Sherman's policy is a ruinous one, nothing certainly can. The impression in Washington is that the only good thing which the strike has brought about is the demand of the people for the repeal of the resumption act in October. It is regarded as a wise lesson taught, but bought with sad and bloody experience.

SENATOR WALLACE, of Pennsylvania, is right when he says that a remedy for the riots and bloodshed which for several days has disgraced the country may be found "in a cessation of the process of the treasury by which values continue to be reduced, confidence banished, and business men bankrupted. Is not the credit of the government above par? Are the interests of business, the distress of labor, and the penury of vast masses of people not to be considered in our return to specie payments? The government that bankrupts its people and starves its artisans and their families, for the accomplishment of a theory, however correct, is unworthy of confidence."

THE Charleston *Times* states that the opinion prevails with a great many influential Democrats of Tallahatchie county, that the system of nomination adopted in 1875 should be retained in the nominations of this year. That system is improperly called a *primary election*, whereas it is in fact a joinder of the good features of the convention and the primary election systems. The plan of 1875 ought to be modified to this extent: each beat should have the number of delegates proportioned to the number of Democratic voters in the beat. With this modification, says the *Times*, not an argument can be urged against it.

THE merchants of the country owe but little sympathy to the great railroad corporations now wrestling with the poor laboring men, rendered desperate by their necessities, their abject poverty, and the cries of their starving children for bread. When they recall the frequent fluctuations in freights, the delays and want of accommodation, they will not be apt to shed many tears over losses that are the legitimate fruits of bad management and a domineering spirit of ownership which asserts itself even as to the men who labor for them, as in the case of Vanderbilt's "my" laborers.

JAY GOULD, the railroad thief, who confessed his crimes as such by restoring nine million dollars of stolen bonds and stock to the Erie railroad company, gloats over the distresses of the country and mourns because Grant is not in the White House, to assist in the destruction of our form of government. If the strikers instead of burning property had hanged the Jay Goulds of the eastern cities they would have had even more sympathy than is now extended them. But it is not too late yet.

VANDERBILT, of the New York Central railroad, is reported to have an income of seven million five hundred thousand dollars, the interest on over one hundred millions of money. Contrast this with the fact that there are one hundred thousand men in New York city without a cent, and without work, and it is not difficult to realize a cause for the desperation of the laboring classes at Pittsburg and Baltimore which lead to the awful destruction of life and property we have recorded in the APPEAL the past few days.

WHILE cursing the poor strikers, let those who would give aid to the railroad magnates recall the wholesale swindling by which the stock of those highways was quadrupled, "watered," as they say on the street, in order that the Vanderbilts and the Jay Goulds might coin the fortune into the million and force dividends on those ill-gotten—those stolen millions, at the expense of the poor laboring men and mechanics.

The Terrible Tempest

(Continued from our First Page.)

Pittsburg.

MOB LAW HAS RUN ITS COURSE.

PITTSBURG, July 24.—Mob law has run its course in our community, and order reigns again. Yesterday opened ominously enough, but by nightfall the feeling of security became more general, and this morning it is conceded that the crisis had been passed. This pacific state of affairs was brought about by the vigorous measures set on foot by the civil authorities, aided by the citizens, looking to a decisive and stern punishment of the Vandals, if they commenced their work. As a result of yesterday's operations, a committee of public safety has the city under surveillance. Volunteer companies of citizens and the local militia co-operate in keeping guard

THE POLICE FORCE HAS BEEN STRENGTHENED

and is able to cope with any riot in its incipiency, and the people have been so thoroughly aroused that any attempt at disorder will be promptly quelled. Rumors that the rioters intended commencing work again were freely circulated, and had the effect of inducing most of our leading business men to close their places of business, as a precautionary measure, and give them an opportunity to devote their exclusive attention to the great matter of aiding in the work of organizing for general safety. The services of the military were freely accepted, and it was with a feeling of relief that the people saw the citizen soldiery, in well-filled phalanxes, on the streets, thoroughly equipped and ready for immediate action. The situation on the different railroads remains unchanged.

STRIKERS AIDING IN ARRESTING RIOTERS.

The civil authorities of the city have assumed complete control. Everything is running quietly. The police are arresting all suspicious persons and sending them to the penitentiary. It may be that many who are innocent will suffer by this mode of proceeding, but the determination is to restore order. The railroad strikers proper are aiding in making arrests, and workmen from the various manufacturing establishments have joined with them. The situation on the different railroads remains unchanged; no compromise, thus far, on any of them.

San Francisco.

ALL QUIET IN CHINATOWN.

SAN FRANCISCO, July 24.—At this hour (fifty minutes past twelve this morning) all is quiet, and all trouble appears to be over for the night. The crowd that two hours ago blocked the southern end of Dupont street has dispersed, and the police are masters of the situation. All the streets leading to the Chinese quarter are strongly guarded, and no one is allowed to pass along Dupont street. Thus far no use of fire-arms has occurred, except in the case of the shots fired into the crowd at meeting. The party who fired was arrested and locked up. This action was prompted by pure love of mischief. Neither of the men hit were seriously injured. During the contest of the police with the mob on Dupont street, several stones were thrown at them, hitting one or two of the force, but doing no injury of any consequence. While the disturbance was in progress at the south end of Dupont street,

ANOTHER MOB,

numbering five or six hundred, gathered at the northern extremity of that thoroughfare, wrecked a few Chinese houses and attempted to penetrate into the Chinese quarter, but were finally forced back by the police, and at later advices has dispersed. During the attempt to assail their quarters, the Chinese manifested much alarm, and early in the evening every door and shutter was closed fast and not a Chinaman was to be seen on the streets. About eleven o'clock a crowd collected in front of the Chinese mission, on Washington street, above Stockton street, and stoned the windows, but were scattered by the police before effecting much damage. It appears that the fire by which the building at the corner of Geary and Leavenworth streets was destroyed originated by the smashing of a coal-oil lamp in the Chinese portion of the building by a stone thrown through a window. Although all is at present quiet, the police and military authorities are fully alive to the gravity of the occasion, and their vigilance will not be for a moment relaxed. The prompt action of the police

BARELY PREVENTED A BLOODY RIOT,

for, had the mob gained the heart of the Chinese quarter, it would have been impossible to foretell the results. It is well understood that not only at present, but at all times, there is a deep and spreading feeling among the laboring and hoodlum men against the Chinese, which only lacks a favorable opportunity to break out into open hostility. It is believed, however, that, with prudence and vigilance, the immediate danger is over, and that if quiet can be maintained during the remainder of the night, there will be no trouble. It is quite probable that, in view of present and possible future disturbance, efforts will be made to effect some organized action among the better class of citizens looking to the maintenance of order.

St. Louis.

PASSENGER AND EXPRESS-CARS STOPPED.

ST. LOUIS, July 23.—All the passenger and express-cars for the east were stopped this morning by the strikers. One train on the Vandalia road was allowed to go out, but all the others were detained, and no more will be permitted to leave on the Vandalia line. There was no interference with the postal-cars—they were allowed to go out on all the roads. All the cars at the Union depot, on this side of the river, are being moved out of the yard, immediately in front of the depot, and taken up the roads some distance, leaving the tracks at the depot clear. The strikers say there is no middle ground in this case; it is either absolute victory or defeat with them, and they propose to make the issue squarely and clearly defined from now on, and to effect this they will put

A TOTAL EMBARGO

on freight and passenger traffic. Their organization increases in strength and perfectness hourly; but so long as they are not interfered with in their purpose to obtain what they consider a fair and just remuneration for their labor, there will be no violence or disorder; but if they are forcibly opposed, there will be trouble, and plenty of it. The policy of the railroads continues to be a passive one, and it is not likely that anything will be done for the present, at least, to unduly excite or influence the men.

MOVEMENTS OF THE STRIKERS IN EAST ST. LOUIS.

The report last night that two companies of United States troops had passed through here was a mistake. Two hundred and fifty of General Jeff C. Davis's regiment have been switched off on the side track at Sedalia, but whether by the Missouri Pacific or the Missouri, Kansas and Texas men, or by outside parties, is not reported.

Advices just come from East St. Louis state that a large body of strikers have left there for the Missouri Pacific shops, situated in the western part of the city. It is thought that they intend to force the men to cease work.

AN ADVANCE OF TWENTY PER CENT. DEMANDED.

Major Simpson, superintendent of the Vandalia line, received a dispatch this morning from the employes at Mattoon, on the Indianapolis and St. Louis railroad, demanding an advance of twenty per cent. to their wages by noon to-day, or they would cease work. The major answers that, inasmuch as all the trains on the road had been stopped by the strikers here prior to the receipt of this dispatch, it did not seem necessary to make further reply.

RAILROAD MEN COMPELLED TO CEASE WORK.

The strikers who came across the river this morning went to the Missouri Pacific railroad shops and forced the men to cease work and compelled all the trainmen to quit. There was no disturbance. It is not known yet what action, if any, the railroad company will take, or what the men who were compelled to stop work will do. Later advices from the west say that a troops' train on the Missouri Pacific road was not stopped anywhere on the line; that the train is on time, and will arrive here this evening.

STRIKE ON THE M., K. & T. RAILROAD.

The employes of the Missouri, Kansas and Texas railroad struck this morning. At about ten o'clock the stock train came in from the south, and on arriving here the men run the engine into the roundhouse and then run the stock cars down to the stock yards, unloaded the stock and returned the cars to the depot and delivered them to the division superintendent, saying that they would work no longer until the three months back pay was paid and the wages returned to what they were before the last two cuts. There has been no freight trains moved to-day. The passenger trains run as usual. The men are quiet, but apparently determined. An informal meeting was held this morning and the men were addressed by the treasurer, Colonel Jaques, who promised the men that their grievances would be earnestly considered by the company. There will be another meeting at three o'clock this afternoon, when the men will pass resolutions to be considered by the officers.

Four companies of the Twenty-third infantry, under command of General Jeff C. Davis, passed east at ten minutes after nine o'clock this morning, with a section of artillery and a Gatling gun. The troops were switched off at Wyandotte, Kansas, but came through in time. There have been no disturbances of any kind here.

Columbus.

STRIKING RAILROADERS DENOUNCE THE ACTION OF THE MOB.

COLUMBUS, OHIO, July 24.—The Pittsburg, Cincinnati and St. Louis striking firemen and brakemen are very emphatic in denouncing the action of the mob yesterday in forcibly closing up business establishments. They state, through a committee, that while they are firm in their purpose of maintaining the strike and preventing the running of freight trains, they utterly repudiate all riotous, incendiary, lawless proceedings, and will do all in their power to bring the rioters to justice and prevent a repetition of their excesses. The strikers are thoroughly organized and determined not to yield. They claim they cannot live upon the present compensation, and the men are discharged if they get into debt. The strikers have resolved not to countenance any drunkenness or violence by any of their number.

PROMPT ACTION

by the police authorities and citizens last night has apparently had the effect of demoralizing the rioters, very few of whom have as yet been seen. This morning there is much less excitement on the streets than yesterday and there is a greater feeling of security. Most of the factories and machine-shops resumed work this morning, the men being put to work as fast as they came in. A large mob of miners, who were reported as being *en route* for Newark, last night, were met by a committee of strikers and citizens, who urged them to return to Shawnee, which they reluctantly did. The military are in full possession of the yards, and no violence is reported up to this hour.

New York.

HOW MATTERS ARE KEPT QUIET IN NEW YORK.

NEW YORK, July 24.—The *Times* states that a committee of railroad laborers, employed in the New York Central railroad repair-shop, waited upon Superintendent Toucey in relation to the ten per cent. reduction made in their wages, and were assured by him that the old rates would be restored at the end of the month. The committee reported this information at the yard last evening, and this probably had the effect of keeping things quiet. All freight trains were made up and left without any disturbance, and everything went on in its usual routine.

VANDERBILT STILL CONFIDENT.

A *Times* reporter interviewed Mr. William H. Vanderbilt yesterday. He expressed great confidence in the men of the New York Central road, and believed that they would fight for the road rather than against it. He would run trains so long as he was protected. In regard to the Lake Shore road, he said that the demand for the restoration of the former rates were not to be entertained for a moment. The owners of the road could not consent to let their employes manage it. "There is a just principle involved in this matter," said Mr. Vanderbilt, "and we cannot afford to yield, and the country cannot afford to have us yield."

TRAINS MOVING THROUGH HORNELLSVILLE.

The Erie railway company passed their mail passenger train westward through Hornellsville this morning without any attempt at interruption by the strikers. All was quiet at their Buffalo terminus when the mail train eastward was dispatched from that point this morning.

Toledo.

INCREASE OF WAGES DEMANDED.

TOLEDO, July 24.—The trainmen on the Wabash railway have made a demand for an increase of wages, to which no reply has yet been made. They have not joined in the strike, but will doubtless do so if the demand is not complied with. The passenger trains are still running on the Canada Southern. Extra trains are made up and run west from here on the Lake-Shore road, taking the place of the through trains abandoned east of this point. A meeting of the trainmen was held last night, about five hundred persons being in attendance. Resolutions similar in character to those passed by like meetings in other cities were adopted; also, one requesting the mayor to close all saloons until the strike is over. Another meeting is called for to-night.

Erie.

THE LAKE SHORE REFUSES TO CARRY THE MAILS.

ERIE, July 24.—The following message explains itself:

ERIE, PA., July 24.

To President R. B. Hayes, Washington, D. C.:

The Lake Shore road has refused to let the United States mails go east of here. We would be pleased if you would in some way direct them to proceed with the mail and also passengers.

The above dispatch to the President was signed by a committee of firemen and brakemen. The general feeling in the community is that the railroad company is not justified in stopping the passenger trains.

Cincinnati.

PASSENGER-TRAINS RUNNING REGULARLY.

CINCINNATI, July 24.—Nothing of moment has occurred to disturb the quiet of the city so far to-day. After the riotous experience of last night, the success the police had in holding the mob in check has served to restore order at all the depots. Passenger-trains are running regularly on the Hamilton and Dayton, Marietta and Cincinnati and Little Miami and Southern railroads. A local freight may be started this evening on the Little Miami; freights are running on the Marietta road, and an express-train from Baltimore came in on time on that road this morning. The fact was amply demonstrated early this morning that the firing of the Ohio and Mississippi bridge across Mill creek, last night, was not the work of the strikers. After the fire at the bridge had been squelched, and the drunken rioters had tired of their work, they retired to a point on the river road sufficiently remote to secure them from police interference, and at early dawn completely gutted all market and milk wagons that were coming into the city at that hour. This morning three of the ringleaders of this mob were arrested and jailed. The police commissioners held an informal meeting at eleven o'clock this morning, and completed preparations for any possible emergency. A large number of citizens have been sworn in as special police.

ANOTHER TRAIN STOPPED.

The mail-train on the Hamilton and Dayton road started out at half-past two o'clock, but was stopped in the yard by strikers from the Ohio and Mississippi road, who boarded the engine, detached it, and run it into the roundhouse.

Morristown.

PROTECTION TO RAILROAD PROPERTY DEMANDED.

MORRISTOWN, N. J. July 24.—The sheriff of this county, Mayor Ayres, of Morristown, and Mayor Richards, of Dover, have been served with notices from the president of the Delaware, Lackawanna and Western railroad to the effect that the company looks to them for the protection of their property. In accordance with the law of 1866, the sheriff is prepared at once to swear in a large number of special constables, should the occasion require. The fire departments of both towns are on the alert, and will be used as an armed force if necessary. So far there are no signs whatever of trouble.

Indianapolis.

ONLY POSTAL CARS ALLOWED TO LEAVE.

INDIANAPOLIS, July 24, 9:30 a.m.—The strikers took possession of the Union depot and tracks at midnight, and will allow only postal cars to leave the city. The passenger travel on all the roads out of here, without exception, is stopped. The men of the Indianapolis, Cincinnati and Lafayette, the Indianapolis, Bloomington and Western, and the Indianapolis, Peru and Chicago roads are not in the strike, but are prevented from working. Governor Williams and Mayor Caven both decline to interfere, except to suppress or prevent violence.

10:30 a.m.—Over two hundred special police have been sworn in, many of whom are strikers themselves, who thus declare their intention to protect property.

A telegram from Lafayette, Indiana, indicates a strike on the Wabash road at noon to-day.

ATTEMPT TO MOVE TRAINS PREVENTED.

1 p.m.—The situation here is practically unchanged, with the exception that women and children caught in the blockade are permitted to leave in the postal cars. The trains arriving at noon came in with only the mail car, containing passengers, their baggage, and express goods, the coaches having been left outside. The Vandalia line attempted to place a train in the depot for the one o'clock run, but were compelled to send it back to the yards. The mayor has requested the saloons to be closed, and many are complying. The special police appointed by the mayor are now on duty guarding railroad property. Sheriff Pressly, of this county, who is a member of the Brotherhood of Locomotive engineers, has the assurances of that order that they will stand by him in the protection of property.

RUMORS.

Rumors are in circulation that the rolling-mill men had joined the strikers, and that a fight had occurred in the Indianapolis, Bloomington and Western outer yards; but this has proved, on examination, to be incorrect. It is probable that Judge Gresham, of the United States court, will this evening, or to-morrow, assert his authority over the Indianapolis, Cincinnati and Lafayette and Indianapolis, Bloomington and Western roads, whose receivers were appointed by him, and will direct the United States marshal to aid the receivers in moving trains. This may bring about a collision with the strikers. So far the strikers have not been opposed and nothing attempted to test the extent of their determination; therefore all is quiet.

THE MAYOR'S CALL UPON THE CITIZENS.

5 p.m.—The following call has been issued:

INDIANAPOLIS, July 24, 1877.

To the law-abiding citizens of Indianapolis:

You are requested to meet *en masse*, in front of the new courthouse, on Washington street, this evening at half-past seven o'clock, to counsel as to measures for the public safety. Let your numbers be so large and the addresses be of such a character that it will be demonstrated that the people of this city are largely on the side of law and order. Measures for organization for the protection of life and property will also be adopted.

J. CAVEN, Mayor.

United-States-Marshal Spooner has decided to attempt sending a train out on the Indianapolis, Bloomington and Western railroad, and has asked the authorities at Washington for permission to use United States troops, if necessary. He has just gone to interview the strikers, hoping they may be induced not to oppose him.

Philadelphia.

THE GRAND ARMY OF THE REPUBLIC ORGANIZING TO RESIST THE STRIKERS.

PHILADELPHIA, July 24.—The Grand Army of the Republic has taken steps to organize for the purpose of rendering assistance in suppressing the railroad troubles here. There are twenty-seven posts in this city, and fifteen hundred men will respond on short notice to any demand for their services. Their tender of assistance has been accepted by the mayor, and arms will be furnished them. Mayor Stokely issued orders this morning that the police force shall be doubled, which gives that department twelve hundred additional men.

Chicago.

A GENERAL STRIKE PREVAILS.

CHICAGO, July 24.—The strike of railroad hands has become general in Chicago. It was inaugurated last night, as reported in these dispatches, by a strike among the switchmen on the Michigan Central railroad, and this morning the entire force of the road joined them. These men, who claim that by the arrogance, unkindness and penuriousness of the management they have virtually been forced into the strike, gathered in force this morning and visited the other railroad men in the city, and induced them all, with the exception of the employes of the Northwestern railroad, to strike. Consequently at this hour none but passenger-trains are on the road, all the others being laid up, most of them among whom are but few strikers, but which is largely composed of disreputables, is circulating to the number of five hundred on the west side, and compelling all classes of workmen to quit work. The railroad offices present a deserted appearance, and the yards are quiet. No depredations are being committed. The policy of most of the roads is to send away as many cars as possible.

THE MOB CONTINUE CLOSING MANUFACTORIES.

The mob which closed the workshops of the railroads this morning continued its labors during the afternoon, busying itself with the closing up of all shops which lay in their way. The proprietors generally offered no objections, it being pretty generally understood that the men would return and go to work whenever it was deemed advisable. The mob, which at times numbered two thousand, but which was often divided into sections, was composed largely of boys between fourteen and twenty, but acting under the directions of older heads. All the railroad shops, including the Northwestern, have been closed, and the strikers are merely engaged now in stopping freight-trains. As yet no passenger, mail or express trains have been interfered with. Among the

ESTABLISHMENTS CLOSED UP

are the following: Workshops of the Michigan Central, Illinois Central, Chicago and Alton, Northwestern, Milwaukee and St. Paul, Chicago, Burlington and Quincy, Chicago, Rock Island and Pacific, Lake Shore and Michigan Southern railroads. All the men connected with the freighting business on these roads have either quit voluntarily or through compulsion. Besides these, the rabble visited and caused to suspend operations Campbell Brothers's mill, Boldenwreck & Hennes's stone-yard, Palmer & Fuller's sash, door and blind factory, Buzow's furniture factory, Schuttler's wagon manufactory, Northwestern horse-shoe nail company, and many others. The mayor's secretary is, this evening,

SWEARING IN SPECIAL POLICE

in great numbers. The mayor issued a proclamation this afternoon, reciting the state of affairs, calling on the citizens to aid in enforcing law and suppressing riot, and to that end recommending patrols in the various neighborhoods, and that the women and children keep off the streets. He adds, the city government has made ample preparations for the protection of life and property. It is known that the Twenty-second regiment of United States infantry is *en route* from Dakota, and will reach here to-morrow. There are only men coming to Chicago from the outside, and they are only sent here on their way east, where they properly belong. It is rumored at five o'clock that all the street-cars will be compelled to stop running.

Buffalo.

LIST OF WOUNDED AND DYING.

BUFFALO, July 24.—The following are the names of those among the rioters known to be wounded by the firing of the Westfield company: Wm. Berrigan, right side; Pat Breen, mouth and neck; John Clay, switchman, through lung, dying; W. J. L. Hickey, in leg; Paul Long, right thigh, badly; M. Murphy, knees, badly. Two members of the Westfield company are reported killed, but I judge it to be only rumored. Their names are not known.

AN UNSUCCESSFUL EFFORT.

An effort to get the workmen out of the principal manufacturing establishments utterly failed. Small flags, bearing the words, "We will let the mail go," are placed at the several switches. Of course travel as well as traffic is practically suspended. The people and police express confidence in their ability to control the tramps and boys who have been inciting a riot. The Westfield militia company lost ten guns in the riot last night.

Zanesville.

STRIKE ON THE STREET-CAR LINES.

ZANESVILLE, O., July 24.—The proceedings of this morning were such as to render it necessary for the citizens to form themselves into a vigilance committee. About one thousand of our best citizens have enrolled themselves, and white ribbons, their badge, are growing very numerous.

The street-car company attempted to start their cars at eleven o'clock, but were stopped on reaching the courthouse and compelled to turn and take the cars back. The committee are determined that this lawless proceeding shall stop right here.

All the manufacturing establishments are lying idle, and the men are anxious to go to work but have been prevented. The determined spirit of the law-and-order committee has had a very cooling effect.

PICKING UP THE LEADERS.

The vigilance committee are assisting the regular police, who are picking up the leaders of the rabble rapidly. The street cars began running again at three o'clock, and are now running without interruption. It is hoped all will quiet down now.

Detroit.

THE STRIKE GENERAL.

DETROIT, July 24, 3:30 a.m.—Later information received here states that the strike is general all along the Chicago and Canada Southern main line, and the Toledo and Detroit divisions. A meeting was held at Grosse Isle last night, at which M. D. Woodford, division superintendent, was present and addressed the meeting. Resolutions were adopted, demanding that the company restore wages to the same standard they were before the recent reduction, establish a regular payday, and immediately advance the three months back-pay now due. Speeches were made advising the men to keep cool. A stock train that was transferred from the Lake Shore road to go east by way of the Canada Southern road was brought back to this side and unloaded.

THE MICHIGAN CENTRAL ALL RIGHT.

There is no strike among the workmen here, and General-Manager Ledyard does not anticipate any trouble with the trains, which leave and arrive with their accustomed regularity. General-Manager Broughton, of the Great Western, acceded to the wishes of the men on that line, which is a reduction of two and a half per cent. on wages up to forty-five dollars a month, or of five per cent. on wages over forty-five dollars a month, to be in force for three months, consequently everything is working smoothly on the Great Western. No trains have arrived from the east on the Canada Southern. The passenger train for Buffalo left this city as usual this morning, taking some passengers from the Michigan Southern. With the exception of a small number of men at Grosse Isle everything is quiet on the Canada Southern, there is no interference with the passenger trains.

About one hundred employes of the Grand Rapids and Indiana railroad held a meeting last evening at Grand Rapids, and drew up and presented President Hughart a petition asking that their wages be restored to what they were previous to June 1st. President Hughart promised to meet them to-day and give his answer. As yet it has not been made public. Everything is quiet and orderly there.

Baltimore.

THE FRENCH-SHARP IMBROGLIO.

BALTIMORE, July 24.—A notice posted on the Merchants exchange says that the Northern Central railroad is receiving no freight, the strikers having given the company until noon to accede to their demands. Numerous telegrams of a lengthy correspondence between General French to Colonel Sharp, of the Baltimore and Ohio railroad, are published, which show that French was upheld by the secretary of war and General Hancock in his action. It appears that Sharp not only interfered with French's orders, but also with his subordinates. French insisted upon another army officer taking command, and General Getty was appointed.

The employes of the Northern Central road state that they will continue work if the answer to the note sent by them to the officials is favorable; if not, they will all withdraw from the service of the company. The men say that in case of the latter event, they will not do any injury to the property of the company, but for some time will not allow any other persons to take their places. The trains of two companies went out yesterday as usual, and will likewise do so to-day. The decision of the president and directors is awaited with considerable anxiety, as on it depends whether the large body of men, probably four or five hundred, will refuse to perform their usual duties, or the operations of the company be suspended.

Lafayette.

THE WABASH MEN STRUCK.

LAFAYETTE, July 24.—The Wabash men on the eastern division struck at noon. The freights are all stopped, but the passenger trains are allowed to run as usual. A committee meet Mr. Hopkins at Fort Wayne to-night to consider their differences. All quiet about the depot here.

Cleveland.

NO MATERIAL CHANGE.

CLEVELAND, O., July 24.—No material change in the situation in this city since this morning. The last dispatches say the strikers are holding mass-meetings in the fifth ward and at Collinwood.

Hornellsville.

ALL QUIET.

HORNELLSVILLE, N. Y., July 24.—This morning a train was started for the east, accompanied by the military four miles. The train was not molested, and everything is quiet.

Terre Haute.

ANOTHER STRIKE PROBABLE.

TERRE HAUTE, July 24.—A strike on the Illinois Midland road will probably take place to-day, more particularly for back pay.

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