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TEST OF THE IMPEACHMENT.

Specific Charges as Drawn Up Against Attorney General Olney.

IS GUILTY OF HIGH CRIMES.

Members of the Local Knights' Assembly Heartily Approve the Proceedings—Mr. McGuire Argues That the President Can Conduct Arbitration Under the Act of 1886.

Great activity existed in labor union circles yesterday, the chief topic of interest being the proposed impeachment of Attorney General Olney, which was exclusively announced in the columns of THE TIMES.

There is a concurrent opinion of approval in the allied trades at the action of Secretary-Treasurer Hayes and the members of the executive committee of the Knights of Labor in bringing a bill of impeachment against the Attorney General. They condemn the latter's action in unmeasured terms as unconstitutional and arbitrary, and, because he has overstepped his duty, his impeachment is demanded.

The following is the petition which will be presented to Congress:

To the the House of Representatives of the Congress of the United States:

1. Your memorialists most respectfully present that they are citizens of the state of — and of the United States.

2. That Richard Olney, the Attorney General and head of the Department of Justice of the United States, has been guilty, as such Attorney General, of high crimes and misdemeanors, subjecting him to impeachment and removal from office, in pursuance of the Constitution and laws of the United States.

3. The said Richard Olney, as such Attorney General, has counseled and advised and has rendered the military power of the general government within the state of Illinois and other states of the United States, superior to the civil power of all and each of said states.

4. Has counseled and advised and caused the Secretary of War of the United States to introduce into said state of Illinois and the other states aforesaid large bodies of armed soldiers, composing a part of the regular army of the United States, in violation of the Constitution of the United States, no application therefor having been made by the legislatures of such states nor by the Governors thereof, and, in fact, against the earnest protests of certain of the Governors of such states; and, as the result of such counsel and advice, the soldiers aforesaid have fired upon and killed divers citizens of said state of Illinois without lawful or sufficient cause therefor.

5. Has counseled and advised and caused divers suits to be brought in the said state of Illinois, and divers other states of the United States, and to enforce the same has, in violation of the laws of the United States, caused processes to be issued unknown to the courts of the United States; and by the use of armed deputy marshals has caused the arrest and imprisonment of citizens of the United States without due course of law, and in violation of the Constitution and laws of the United States.

6. Has wrested laws from their true intent and purpose, and, in violation of the spirit thereof, has used them, through the courts of the United States, to injure and oppress the citizens of said state of Illinois, and of other states, aforesaid—notably the act of Congress approved July 2, 1890, wholly intended to protect trade and conscience against the trusts and organized wealth in other forms; and the act of Congress, approved February 4, 1887, intended wholly and exclusively to protect the citizens of the several states against the wrongs, injustices and oppressions of interstate common carriers.

7. Has disregarded the sentiment of the people of the United States, expressed through the Congress of the United States in the act approved October 1, 1888, entitled "An act to create boards of arbitration or commission for settling controversies and differences between railroad corporations and other common carriers, engaged in interstate and territorial transportation of property or passengers, and their employes;" and actively and persistently encouraged and assisted the so-called "Pullman Palace Car Company" in refusing to adjust its differences with its employes, though said company was earnestly appealed to by such employes and tens of thousands of their brother workmen to adjust such differences by amicable conference, or by the selection of disinterested arbitrators.

8. Because the said Richard Olney, as the legal adviser of the Chief Executive of the United States, has advised, counseled and induced such executive to place a great city of the said state of Illinois under martial law, against the solemn protest of the Governor of said state, and without consultation with the Congress of the United States, then in session, which body, by the express enactment of the Constitution, alone has the power to declare war.

9. That no adequate or sufficient excuse exists for the commission of the high crimes and misdemeanors aforesaid, which, if left unpunished and unrebuked, will prove a deadly blow to the rights of the states and liberties of the citizens thereof.

The pretense for these unlawful usurpations of Federal authority and flagrant invasions of the reserved rights of the states—that the due transmission and conveyance of the mails of the United States were impeded and interrupted is wholly unfounded, because no contract exists between the United States and any railroad corporation touching the transmission and conveyance of the mails that is not revocable at the will of either party thereto; because no formal contract for carrying the United States mail exists with any railroad company; and because the laws of the United States expressly provide (Revised Statutes, Section 4000):

"Every railway company carrying the mails on any train which may run over its road, and without extra charge therefor, all mailable matter directed to be carried thereon, with the person in charge of the same."

Wherefore we respectfully submit that the solution of the grave questions—that the Attorney General seems determined to settle by the arbitrament of arms—was in the beginning and is now susceptible of prompt and satisfactory adjustment by the exercise of the President of the United States of his lawful authority, under the foregoing section of the statutes.

Whereupon your petitioners most humbly pray that this, their memorial, may be received and duly considered, and that appropriate action may be taken thereon by your honorable body, and they will ever pray, etc.

T. B. McGuire stated last night that the resolution introduced into the Senate by Senator Daniel's is based on an act passed in 1861, which was aimed directly at the rebellion then brewing in the South. He said "the Senator through his resolution justifies the rigid policy of the President in those times, and just as emphatically condemned the Southern insurrection."

He also states that now that the resolution has passed it stultifies the action of the Democratic party in repudiating the proposed Federal election laws, and makes operative such a law without passing through Congress. He says that all the southerners need do is to kick up a rumpus just before election, and the Federal troops will step in and guard the polls.

The resolution was based on article 4, section 4, of the Constitution of the United States:

"The United States shall guarantee to every state in the Union a republican form of government, and shall protect each of them against invasion, and on application of the legislature or of the executive (when the legislature cannot be convened) against domestic violence."

The revised statutes, title, "insurrection," section 5297, states, "In case of an insurrection in any state against the government thereof, it shall be lawful for the President on application of the legislature of that state, or of the executive, when the legislature cannot be convened, to call forth such numbers of the militia of any other state or states, which may be applied for, as he deems sufficient to suppress such insurrection, or on like application to employ, for the same purpose, such part of the land or naval forces of the United States as he deems necessary."

Mr. McGuire speaking of arbitration said, "There is a law which covers it, and could be applied in the present disturbed relations between the Pullman company and its employes, although the act does not specify any award.

"The act was fathered by Congressman O'Neil, of St. Louis, in 1886, and passed both houses. Its introduction was the result of President Cleveland's message in the fall of that year. A clause of the act provides:

"'An act to create boards of arbitration or commissions for settling controversies and differences between railroad corporations and other common carriers engaged in interstate and territorial transportation of property, or passengers and their employes.'

"The bill also states that additional arbitration is provided for in the law by the appointment of two commissioners by the President, who, together with the Commissioner of Labor, shall consitute a temporary commission for the adjustment of any difficulty, and the President may, upon his own motion, or upon the application of the state, tender the services of such commission."

Mr. McGuire argues that from this the President, without consultation, may appoint such a board and arbitrate the present difficulties.

In relation to the arrest of Debs, Mr. McGuire said: "From eminent legal opinion which we have obtained it is clearly proved that the confiscation of President Debs' mail is a violation of the constitutional rights of a free citizen. It is said that the United States marshals have laid themselves open to a serious charge upon which a prosecution may be based."

He also positively denied a report which quoted him as saying that labor organizations were opposed to the Populist party. He averred that the allied trades organizations were heartily in sympathy with the Populist party, and that in coming elections they would throw every vote into the Populist ballot box. He said that it was the only party which would do them justice, and that they were not going to turn their back on their friends.

He also very emphatically denied that Grand Master Workman Sovereign's order had reference to the whole country. He affirmed that it had a local bearing, and its ramifications would not extend beyond the limit of Chicago and vicinity. He said that when the order became general each district assembly would be notified.

Secretary J. W. Hayes, accompanied by T. B. McGuire and F. A. French, will call upon President Cleveland to-day and request him to put into motion the provision in the O'Neil bill in reference to arbitration. If the President does this a committee will be appointed by him to adjust the Pullman difficulty. The labor leaders, however, are not certain about the President's action.

Congressman Davis, of Kansas, has introduced a bill into the House similar in its provisions to the one introduced into the Senate by Senator George. There are one or two amendments.

John B. Sovereign telephoned to Chief Secretary Hayes last night, saying that already 26,000 men had quit work and that he expected before the end of the week that all the Knights of Labor and other organized bodies would lay down their tools and remain idle until the Pullman matter was finally and satisfactorily adjusted.

It will be very difficult to introduce a bill of impeachment against Attorney General Olney. The process is quite an intricate one. The first step would be a resolution in the House for impeachment. This would go to the House Judiciary Committee, which has established the precedent that an official cannot be impeached who exercises his discretion on a law and had not acted maliciously. It is said that an impeachment resolution against the Attorney General would not be reported from the committee.

STRIKING AT BIG GAME.

Knights of Labor Call for the Impeachment of President Cleveland

CLEVELAND, O., July 11.—At a meeting of the local lodges of the Knights of Labor held in this city to-day, the following resolutions were unanimously adopted and telegraphed to Washington:

Whereas the performance of republican institutions depends on the law-abiding character of the community; and

Whereas the Chief Executive of the nation is as much a subject of law and is bound to obey it in letter and as subject as any citizen; and

Whereas Grover Cleveland, President of the United States, has on more than one occasion wantonly violated the law of the land, to-wit: In refusing during the months of July, August, September and October, 1893, to purchase the amount of silver bullion required by law; in refusing to coin silver bullion as the law directed where silver certificates were presented for redemption, and more recently in sending United States troops into a state to quell riot without the request of the state authorities, and without first issuing the proclamation required by law; and

Whereas such an example of repeated and wanton violation of law and of his oath of office, by the President of the United States must of necessity provoke and serve as an excuse for lawlessness among the people at large; therefore be it

Resolved, That we demand the impeachment of Grover Cleveland, President of the United States, for high crimes and misdemeanors, that the majesty of the law may be vindicated.

UTAH WANTS TROOPS.

The Territorial Authorities Unable to Quell Riots.

Attorney General Olney late yesterday afternoon received a joint telegram from the acting governor of Utah, the judge of the supreme court, and the United States marshal stating that the situation had become very serious there. The railroads were in the hands of the strikers, and the United States marshal was unable to secure a sufficient number of deputies to enforce the laws. They call on the government for troops.

Telegraphic Brevities.

Gen. J. B. Frye, U. S. A., retired, died at Newport, R. I., last night.

The thermometer at Pierre, S. D., yesterday ranged 110 degrees in the shade.

The chemical works of Williams & Clark, at Carteret, N. J., said to be the largest in the world, were almost totally destroyed by fire last evening. The loss will be close to half a million dollars.

The twenty-third annual convention of the Catholic Total Abstinence Union of Ohio, and the first annual convention of the Supreme Commandery of the Knights of Father Matthew are in session at Fremont.

On her preliminary run from Cape Ann to Cape Porpoise yesterday the new cruiser Minneapolis attained a maximum speed of over 21 knots, and her average speed over the official course was 19.37 knots under natural draught.

The sheriff of Waco, Tex., has refused to release J. H. Arnold and T. C Tyler, lawyers, and J. L. Goodman, editor, under confinement for contempt of court, although Governor Hogg has granted them a full pardon, and says he will obey no order other than that of Judge Goodrich, who committed them.

In the Field of Politics.

The Republicans of the Third Missouri district have nominated C. N. Clark for Congress.

The Prohibitionists of the Twelfth Illinois district have nominated Rev. F. I. Hayes for Congress.

In the Minnesota Republican state convention yesterday Gov. Knute Nelson was renominated by acclamation.

Timothy D. Regan has been nominated for Congress by acclamation by the Democrats of the Fourth Illinois district.

J. P. Dolliver has been renominated for Congress without opposition by the Republicans of the Tenth Iowa district.

Lawrence E. McGann has been renominated for Congress by acclamation by the Democrats of the Third Illinois district.

Joseph C. Sibley has been unanimously renominated for Congress by the Democratic conferees of the Twenty-sixth Pennsylvania district.

Across the Ocean.

The anti-anarchist bill was adopted yesterday by the Italian Chamber of Deputies by a vote of 188 to 16.

The Japaneese government has chartered sixteen steamships with the intention of sending 10,000 troops to Corea.

Four more shocks of earthquake were felt in Constantinople yesterday, and it is known that 150 people are buried beneath the ruins.

Details of the collision between the steamer Vladimir and the Italian steamer Columbia in the Black Sea have been received. In addition to the hundred passengers of the Vladimir who were drowned, nine passengers were killed outright by being crushed when the vessels came together.

DEED ONLY FIT FOR DEVILS

Train With Regular Soldiers Plunged from a Trestle.

STRINGERS HAD BEEN SAWED.

Engineer and Three Soldiers Killed and a Number Seriously Hurt—Several Men Arrested on Suspicion—A. R. U. Disavows and Condemns the Outrage.

SACRAMENTO, Cal., July 11.—Samuel B. Clark, engineer; Private Byrne, Private Lubberding, Private Clark.

Such is the list of the men who were killed in the derailment of a train two and a half miles below the city this afternoon.

The wounded are:

Private Dangler, injured; Private Wilson, left leg seriously lacerated; Private Dugan, left arm cut off; Private Ellis, internally injured.

Shortly after 6 o'clock this morning the steamers Alameda and Acme, carrying the regular troops, steamed up the river and landed at the levee. They were met by several companies of militia who had been entered to keep the crowd back, fearing an attack by the strikers and their sympathizers. Shortly after 7 o'clock the regulars and marines marched to the depot, headed by Col. Graham and staff. The usual rush of spectators took place, but they were quickly dispersed.

The strikers had abandoned the situation, and were no where to be seen. Sentries were at once detailed to to keep the crowd at a safe distance, and the Gatling guns were placed in position.

Shortly after 9 o'clock General Superintendent Fillmore had a conference with Col. Graham, and when it was concluded the latter ordered his officers to drive every one out of the depot, including the newspaper reporters. Division Supererintendent Wright, with the aid of a switch engine, then cleared the main track, and orders were issued to take the overland, which had been delayed here since the inauguration of the strike, to San Francisco. Samuel Clark, one of the oldest engineers in the employ of the company, took charge of the engine, acting under instructions of Col. Graham. Soldiers belonging to battery D, Fifth United States artillery, accompanied the train.

As the train pulled out of the depot there was a silence among the strikers, who were evidently not in a happy mood, and frequently hinted that the train would not reach San Francisco. Such proved to be the truth.

Shortly after the train left the depot word was received here that it had been fired upon by strikers and ditched. It was reported that Engineer Clark was killed by a bullet and several regulars perished in the wreck. Later advices, however, show that not a shot was fired.

RAILS WERE UNSPIKED.

The strikers had unspiked the rails for a distance of about one hundred feet and covered their dastardly work with sand. Engineer Clark, notwithstanding that he was on the alert for such cowardly tactics, plunged into the trap. The engine was overturned and several cars upset. Engineer Clark was killed, and Privates Byrne, Lubberding, and Clark met with a similar fate. Private Dangler, who was also in the engine when it was upset, was seriously injured about the head. Private Ellis was hurt internally and is likely to die.

The train consisted of nine cars, five of them Pullmans. On the engine were Privates Lubberding, Byrne, Clark, Dugan, Ellis, and Wilson. The engine plunged through the trestle, and none of the men had time to jump and save themselves. Those of the men who were not instantly killed were weighted down with their heavy accoutrements and sank into the muddy water. Engineer Clark was pinned under the engine and his body has not been recovered.

TRESTLE COMPLETELY SHATTERED.

The trestle was about 80 feet long and was completely shattered. Fully one-half the filling was torn out. The engine is buried in the mud and water with the four forward cars. Another car is hanging over the edge of the embankment. They were all mail cars, and none of the Pullmans were injured. Shortly after the report that the trains had been derailed Division Superintendent Wright ordered the wrecking crew to the scene. Gen. Graham sent a company of infantry to head off the strikers.

Shortly after 4 o'clock this afternoon two of the wounded men were brought to the city and immediately taken to the hospital, where their injuries were dresed by Dr. Huntington.

The regulars are in an ugly mood on account of the death and injury to their comrades and seem anxious for a skirmish with the strikers. Many of them claim that General Superintendent Fillmore assured General Graham that the road had been carefully gone over, and further declared that they knew the strikers would not resort to any desperate measures to win the strike. It was not until they assured Gen. Graham of the supposed good condition of the road that the latter consented to send his men to assist the train to San Francisco.

A. R. U. CONDEMNS THE OUTRAGE.

Harry Knowx, the leader of the strikers, has issued the following:

"I desire to state in behalf of the A. R. U. that this order has not the remotest connection with the ditching of the train between Sacramento and Davisville this afternoon, in which several people lost their lives. We condemn this act as barbarous, and entirely contrary to the spirit of the A. R. U., which is engaged in an honorable struggle in the interest of labor, and is opposed to violence or the sacrifice of human life. This act was done by sympathizers, and we regret it the more as it is calculated to injure rather than help us. We sincerely trust that this first act of violence will be the last."

The men in the troop are bitter against the strikers since the derailing of the train, and their comrades at the depot predict that they will deal severely with any of the strikers that they may encounter. The regulars can be heard discussing the affair on all sides, and it is evident from their conversation that they are eager for an engagement with the enemy. They say they came here to do fair fighting and not to be killed like rats in a trap, and they do not propose to submit to this kind of treatment.

ONE OF THE STRINGERS CUT.

An examination of the bridge reveals the fact that one of the stringers had been cut off and a small piece of wood substituted in such a way that it would fall through as the heavy weight passed over the rail.

Two men have been arrested on suspicion of having been concerned in the wreck. They are now in the guard house. They were arrested near the scene of the wreck by a deputy marshal. Engineer McCoy, who was on the train, saw the men just before the train left the track, and pointed them out to the officers. They were heavily armed when arrested.

The whole depot has been cleared and the picket line has been extended to I street, a block north of the depot. The picket line now surrounds the depot at a distance of about a block in all directions. There have been rumors of dynamite buried in the depot, and it is to avoid all danger of an explosion that the depot is guarded.

CITY UNDER MARTIAL LAW.

The city is practically under martial law. Marshal Baldwin this afternoon issued a proclamation notifying all persons that the troops were in the city and that the orders of the commanding officer would be enforced. He also cautioned them against all unlawful assemblages.

Sheriff O'Neill to-night arrested S. D. Worden on suspicion of being implicated in the derailment of the train. Worden is well known in the city He has been quite prominent in labor circles and was recently sent as a delegate to the Chicago convention. The sheriff has also arrested G. G. Green, Wm. Burt, and H. E. Bodner, alleged strikers, for complicity in the wrecking of the train. They will be held pending an investigation. Acting under instructions of Gen. Graham, a detachment of soldiers seized a number of rifles and about 100 shotguns. No resistance was offered by the strikers.

FIRED UPON FROM AMBUSH.

Militia Exchange Shots with a Hidden Party of Assailants.

SAN FRANCISCO, July 11.—For over twenty-four hours United States regulars have been on the field in northern California, but the railroad blockade has not been broken. In fact, the situation to-night is deemed more serious than it has been at any time before.

Human life has been sacrificed at Sacramento in a horror which the strikers are accused of having perpetrated. All of the victims but one were soldiers.

Twice during the day the troops were ambushed. The first attack from under cover was early in the morning. At 6 o'clock Col. Graham landed at Sacramento with a force of over 600 regulars. No effort was made to resist their progress. The troops marched direct to the Southern Pacific depot and took possession of the buildings and railroad yards. A few hundred people gathered at the depot dispersed when told to do so. At the wharves a detachment of state militia had been left to guard the water front.

The regular troops were no sooner out of sight than this little band of militiamen were fired upon with rifles by a force of some 25 men who were concealed in the bushes on the opposite side of the river. The militiamen returned the fire, and about 200 shots were exchanged across the river before the attacking party fled. A Japanese boy who stood on the river bank was killed by a bullet from the militia. None of the attacking party were apprehended. Under cover of the United States troops the railroad officials went into the yards and resumed work unmolested. The tracks were cleared and trains made up.

SINISTER PREDICTIONS THAT COME TRUE.

At noon a train was dispatched for Oakland, under a strong military guard. Among the crowds of strikers in the streets there were men who openly boasted that the train would never reach Oakland. But no one thought they spoke knowingly.

An hour later, when the news came back to Sacramento of a horrible railroad wreck, in which at least four men had perished, these same men were as loudly denying that the men were strikers who had sawed away the supports of the railroad bridge. The disaster at the bridge caused the railroad company to cease its efforts to move trains out of Sacramento.

At Oakland to-day, the outlook was also warlike. An extra force of 150 special policemen under deputies had been sworn in. The railroad officials were making preparations early in the day to start trains simultaneously with those sent out from Sacramento. After the full force of deputies had arrived a band of strikers charged into the yards on the mole. When more men arrived the strikers charged again, and this time the deputies gave way. After all the engines that had been run out were killed, the strikers withdrew. Then came news of the disaster near Sacramento. When Division Superintendent Wilker heard that the train had been wrecked he stopped further preparations.

"We want to know where we stand," he said, "before we go ahead. If bushwhacking is now to prevail, we don't propose to send our men out and jeopardize their lives."

A train was also sent down to Sonoma Valley branch from Callistoga this morning, but it was stopped at Vallejo, where the strikers killed the engines. To-night trains are running in northern California only on the coast division. Neither in San Francisco or at San Jose did the strikers cause any disturbance during the day.

JUDGE ROSS LAYS DOWN THE LAW.

When the United States district court convened at Los Angeles this morning Judge Ross called the grand jury and referred briefly to the wrecking of cars in the railroad yards on Tuesday night. He told them to indict all the parties they found violating the law. Judge Ross also charged the jury relative to the obstructions of the mail and interstate commerce. He declared that the railroads under the law were obliged to carry the mails on their passenger trains, and their failure to run these trains did not constitute an offense. If they ran passengers and did not carry the mails on them, as provided by law, he declared that under the interstate commerce law the railroads could do as they saw fit in making up their trains, and could in their composition put on any kind or as many cars as they thought was fit for the purpose for which the train was intended. Any attempt on the part of the employes to uncouple the cars they did not desire to have go would constitute a conspiracy on the part of the men to interfere with the transmission of the mails if they were on trains so made up. He declared that under the laws the railroads were obliged to carry on commerce between the states, and they were not disobeying the law if they were coerced into not running the trains by threats or fear of violence.

NO ACTION BY THE KNIGHTS.

New York, Brooklyn and Other Assemblies Decide to Await Events.

BROOKLYN, N. Y., July 11.—The executive board of District Assembly, No. 220, Knights of Labor, met in secret session in the hall at No. 359 Fulton street this evening.

District Master Workman Thomas J. O'Reilly, at the close of the meeting, said no definite action had been taken. The strike, he said, had been discussed and sympathy expressed for the strikers. No. 220 comprises fifty-two local assemblies and includes all the men employed in trades and occupations other than railroads in Brooklyn and other sections of Long Island. No official notice of Sovereign's appeal has been received and no action taken. It was, however, decided to call a meeting of the executive officers of the several locals of the districts for Friday to take final action. A sympathetic strike will probably be ordered if a majority of the locals are in favor of it.

NEW YORK, July 11.—The labor situation is unchanged here to-night. Everything is quiet, and the appeal of Grand Master Workman Sovereign received but little attention.

Only one meeting of any importance was held. This was at the Labor Lyceum, where arrangements were completed to hold a demonstration in Union Square Saturday night. Delegates were present from the Socialist Labor party, the Central Labor Federation, D. A. No. 49, K. of L., and the United Hebrew trades. The park commissioners have granted the necessary permission for the use of Union square and Superintendent Byrnes has given permits for the parade. The organizations participating in the meeting number 60,000 workingmen.

PROVIDENCE, R. I., July 11.—It was definitely settled to-day that the Rhode Island Knights of Labor would take no notice of Sovereign's order. District Master Workman Gannon holding that he has no authority to issue such a command.

NASHVILLE, Tenn., July 11.—Local assembly Knights of Labor met to-night and adopted resolutions expressing sympathy with the railway strikers and promising to render assistance, but refused to go out. There are about 400 members in Nashville and Davison county.

Going away on your vacation? The Times will go with you to any address, postage prepaid, for 35 cents a month.

THEIR TURN COMES NEXT

Railway Managers May Be Indicted for Obstructing the Mails.

CHARGED WITH CONSPIRACY

Judge Grosscup Says the Grand Jury Will Widen the Scope of Its Inquiry So As to Include All Persons Who Have Interfered With Interstate Commerce.

CHICAGO, July 11.—It is reported that when the Federal grand jury concludes its investigation of the American Railway Union it will begin an inquiry into the policy and methods of the General Managers' Association. Among the leaders of the working men the charge has been made openly and repeatedly that the obstruction of United States mails and the interruption of interstate commerce was due quite as much to the general managers as to the railway union.

It has been stated that the general managers agreed among themselves that no trains should be run on any road till all had gained their points in dispute with the men. This was done, it is argued, to hold back such companies as showed an inclination to treat with its employes and bring about a resumption of traffic on its own lines. It is asserted by the men that they can prove that telegrams were sent out from the General Managers' Association ordering certain railroad lines to send out no trains till a designated scheme had been accomplished. All this, the men assert, is as clear a case of conspiracy on on the part of the general managers as the act of Debs and his associates rendered them indictable for conspiracy.

Judge Grosscup and District Attorney Milchrist have said that justice will be meted out impartially to all violators of the Federal statutes.

IT WILL WIDEN THE SCOPE.

Judge Grosscup said when questioned on the subject:

"I have no doubt that when the grand jury shall have finished the particular matter it is now investigating it will turn its attention to others who may have violated the law. It will widen the scope of its inquiry so as to include all persons who may have interfered with or obstructed interstate commerce or the United States mails in any way or by any means."

"Will you give the grand jury additional instructions on that point?"

"I cannot discuss that point now. I will do whatever is necessary to enable the grand jury to do its full duty."

But the labor men have little faith in the special Federal grand jury. They stick to their opinion that the grand jury was drawn not to investigate violations of law, but to return indictments against the railway union men and their sympathizers.

NO FAITH IN THE JURY.

"The grand jury will work for the corporations," said a labor leader to-day. "Most of them are remarkably friendly to the corporations and opposed to the men. Some of them think the workingman is a slave, who has no rights but to labor and let his own family go uneducated, unfed and unclothed, that his employer may live on the fat of the land, and if the workingman demurs he should be shot or bayoneted. Take the man Holbrook as a sample of the 'impartial' grand jury. There is a man who less than two years ago went through the land upholding and indorsing in public and private every iniquity of the infamous Carnegie, who was starving his workmen at Homestead and at the same time robbing the government by sending 'doctored' armor plates. No doubt Mr. Holbrook entertains the same high respect for Pullman. What sort of 'justice' can the workingman expect from a grand jury of Holbrook's?

APOLOGIES MADE TO DEBS.

Judge Grosscup Condemns the Seizure of Private Effects by Court Officers.

CHICAGO, July 11.—Judge Grosscup sent for Debs and also for District Attorney Milchrist to-day. When both were before him he said:

"I understand from statements published in the newspapers that among books and papers taken from this defendant there were private letters, some of which were still unopened. I want to know the truth about the matter."

"It is true," said the district attorney, "that the books and papers in Debs' office were seized by government officers, and some of them are private papers; but since they came into the possession of the government the papers have been locked up in the vault of my office and have not been interfered with by any one."

"Mr. Debs," said the court, "stands accused in this court of a grave crime, but he has all the rights of a private citizen. His private affairs are not to be inquired into, and if you have in your possession any private papers or letters or other documents of that character it is your duty to return them, and without making any copies of them. If there is any question as to the character of any of the papers, whether they are private or not, the district attorney will bring them before the court."

Mr. Milchrist said the officers who made the seizure had taken papers which they should not have seized. This was due, he said, to the excitement of the moment and not to any desire to disregard his private rights. The papers, Mr. Milchrist said, had not been copied and had not been seen by any one since they were brought to his office. The sealed letters had not been opened. Debs said he was satisfied with the statement of the district attorney. "I desire to thank the court," he said, "for the kindness and consideration and the protection given me."

The leader of the strike then accompanied Mr. Milchrist to the latter's office, and the letters which were seized last night were given to him. All the books of the railway union and the records, filling several large baskets, were kept for the use of the grand jury.

IT WAS A BIG BLUNDER.

The Federal officials from Judge Grosscup down are not a little annoyed over the blunder made by the overzealous deputy marshals and post office inspectors who illegally seized President Debs' papers yesterday. The seizure was wholly illegal, unjustifiable, and unwarranted. It was an outrage against the rights of the citizens committed by ignorant petty officials in their zeal to serve the corporations which are prosecuting Debs and his associates. It was a flagrant violation of law, decency, and everything that makes up the liberty of the individual. So gross was this crime that Judge Grosscup in open court to-day virtually apologized to Debs and ordered that his papers be returned to him.

Attorney General Olney yesterday, after reading the accounts of the seizure of Debs' private papers as published in the morning papers, expressed his regrets at this action of the government officials and at once sent the following telegram to Special United States Attorney Walker:

EDWIN WALKER, Counsellor at Law, Walker & Eddy, Chicago, Ill.—Seizure of Debs' papers, if not according to law, should be publicly disavowed and papers at once returned. Even if seizure strictly and technically lawful, papers should be returned. The government in enforcing the law cannot afford to be itself lawless, nor, even if they be within its strict right, should measures be resorted to which are unusual and come dangerously near invasion of personal rights. The government is too strong and its cause too righteous to warrant or require anything of that nature. Please wire at once what has taken place, and what is done in pursuance of these instructions. OLNEY, Attorney General.

It is assumed that it was in obedience to this telegram that action was taken under which the papers were yesterday surrendered, and the act of seizing them disavowed.

THEY CONSPIRED TOGETHER.

Text of Indictment Upon Which Debs and the Others Were Arrested.

CHICAGO, July 11.—The indictment upon which Debs was arrested yesterday is worded as follows:

"The grand jurors for the United States of America, inquiring for the northern division of the district of Illinois, upon their oaths present that Eugene V. Debs, George W. Howard, L. W. Rogers, and Sylvester Keliher and James Merwin, of the city of Chicago, in the said district and division, on the 30th day of June, in the year of our Lord 1894, and in the division and district aforesaid, unlawfully did conspire together, with divers persons to the grand jury unknown, to commit an offense against the said United States, that is to say, to knowingly and wilfully obstruct and retard the passage of the mails of the United States, and that to effect the object of said conspiracy the said James Merwin, on the day and year aforesaid, unlawfully did throw open a certain switch of the Chicago, Rock Island and Pacific railway, a corporation then and there being, and thereby derail, disable, stop and obstruct a train of railway cars, whereof one was then and there carrying the mail of the said United States, against the peace and dignity of the said United States, and contrary to the form of the statute in such case made and provided."

The Federal grand jury resumed its work of investigating cases growing out of the strike this morning. The Michigan Central railroad had a large number of witnesses in attendance, and the cases under investigation were mainly those growing out of the rioting at Kensington, Englewood and Grand Crossing. District Attorney Milchrist said this morning that scores of individual indictments will be returned against rioters who were seen to commit lawless acts. The cases of all men arrested during the last 10 days and taken before Commissioner Hoyne, will be considered by the grand jury without the necessity of a trial in the Commissioner's office.

Switchman Merwin was admitted to bail in $5,000 to-day, but was unable to find bondsmen.

MANAGERS ARE SANGUINE.

They Say the Strike is Practically at an End in Chicago.

CHICAGO, July 11.—The great railway strike is practically at an end in Chicago. Trains on all roads are moving, passenger trains are almost without exception on time, and freight traffic is rapidly becoming regular.

"The back of the strike is not only broken," said Manager Egan of the General Manager's Association this afternoon, "but the backbone has entirely disappeared. The blockade is raised, and it will require but a short time to get the railroad business of the city back into its regular routine."

On the Chicago and Grand Trunk, passenger service is regular and freight and suburban service has resumed to-day. The Wabash ran local freights and part of its suburban trains in addition to the through passenger service, and the Michigan Central moved a mass of merchandise which had accumulated at Michigan City. The Wisconsin Central reported both freight and passenger trains running on time, and the Chicago and Northern Pacific announced that all daylight trains were running regularly, although night service has not been resumed. The Santa Fe ran trains regularly in and out of Chicago, and the Erie resumed freight traffic, with its passenger and express trains running on time.

The Louisville, New Albany and Chicago ran all trains on time all day, the burned bridge at Hammond having been repaired. On the Chicago and Great Western all passenger and freight traffic as well as yard work was handled regularly, and the Chicago and Alton reported all trains on the entire road running without interruption. The Chicago and Eastern Illinois experienced no trouble, with the exception of a demonstrative crowd at Brazil, Ind. The Illinois Central had 190 loads of inbound freight to-day, and its through passenger service was regular. The Chicago, Burlington and Quincy handled several freight and stock trains to-day, and its passenger and suburban trains were all on time.

On the Pittsburg, Ft. Wayne, and Chicago all passenger trains ran regularly and freights were moved more freely. The Pan Handle moved freight freely and reported its passenger service uninterrupted, and the Chicago, Milwaukee, and St. Paul handled the regular number of freight, passenger, and suburban trains. The Lake Shore and Michigan Southern announced that owing to the Toledo strike it had suspended the reception from western connections of perishable freight and live stock.

SOVEREIGN IS CONFIDENT.

He Feels Sure That by Saturday a Million Men Will Quit Work.

CHICAGO, July 11.—Mr. Sovereign to-day said he could give no definite information as to the progress of the strike. He said he had seen nothing to discourage him.

"It cannot be expected," he said, "that a million men in all parts of the country are going to drop their tools at the drop of a hat. There is not a hair-trigger mechanism about our organization. Action is taken with deliberation, and this case is no exception to the rule.

"There is nothing mandatory in our order. No power is vested in any officer or set of officers to arbitrarily command the Knights to strike. That is not the way they do business. But any one who understands the inside working of the order and knows the obligation the members take will realize that the appeal has all the force of command.

"The subordinate assemblies of Knights will take action thereon, and there can be no doubt as to what the action will be. By the end of the week 1,000,000 workingmen belonging to the order or in close sympathy with it will lay down their tools and quit work pending the settlement of this question."

At labor headquarters to-night it was announced that the following unions had struck: Painters, 4,000 men; machine wood workers, 500; planing mill hands, 800; silver gilders, 340; carriage and wagon makers, 700. It is expected, the labor men say, that 1,000 molders will strike in the morning.

WILL NOT ARBITRATE.

Futile Conference of Mayor Hopkins and Pingree with Pullman Officials.

CHICAGO, July 11.—Mayor Hopkins, Mayor Pingree, of Detroit, and Erskine M. Phelps, of Chicago, had a two hours conference this evening with Vice President Wickes, General Solicitor Runnels, and General Manager Brown of the Pullman Company at Mr. Wickes' office. Mayor Pingree's telegrams urging arbitration were presented and arbitration was strongly urged. The conference was held behind closed doors, the Pullman officials promising to give a verbatim report of it to the newspapers. The report as given out by them follows:

Mayor Pingree, of Detroit, accompanied by Mayor Hopkins and Mr. Erskine M. Phelps, of Chicago, called at the Pullman offices and submitted to the officials of the Pullman company the telegrams Mayor Pingree had received from the mayors of other cities upon the question of arbitration.

Thereupon followed a protracted friendly discussion of the matter, in which the officers of the Pullman company set out fully their reasons for believing that the question at issue, which was simply the reopening of the works and carrying them on at a ruinous loss, was not a proper subject for arbitration.

Mayor Hopkins, after the conference, would only say: "We are just where we were before we went. Let them do the talking."

Going away on your vacation? The Times will go with you to any address, postage prepaid, for 35 cents a month.

MANAGERS CALLED TO BOOK

Postmaster General Bissell Reads Them a Needed Lesson.

THEIR DUTIES TO GOVERNMENT

Under Unusual Conditions Railroad Companies Must Put Forth Unusual Efforts. Anticipation of Obstruction No Excuse for Withdrawing Mail Trains.

Postmaster General Bissell has received a number of communications from railroad officials complaining of the obstructions on their lines and consequent interruptions. To all of these he has sent the following reply:

SIR: I have received your communication of recent date respecting the condition of the ——— railroad, and the difficulty you experience in its operation by reason of obstruction by strikers and violent demonstrations against the company's property and its employes by riotous mobs.

While I recognize the force of these statements, I still feel constrained to urge upon your attention that in these unusual conditions railroad companies are expected by the government to put forth unusual efforts in the performance of government and public business, and, in fact, exhaust all their available resources in fulfilling their obligations to the government as carriers of the United States mails.

The fact that managers of railroad companies may anticipate that their trains will be obstructed and property destroyed cannot be regarded as sufficient justification for them to withdraw trains from service and make no effort to transport over the mails over routes which have been declared post routes, and for which they are receiving compensation as provided in the statutes of the United States.

The obligation of mail carriers to the government clearly demand that they shall leave nothing undone to maintain uninterrupted and regular mail service. The readiness of local, state, and national authorities to assist and protect them in the maintenance of such service emphasizes this obligation on the part of mail carriers, and suggests that while violent obstruction should be restrained, the obligations of railroads to the public and the Government should not the less be exacted to the utmost possible extent.

Yours respectfully,

W. S. BISSEL, Postmaster General.

WORST OF THE STRIKE IS OVER.

Although the brightening prospect makes the necessity of further action by the authorities here unlikely, Secretary Lamont, Secretary Gresham, Postmaster General Bissell, Secretary Herbert, and General Schofield were at the White House during last evening, in consultation with the President.

All the official reports received indicate that the strike at Chicago has passed its worst point. Gen. Miles reported late in the afternood that there had been no disturbances during the day, and that all parts of the city were now practically under control of the local authorities.

Progress is reported in opening up the transcontinental lines. The Northern Pacific railroad has been freed of obstruction as far west as Livingston, and the troops are still working toward the Pacific coast. The attorney of the road has sent a message expressing satisfaction at the progress of the work, and says that the task of rebuilding destroyed bridges and repairing the line is going on rapidly.

SITUATION IN THE FAR WEST.

General Brooke reports from Omaha that he had opened the Union Pacific railroad from Omaha to Ogden; that the troops, who are still going westward, have met with no resistance and that the entire movement has been highly successful. From San Francisco on the western end of the line, General Ruger reports that he landed 500 men at Sacramento at 8 o'clock this morning without the slightest resistance.

He expects to start the cars rolling just as soon as the Southern Pacific Company can make up the