

THANK GOD, HIS DONE!

Tariff Bill Passes to Take Effect August 1st.

STRICT PARTY VOTE, EXCEPT SENATOR HILL.

POPLISTS WERE DIVIDED ON THE MEASURE.

Bill Makes a Final Protest Against the "Populist Income Tax," But to No Avail—At 10:45, the Vote is Taken, 34 to 39, the Galleries Cheer, Democrats Throw Bills High in the Air, and Amid a Scene of Jubilation, the Senate Adjourns—The Lights in the Dome Were Extinguished—The Tariff Bill Had Passed.

Washington, July 3.—In the midst of intense excitement, at 10:45 tonight, after having been debated for three months and one day, the tariff bill, amended to take effect August 1, 1894, passed the Senate by a vote of 34 to 39—a strict party vote except Mr. Hill, who voted with the Republicans against the measure. The Populists divided their strength, two, Messrs. Kyle and Allen, voting in favor of the bill, and two, Messrs. Pepper and Stewart, against it.

The very opening of the last day of the great struggle, Mr. Harris, the veteran parliamentarian in charge of the bill, announced that it would pass today, the 3d of July, or there would be no Fourth of July for the Senate of the United States.

Until evening there were no sensational incidents.

Hard, But Hopeless. A hard, but hopeless fight, was made by the Republicans, under the leadership of Mr. Sherman, to place wool on the dutiable list.

Through the instrumentality of Mr. McLaughlin (Democrat), of Mississippi, the action of the committee of the whole in exempting the salaries of United States judges and the president of the United States from the operation of the income tax was reversed in the Senate.

A very important piece of legislation, in the shape of an anti-trust law, was placed on the bill as a rider, without even so much as a division. It was designed, as Mr. Voorhes said, to insure "integrity in the execution of the law," it being admitted that any tariff system afforded abundant opportunity for the formation of trusts and combines.

The galleries were filled to overflowing, many prominent ladies and gentlemen being present to witness the final disposal of the bill, and the scene was truly a brilliant one.

Half a hundred members of the House were on the floor.

It was amid such surroundings that the climax occurred in the senatorial chamber, the Nebraska Populist, smarting under the sting of a double defeat, scored the Democratic members of the finance committee, who had been operating with bad faith in taking advantage of his ignorance of parliamentary procedure, to induce him to offer his amendment to the bill as a rider, without even so much as a division.

Mr. Vest, on behalf of the committee, hotly denied the charge, and Mr. Allen, for Mr. Vest, delivered his Philippic while in pique over his own defeat.

Mr. Manderson seemed to enjoy the punch of his remarks, and a sarcastic irony that burned and a sarcasm that withered, he extended his sympathy and warned him to beware before he again allowed himself to be carried away from voting for them. He harangued the Senate and the galleries and intimated that he had been tricked.

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As the hands of the clock drew toward the hour of 10 the final speeches began.

LAW AND ORDER KNOCKED SKY-HIGH.

United States Officials Derided and Beaten.

ANARCHY REIGNING IN RAILWAY YARDS.

GLIMPSE OF A PULLMAN CAUSES A RIOT.

Attempt to Move a Train Calls Out Thousands of the Strikers and Their Sympathizers—The Police Beaten and Battered, Cars and Engines Disabled—The Life of the Train Halted—The Rioters Demanded by a Howling Mob—Strikers Hold the Key to the Situation.

Sacramento, Calif., July 3.—Sacramento was the scene of a violent demonstration on the part of the railroad strikers this afternoon.

The Southern Pacific company attempted to break the blockade here, and send a west-bound overland train to San Francisco. Preparations had been made for this attempt for a day or two past, but the effort resulted in a complete failure.

As soon as a start was made, a mob of 3,000 strikers, who had been removed from the immediate vicinity of the train previously, swept down upon the train and dragged United States Marshal Baldwin from the cab of the engine.

The strikers knocked him down and the deputies and police who tried to interfere were powerless. Many in the mob shouted, "Kill the marshal," but the latter drew his revolver and several deputies who had forced their way through the crowd did the same.

The strikers were obliged to fall back, and the marshal finally escaped to the railroad offices. The train had to be abandoned for the time being.

The strikers got the train in two, and then they commenced to sidetrack the cars and disable the engines. The strikers disabled the engines of 3,000 strikers, who had been removed from the immediate vicinity of the train previously, swept down upon the train and dragged United States Marshal Baldwin from the cab of the engine.

Early this morning, people began to assemble there, and long before there had been any actual disturbance thousands of people were surging with the strikers through the railroad grounds and streets.

There are 3,000 strikers at this point, including the men who went out of the railroad shops, and nearly all of them were in the city.

Before 10 o'clock in the morning, the United States marshal ordered the crowd to leave the yards and the depot. The strikers refused to obey, and quietly withdrew from the street near by. Chairman Knox addressed the strikers, advising moderation.

The police force of officers, including fifty deputies and United States Marshal Baldwin, the entire city police force and the sheriff and all his deputies, was then thrown into the yards.

All the gates leading to the railroad yards were closed and barred. Then ropes were stretched across the different tracks, and the strikers were ordered to leave the yards.

Finally, when several coaches were in position on the main track, another attempt was made to start a train to San Francisco. The strikers appeared on the scene.

United States Marshal Baldwin was in the cab when the mob moved slowly toward the yards. This was the signal for a threatening howl from the mob that surged outside the fences.

The strikers began to threaten loudly that the train should not leave the yards.

STATES TROOPS, HAS NOT REACHED THE CITY YET.

MILITIA WILL BE USED.

SAN FRANCISCO, CALIF., July 3.—As a result of the conflict which occurred today, United States Marshal Baldwin has sent a dispatch to the attorney-general at Washington, stating that the force at his command here is totally inadequate to protect the mails and notifying him that a requisition has been made upon the militia.

Tonight, the strikers are in an ugly mood. Flushed with the victory won today, they openly declare that under no circumstances will a train to which is attached a Pullman sleeper leave this city. Income tax strikers, and serious trouble is feared.

A large number of the strikers are armed and are prepared to resist any attempt to move the Pullman coaches.

Situation is Grave. Pasadena, Cal., July 3.—Governor Markham tonight confirmed the report that Marshal Baldwin had asked for state troops. Sacramento, Cal., July 3.—The strikers at Sacramento, Cal., are in a very ugly mood.

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SIGHTS AND SCENES HILBERTS UNKNOWN.

Tie-up in San Francisco Remains Complete.

THE SITUATION GROWS GRAVER HOUR BY HOUR.

TRAIN BRINGING TROOPS STALLED AT BAKERSFIELD.

One Conductor Severely Beaten—Strikers Become Riotous and Seize Two Trains—Why Mrs. Stanford Received Such Gallant Treatment.

San Francisco, July 3.—With rioting in progress at Sacramento, and three regiments of state militia under orders to proceed to that point; with six companies of United States infantry en route to Los Angeles, another center of disturbance, and with a horde of strikers in Oakland ripe for riotous action, the whole people of California are in the midst of a great excitement.

Such events as the railroad strike has developed, have heretofore been unknown in California.

Tonight the tie-up on the Southern Pacific and Santa Fe systems is as complete as it has been at any time during the five days since the blockade was instituted, and owing to the disturbances that have arisen, the situation is graver than it has been at any time heretofore.

Out of Oakland and San Francisco a few suburban trains are running. In this city a force of 100 policemen and half as many deputy sheriffs prevent trouble in the railroad yards.

At Oakland, notwithstanding a strong police patrol, the strikers became riotous today, and seized two trains.

They also took possession of the station in the city, and at Sixteenth street, effectively blocking, for a time, all railroad business in and out of the city.

One conductor who attempted to run the train past Sixteenth street, was severely beaten. The police were unable to cope with the rioters. More serious trouble is feared there.

When six companies of the United States infantry were called to action, and ordered to Los Angeles, it was believed the strikers would offer no resistance to their passage.

Tonight, however, the train bringing the troops is stalled at Bakersfield, on this side of the Mojave desert, and it is not known how they can be transported over the Tehachapi grade and the desert.

When the train arrived at Bakersfield, at 12:30 this afternoon, the strikers were waiting between the main track, and tonight the train is still blocked at that point.

BREAD CAST ON THE WATERS. Why Mrs. Stanford Received Such Gallant Treatment.

San Francisco, July 3.—Mrs. Jane Stanford, widow of the late Leland Stanford, and executrix of the great Stanford interest in the Southern Pacific, continues to play a romantic, if not a picturesque, part in the desperate struggle now being waged between the company and the American Railway union.

Today, Mrs. Stanford, borne by the American Railway union men, had a triumphal entry into the city. Her car, decked with flags and bright bunting, came into Oakland this afternoon, and the strikers, who were justly cheered through the very main streets, had stilled a passenger train on a parallel track and was battling with its trainmen.

The general committee of fourteen American Railway union men that had brought Mrs. Stanford's engine and car from Dunsmuir, on the Oregon branch, so that her car went straight through to the ferry.

TO PRESIDENT DEBS, OF THE AMERICAN RAILWAY UNION.

"STOP STRIKE AND SCORE VICTORY. Pullman put up a job to hedge bankruptcy. Corporations building own cars and Senator Sherman's suggested legislation collapses miserably."

"GEORGE FRANCIS TRAIN." Dispatches to the Associated Press from points in this state, Pennsylvania, Massachusetts and other eastern states as well as from the south show that the supply of fresh meats is very small and that prices have been advanced.

OVER A MILLION. Loss to the Southern Pacific in Few Days.

San Francisco, July 3.—W. G. Curtis, assistant to General Manager Towne, of the Southern Pacific company, estimated that the company's loss owing to the tie-up is \$200,000 a day and that in the five days that the roads have been blocked the loss aggregates over a million dollars.

The fruit interest will be seriously menaced if a way out of the difficulty is not found. There are 200 cars of green fruit between here and Ogden, and it is doubtful if even this can save them. The cars are valued at \$4 each, so that \$800,000 is involved in this item. Fruit is ripening rapidly and within the next ten days sixty additional carloads will be ready for shipment.

At Kansas City. Kansas City, July 3.—The tie-up here now includes the Rock Island, Chicago & Alton and the Santa Fe and Wash. The Wash. switchmen, firemen and many engineers struck today. The Santa Fe has abandoned all attempts to move freight. It is still making up passenger trains and getting them out.

Decidedly Worse. St. Louis, July 3.—The strike situation in the territory tributary to St. Louis is decidedly worse today. All the A. I. men have been expelled from the Wash. strike today and the engineers refused to work with green hands. On the other hand, the A. I. men have decided during the night, leaving that system in a bad shape. The first regiment I. N. W. has been ordered in readiness for service.

All Out But Engines. Bloomington, Ill., July 3.—There are five passenger trains on the Chicago & Alton lying on the sidetrack at the Union depot. Every trainman on the Alton is out except the engineers. The A. I. men have decided to go out today. There are 60 passengers here and cases of great hardship.

Not a Wheel Moved. Sioux City, July 3.—Not a wheel on the Omaha road in this city moved today. The firemen on the Milwaukee have gone out, and the tie-up is complete. This afternoon, the mayor received a message from Governor Jackson, authorizing him to call out as many companies of the Fourth regiment as he deemed necessary.

The Brotherhood of Locomotive Engineers met here this evening and decided to join the strike. This affects all the roads entering the city except the Illinois Central.

IN DENVER. Union Pacific, Burlington and Rock Island Trains Running Regularly—Coal Supply Short—Freight Goes Out by Express.

Denver, July 3.—The Rio Grande employees here have not struck yet. The road is badly crippled by the strikers at Pueblo, Salida and Grand Junction. Trains are run between Denver and Pueblo. No union firemen can be found to run out of Pueblo. The Santa Fe is sending trains east by way of the Union Pacific and Gulf road is tied up.

President Jeffrey is circulating constantly among the employees of the Denver & Rio Grande road, and striving, in every possible manner, to induce them to remain loyal to the company. The fact is, a hot battle is in progress between President Debs and President Jeffrey, the one trying to break the strike, the other trying to keep the system open and the trains in operation.

The A. R. U. has succeeded in shutting off transcontinental traffic, but the Rio Grande is a distributing channel for the Burlington, Alton, Kansas Pacific and Northwestern railways and covers a large territory. Last night the Rio Grande had no men in line at Pueblo except volunteers, and there is a tie-up at Salida. Between Denver and Pueblo, the strikers are taking out their runs regularly.

The Gulf road is operating north of Denver and is preparing, with the prospect of ending the strike, to send out deputy marshals, to open up the southern line. Seventy-five more deputies were sent today to Trinidad, where it is intended to make wholesale arrests of the strikers.

Santa Fe trains are running to and from the east, and an attempt will be made to open up the line west as soon as the strikers at Raton, at least, count, the troops from Fort Marcy, en route to Raton, were near Las Vegas, where their train was stalled, owing to the desertion of the engineer and fireman.

Union Pacific, Burlington and Rock Island trains to and from Denver are running regular. Freight trains, except no freight trains are run, vast quantities of freight are being sent by express. All perishable goods are received at the depot at Raton. At last night the coal supply is short, and it is doubtful if the city cable company's cars can be kept running another day.

Troops For Pueblo. Denver, July 3.—Two companies of United States troops from Cheyenne passed through Denver tonight on their way to Pueblo. The troops are at the request of United States Marshal Leland.

GENERAL OLNEY WAS THE LEADING SPIRIT.

Strike Discussed at the Cabinet Session Yesterday.

TELEGRAMS POUR IN BY THE HUNDREDS.

PLANS PERFECTED TO PROPERLY MEET A CRISIS.

All Troops Ordered Out Will Be Kept Under Military Control and That of the President—Attitude of the Strikers in Violation of the Interstate Commerce Act, and Troops Are Called Out Under the Law.

Washington, July 3.—The cabinet session began at 11 o'clock today. Secretaries Morton, Smith and Carlisle were absent.

The great strike was the topic of discussion, and every phase of the situation was carefully canvassed. Attorney-General Olney was the leading spirit, inasmuch as through him comes all of the information bearing upon the situation as reported from time to time by the United States marshals, and he had a pile of telegrams to read to his associates.

Even while the cabinet was in session messenger boys were passing between the telegraph office and the White House. The secretary of war had been with his associates the plans of General Schofield, so far as they were perfected, for meeting any emergency that might arise, and they were approved. It also received the instructions that had been given to General Miles prior to his departure for Chicago. It is understood that General Olney has been at his headquarters was hastened by an intimation of the department that his presence at Chicago was desirable at the present juncture.

General Olney had further information to communicate. That it must have been an important character was shown by the fact that hasty calls went out from the White House to the secretary of war and General Schofield, for meeting any emergency that might arise, and they were approved. It also received the instructions that had been given to General Miles prior to his departure for Chicago. It is understood that General Olney has been at his headquarters was hastened by an intimation of the department that his presence at Chicago was desirable at the present juncture.

It is not intended to allow the troops to act in the name of a deputy or a marshal who might lose his head in the face of danger, and therefore, while assisting the discharge of judicial processes the troops will be kept strictly under military control. In the first instance, and secondly under the control of the president. This is provided for by the general order issued by the president on the 27th of June, a little over a month ago in the height of the Coxey disturbance. It provides that whenever the troops are employed to enforce the execution of the law of the United States, they shall be under the command of the president, and they must act as a part of the military power of the United States and must under orders of the president as commander in chief, and not as subordinates. They cannot be directed to act under the orders of any civil officer. The commanding officers of the troops employed must be responsible to their military superiors. Any unlawful or unauthorized act on their part will not be excusable as a military act, and they will be held responsible by them from a marshal or any other civil officer.

From the above, it can be seen how carefully the president is watching the situation, and the necessity that they are under of awaiting orders from the president before taking the field. This is the first instance, as far as the record has been had to this particular act, guaranteeing unobstructed commerce between the states.

ATTACKED BY A MOB. Three Men Wounded in the Seattle Riot That Followed.

Uniontown, Pa., July 3.—A mob of strikers attacked G. H. Phillips and Frederick W. Wynn, two deputies, at the Pennsylvania station this morning, threatening their lives. The two deputies took refuge in the station, and the officers drew their revolvers to defend themselves.

One of the mob attempted to take Phillips' revolver, and in the scuffle three shots were fired, wounding William Phillips, a grocer, and another man whose name could not be learned.

Assistance then arrived, and three of the strikers were arrested. The others fled.

SEA AND SAIL. Another Victory for the Prince of Wales' Britannia.

Larges, Firth of Clyde, July 3.—Richmond Hill, from London, Britannia, Valkyrie and Santanita started this morning in the big race. The course is about fifty miles. The Valkyrie, since she carries 1,300 feet of increased sail, allows the Britannia nine seconds, Santanita allows both Britannia and Valkyrie nine minutes and twenty-six seconds. At Skeinmore, nearing the first buoy, the Valkyrie was leading, thirty-five seconds; but in the second buoy, Santanita left the American built yacht Dakota, left all of her class behind, although she started last.

The race was another victory for the Prince of Wales' cutter Britannia, which crossed the finishing line one minute and forty-five seconds ahead of the American built yacht Dakota, left all of her class behind, although she started last.

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