

NEWS OF THE WEEK.

Gathered from All Quarters.

CONGRESS.

In the Senate on the 20th the Quoy resolution providing for an order of business was debated. Mr. Spooner moved to refer the resolution and Mr. Hoar's proposed amendments to the Committee on Rules, but at the end of the morning hour the whole subject went over. The tariff bill was taken up and one page disposed of. The Senate concurred in the House amendments to the Agricultural College bill and the Meat Inspection bill, and adjourned. The House spent most of the morning hour debating the Alien Land bill, which was finally laid on the table. The bill to pay claims of laborers under the Eight-Hour law was taken up, but went over without action. The House adopted a resolution from the Committee on Foreign Relations calling on the President for information concerning the enforcement of the Russian edict against the Jews. The Senate bill providing for inspection of exports for experts was then taken up and passed. The Lard bill was then debated, but without final action the House adjourned.

In the Senate on the 21st the resolution to prevent the sale of intoxicating liquor in the Senate wing of the Capitol was debated at some length, but finally went over without action. Discussion of the tariff bill was then resumed. Without making much progress with the bill the Senate went into executive session and adjourned. The House passed Senate bills for bridges across the Mississippi between the mouth of the Missouri and the mouth of the Illinois; also the bill to change the time of sessions of the Federal courts in Western Missouri. The bill for adjustment of accounts under the Eight-Hour law was debated without final action, and the Lard bill was taken up. Discussion of this measure was continued until five o'clock when a recess was taken. The evening session was devoted entirely to debate on the Lard bill, but no conclusion was reached.

The Senate on the 22nd took up Mr. Plumb's resolution to prohibit the sale of intoxicating liquor in the Senate restaurant, but owing to the absence of its author, the resolution went over without action. Consideration of the tariff bill was then resumed. After disposing of nine pages of the bill the Senate proceeded to the consideration of executive business and soon after adjourned. In the House Mr. Butterworth submitted the conference report on the bill making an appropriation for an increased clerical force to carry out the provisions of the dependent pension law, and it was agreed to. The House then went into Committee of the Whole on Senate amendments to the River and Harbor bill. After non-concurring in about one-half of the Senate amendments the committee rose, and the House took a recess until evening, the night session to be devoted to the consideration of private pension bills.

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At Rock Island, Ill., on the 24th a span of horses attached to a carriage containing five ladies became frightened and ran away. Mrs. J. H. Wilson and Mrs. Charles Jacobs jumped out. The former was fatally and the latter seriously hurt. At Rowland, Ky., on the 25th Ross Hamilton and Robert Ferguson fought with pistols on the street, resulting in the almost instant death of both men. A boiler in T. C. White's flouring and sawmill at Pike's Peak, Ind., exploded on the 25th, fatally injuring four men, seriously wounding several others and completely wrecking the mill. HOLZMAY, the Michigan bandit, made another unsuccessful attempt at suicide in the prison at Marquette on the 25th. He severed the arteries of his wrist with a silver tin secured from a slop bucket; and also attempted to dash out his brains by butting his head against the prison walls. He was placed in a straight jacket. An open switch caused the wreck of two freight trains at Mullen, Neb., on the 25th, killing three persons and injuring several others. The works of the Hanna Wagon Company at Peoria, Ill., were entirely destroyed by fire on the 25th. Loss \$45,000; insurance \$40,000. The business part of Pembroke, Ky., was burned on the 25th. Loss \$15,000; insurance \$7,000. A CLOUBURST at Juarez, Tex., on the 25th washed away forty houses and rendered sixty families homeless. Two people were drowned. On the 25th a freight train on the Norfolk & Western railway was thrown from the track near Radford, Va., and the engine and nine cars fell on top of a number of shanties below, occupied by Italian railroad laborers. The cars crashed through the shanties, killing two of the occupants and injuring five others. William Cook, engineer, and J. S. Goans, brakeman, were killed. The Senate Committee on Postal Affairs has decided to make the bill to extend the free delivery system apply to cities of 5,000 inhabitants, or to cities where the postal receipts amount to \$5,000.

DOMESTIC.

It is now stated that the death of Patrick Harris, the well known theatrical manager, which occurred at Bay Shore, L. I., recently, was the result of suicide by shooting himself. No cause for the act is known.

NEARLY all the yardmen employed by the Delaware & Hudson Company at Green Island, near Troy, N. Y., struck on the 23d. The men refuse to handle the New York Central freight at that point.

JERRY CLEVELAND, a miser residing in the eastern part of Sawyer County, Wis., and reported to be worth between \$30,000 and \$40,000 which he kept concealed about his premises, was found murdered at his home a few days ago.

JOHN LAKE and James Dorsey, of Poughkeepsie, N. Y., were struck by a New York Central train on the 24th, while walking over a trestle near that city, and thrown a distance of thirty feet. Lake was killed, but Dorsey escaped uninjured.

GEORGE M. PULLMAN has made a proposition to the directors of the World's Fair, to the effect that he will give the necessary amount of ground for exposition purposes, and in addition will take up the \$5,000,000 in bonds to be sold by the city. After the fair is over he says he will dedicate the grounds to the public for park purposes.

AN insane rancher named Quinn, living near Livingston, Mont., a few days ago killed his wife and five children with a broadax. All the bodies were horribly mutilated. Several men went to the house to effect his capture, but Quinn resisted and was shot dead by one of the men in self-defense.

FULLY 50,000 people assembled at the various meetings of the annual camp meeting at Ocean Grove, N. J., on the 24th—the largest gathering in its history. The clergy present represented every State in the Union.

The immense sugar mills at Ness City, Kan., erected three years ago at a cost of \$100,000, were destroyed by fire on the 23d, with all their valuable machinery. Insurance, \$30,000.

A CONVENTION of instructors of deaf mutes began its sessions in New York City on the 23d. About 400 delegates were present, representing seventy-three institutions scattered throughout the country. W. Nelson, of California, was elected president, together with five vice presidents and three secretaries. The convention will be in session several days.

An official bulletin has been issued by the Brotherhood of Locomotive Engineers, Firemen, Conductors and Trainmen, and the Switchmen's Mutual Aid Association, embracing every branch of the train service in Minnesota, the Dakotas, Montana and Washington, calling a meeting at St. Paul, Minn., on Sunday, August 31.

The record of railroad accidents throughout the country for July, 1890, includes 84 collisions, 59 derailments and 6 other accidents, a total of 149 accidents in which 70 persons were killed and 249 injured.

WILLIAM HANLON fell from a trapeze while performing at the Academy of Music, of New York, on the 23d. He struck two unoccupied seats in the orchestra, narrowly missing the occupants of adjoining seats, and was seriously but not fatally injured.

A WEST-BOUND Texas & Pacific freight train was wrecked near Fort Worth, Tex., on the 23d, by encountering cattle on the track. Brakeman J. P. Coyle was killed and the engineer and fireman were seriously hurt.

AMONG the passengers who left San Francisco on the City of Pekin recently was a well known attorney of that city who goes to China to secure 8,000 Chinese laborers who will be employed in the construction of a railroad across the Isthmus of Tehuantepec. The road is to be built by English capital and work has been let to Mexican contractors.

JEROME S. RIDLEY owned a large amount of property in Lawrence, Kan., previous to the war. He joined the Confederate army when the war broke out and his property was confiscated as the possessions of a traitor. Ridley died recently and his heirs have begun suit for the property which is now worth \$500,000.

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A SUDDEN outbreak of small-pox is reported at San Antonio, Tex., a dozen cases having appeared. Steps are being taken to prevent its spread.

In the United States Circuit Court at San Francisco on the 25th Judge Sawyer rendered a decision in the case of the Bingham ordinance requiring the removal of Chinatown from its present location in the heart of the city to South San Francisco. The judge held that the ordinance is unconstitutional, as it conflicts with the constitution of the United States.

The inspectors who investigated the loss of the steamer Sea Wing, capsized in Lake Pepin last July with such disastrous results, have reported, censuring Captain Wetherin for starting out in the face of such a storm, and after starting in not keeping closer to the shore where shelters were plentiful. His license has been revoked and the case will be reported to the United States Attorney for prosecution.

INDEAN COMMISSIONER MORGAN has issued instructions that no more Indians shall be taken from the reservation by traveling shows.

UNDER date of August 23, Special Land Inspector Newsham, at Kingfisher, Oklahoma, sends the following telegram to the Secretary of the Interior: "After many days' house to house inspection, I find that fully one-third of the people need seed wheat and many are now in want of food, having no work and nothing to sell. The extreme south of the Territory is not quite so bad."

PERSONAL AND POLITICAL. The Pennsylvania Prohibition State convention on the 21st nominated Charles W. Miller for Governor, Charles E. Hyatt for Lieutenant Governor, and William T. Dunn for Secretary of Inter-

nal Affairs. Before adjournment an appeal for funds resulted in \$20,000 being subscribed by delegates.

GENERAL JAMES B. WEAVER has been nominated for Congress by the Democrats of the Seventh Ohio district.

HON. ISAAC P. CHRISTIANCY, ex-Supreme Court Justice, ex-Senator and ex-Minister to Peru under President Hayes, is reported dying at his home in Lansing, Mich. He is seventy-eight years old.

PROF. FREDERICK HENRY HEDDE, D. D., LL. D., whose name for a number of years has headed the list of officers of Harvard University by reason of seniority, died on the 23d, aged eighty-five years.

EX-GOVERNOR PATTON has formally accepted by letter the Democratic nomination for Governor of Pennsylvania.

The caucus of Republican Senators on the 23d put into form the resolution establishing an order of business which it is proposed to adopt. The resolution provides for closing debate on the tariff bill August 30. The Election bill is to be made a special order for the first Monday in December.

JOHN H. ALLEN, the well known tobaccoist, died at Richmond, Va., on the 23d.

W. B. HILL died suddenly at Marlboro, Md., on the 23d, aged seventy-seven years. For twenty-five years he was chief judge of the Orphans' Court.

H. M. JOHNSON, a noted professional sprinter, died at San Francisco on the 25th. He was a native of St. Louis and twenty-seven years old.

ROBERT T. LINCOLN, United States Minister to Great Britain, emphatically denies the truth of reports which represent him as contemplating the tendering of his resignation.

HON. L. F. WATSON, Representative from the Twenty-seventh Pennsylvania district, died suddenly on the 25th in the Shoreham Hotel at Washington.

FOREIGN.

FIRE in a customs warehouse at Copenhagen recently caused a loss of 2,000,000 kroner.

NEARLY 11,500 miners are now on a strike in the Borinage district, Belgium. The Thames barge builders, after a strike lasting nineteen weeks, have secured the concession of a working day of nine hours.

It is reported that 150 lives were lost in a cyclone in the canton of Vaud, Switzerland, on the 21st.

REPORTS from twenty-five centers of population in county Donegal, Ireland, show that the potato blight is gravest in congested districts like Falcarragh and Gweedore, where the crop is a total failure. But even in the richer parts of the county there is less than one-half of the average crop.

At noon on the 24th connection was successfully made between the two ends of the Grand Trunk railway tunnel under the St. Clair river at Sarnia, Ont.

COMMENTING on the effects of the American silver bill, the London Times warns the silver interests to be in readiness to meet the real, though perhaps distant danger of a plethora of silver in America finding a vent outside and fixing a market for itself.

A DISPATCH from Quebec says the Deputy Minister of Agriculture declares that Asiatic cholera will certainly visit Canada next year and that in order to check its advance he proposes to establish quarantine stations in British Columbia on the same plan as that at Grosso Isle.

The Queen's Hotel at Sunbridge, Ont., was destroyed by fire on the 25th. The guests had great difficulty in escaping. Two men were burned to death and two others severely burned.

LATER.

GOVERNOR CAMPBELL, of Ohio, has refused to interfere in the cases of murderers Brocky Smith and Otto Leuth. Isaac Smith has been respited until October 24.

While Mrs. Mary Wilson, with a babe in her arms, was in the cemetery at Carbonado, Wash., sitting on the grave of one of her children, a tree fell on them, instantly killing both.

MAJOR MCKINLEY was unanimously renominated for Congress by the Republicans of the new Sixteenth Ohio district on the 26th. All the formalities of a convention were dispensed with, and the Republican authority which conferred the honor was virtually a mass meeting of the party in the district.

The cloakmakers' strike at Philadelphia, which has been in progress eight weeks, was declared off on the 26th and the strikers resumed work. Less than 100 of the original strikers remain in the city, the others having gone to Chicago and New York.

The Census Office announces the result of the count of the population of Rhode Island as 345,348—increased since 1880, 68,812, or twenty-five per cent. Idaho, population 84,229—increased 51,919, or 158 per cent.

The Cincinnati Board of Education, by a vote of 12 yeas to 11 nays, have decided to hereafter cease to employ married women as teachers in the public schools.

The National Encampment of the Sons of Veterans opened at St. Joseph, Mo., on the 26th. Commander Grinn presided, and read his annual address. The grand parade took place in the afternoon and it is estimated that 10,000 men were in line.

The Ohio Grand Lodge of the Ancient Order of United Workmen convened at Cleveland on the 26th, all the lodges in the State being represented.

In the Senate on the 26th the agreement to end general debate on the tariff bill September 3 and get a vote on it September 8 was adopted by unanimous consent. The conference report on the Sundry Civil bill was debated and agreed to. The tariff bill was taken up and considerable progress made. The paragraph relating to watches was amended so as to make the duty on all watches 25 per cent. ad valorem. Several other paragraphs were amended, mainly in the line of reduction, and upon reaching schedule F, relating to tobacco and its manufacture, the Senate adjourned. In the House there was a long controversy over consideration of the Lard bill and the Anti-Option bill. The Speaker ruled that the Lard bill had the right of way, and the enemies of the bill filibustered on an appeal from the Speaker's decision by breaking a quarrel on roll calls and ordering calls of the House. The House finally adjourned without determining the question of consideration.

A RIDE TO DEATH.

A Railroad Car With Eight Passengers Dashes Down a Mountain and is Demolished—Several Killed and Injured.

READING, Pa., Aug. 23.—Shortly before eleven o'clock Friday morning a terrible accident occurred on the Mount Penn gravity railroad, a mountain route encircling Mount Penn, 800 feet above the city of Reading. The road was opened five months ago and has been doing a good business ever since. The cars were taken from a point on the outskirts of the city to the top of the mountain, a distance of five miles. On returning the cars were allowed to go down the mountain by gravity, by way of another route to the point of starting.

Yesterday forenoon a car containing about eighteen passengers was taken from the station to the top of the mountain. This consumed about thirty minutes. On the top of the mountain there is a high stone tower where the passengers were allowed to alight and enjoy the scenery.

There are different stories as to the cause of the accident, but it appears that when the tower was reached, the point where the gravity point of the road commences, the engine was detached and the car ran away, while the passengers were still on board. The distance to the point of starting is five miles and it is said that this was covered by the runaway car in about three minutes, the car attaining an estimated speed of eighty miles an hour. It remained on the track to the foot of the plane, going around all the curves, while the passengers shrieked in their fright and several jumped off.

At the foot of the plane the car jumped the track and landed upside down at the bottom of a fifty-foot embankment, with the passengers imprisoned within the car. Doctors and ambulances were hurriedly sent for. Four persons were taken out dead and a number injured. Among the killed were Charles Rettew, aged fifty-five, conductor of the car; Edgar M. Levin, an attorney of this city; Miss Rosa Pfeiffer, a young lady of this city, and Miss Harriet Hinric, of Philadelphia.

Miss Hiram Schittler and Mrs. W. A. H. Schmel were fatally injured. Among the others injured are Sallie Bye and Mary Guthrey, of Wilmington, both badly injured, and Willie Schmel, of this city, both legs broken.

Superintendent C. M. Dechart gives as the cause of the accident the refusal of the brakes to work properly. It was a new brake and was being experimented with. The car was splintered into kindling wood, and the escape of a single passenger is miraculous.

REVIEW OF TRADE.

Money Market Very Stringent, While Enormous Imports Continue—Large Volume of Business—Labor Troubles Feared.

NEW YORK, Aug. 23.—R. G. Dun & Co.'s Weekly Review of Trade says: The signs of monetary disturbance which were noticed in previous reviews were not misleading. Money loaned on Thursday at half a cent per day premium, or about 100 per cent., and most of the loans were at a quarter premium. Money for commercial loans is very scarce. The obvious and only sufficient relief is the liquidation of money speculations in stocks, in wheat, corn, oats, cotton, leather, hides, coffee, wool and especially in silver bullion, which have locked up enormous sums. In silver alone about ten millions have been locked up to wait for higher prices; in grain several times as much, and in other products many millions, while the condition of the market for securities was indicated by the fall, averaging about \$3 per share in a single day on active stocks, when money became tight.

In addition the enormous imports, intended to anticipate the pending tariff bill, have virtually locked up for an indefinite time many millions paid for goods and in duties on them. The volume of legitimate business throughout the country continues large, exceeding that of last year by ten per cent. outside New York, and the desire to market products quickly causes greater demand for currency from the country than usual.

The iron industry still shows a strong demand for finished products, with some stiffening in prices, but the supply of pig iron is so large that prices are shaded in urgency to sell.

The market for wool is dull and prices a little lower, the supply of foreign goods offered being very large. Reports from other cities, with very few exceptions, indicate that a larger trade than ever before is in progress, with satisfactory collections and a bright outlook. Crop reports are less discouraging, though the yield must fall below early anticipations as to grain. In general, the condition of legitimate business is encouraging, unless monetary pressure or labor controversies interfere.

NOT A WHEEL MOVING.

Engineers and Firemen at the Chicago Stock Yards Strike, Causing a Freight Blockade.

CHICAGO, Aug. 23.—The engineers and firemen on the Stock Yard railroad system, forty of each, went out on strike Friday morning. Not a wheel is stirring on the road and the freight is at a standstill on sidetracks. The men demand an increase from 28 to 30 cents an hour for engineers and from 16 to 20 cents for firemen. Another grievance is the refusal of the company to so arrange the Sunday business of the yard that the men can have regular and convenient recreation hours, at least for that one day. The officials of the road say the men are being paid higher wages than any other system in the city and that they had no good cause for complaint.

DESTITUTE SETTLERS.

Eight Hundred Colorado Citizens in Danger of Starving.

DENVER, Col., Aug. 23.—The eight hundred people who live in eastern Arapahoe county, Col., near the Kansas line, are in a state bordering on starvation. A committee representing the settlers was in Denver Thursday seeking aid of the county commissioners. Crops are an absolute failure this year and as the country is new, the first settlement having been made only three years ago, the people have no resources and they find winter approaching with any prospect of pulling through it alive without assistance.

A NOTABLE TRIBUTE.

Honors to the Memory of Inventor Ericsson—His Remains Borne to His Native Land by a United States War Ship.

NEW YORK, Aug. 23.—The remains of John Ericsson, the inventor, were borne to their Swedish native land Saturday for final interment. The tribute paid to one of the most notable and successful inventors of the century was attended with imposing ceremonies. The United States as a government bestowed its greatest honors; Captain Ericsson's own countrymen, many veterans of the Civil War, representatives of foreign governments, secret societies and public men of all degrees, united in the last tribute to the memory of the illustrious dead.

Rear Admiral John L. Worden, the heroic commander of the Ericsson Monitor in the battle of Hampton Roads against the Confederate ram Merrimack, March 9, 1862, was an object of interest to many. The white cruiser Baltimore, which was selected to bear Ericsson's ashes to his native land, was anchored northeast of Ellis Island in the harbor. The other naval vessels were anchored on a line west from the Baltimore. In the order was first the old monitor Nantucket, and as the tug Nina, bearing the remains, passed on her way to the Baltimore, minute guns were fired from a battery on the Nantucket.

Colors at the navy yard and on all naval vessels in the harbor were displayed at half-mast. The flags at Governor's Island and Forts Hamilton and Wadsworth were lowered. The guns on Castle William, on Governor's Island; Forts Wadsworth and Hamilton and on each of the United States war vessels fired a national salute of twenty-one guns as the Baltimore passed down the bay.

Early in the morning the marines from all the war vessels in port were collected from the different ships and taken to the navy yard. Then with the marines from the navy yard a battalion was formed and the men transferred to the foot of East Third street. The battalion marched to the marble cemetery in Second street. Here the entire column was to form. Rear Admiral Braine was in general charge of the ceremonies, in co-operation with Major General O. O. Howard, commanding the Department of the Atlantic.

During the removal of the casket from the vault to the hearse the Swedish hymn was sung in the cemetery by the Scandinavian singing society. As the casket was borne to the hearse the battalion of marines presented arms. The casket was decorated with Swedish and American flags intertwined and handsome floral wreaths with the name of Ericsson laid on the lid. At the Battery the marine battalion formed line and presented arms as the hearse passed. The band played the Swedish national hymn. Commander W. H. Whitney and aids superintended the embarkation of the body on the navy yard tug.

The tugboat was preceded by the launches of the vessels of the fleet in double column and followed by the Catalpa and boats from all the naval vessels in a double column. When the fleet of boats arrived at the Baltimore the line was broken and all returned to their respective vessels. The casket was placed on the catalpa on the Baltimore and the invited guests returned to the shore. The Baltimore then weighed anchor and steamed down the bay.

UNDER THE STARRY FLAG.

Interesting Ceremony Performed in a New Shipyard at Newport News, Va.—The First of a New Line of Steamers.

NORFOLK, Va., Aug. 23.—The interesting ceremony of christening a steamship and raising over her the flag of the United States was performed Saturday at Newport News. The steamship was the San Benito, formerly the English ship Kimberley, stranded on the Virginia beach two years ago. She was purchased by Mr. C. P. Huntington and has been completely rebuilt at the Newport News shipyard at a cost of \$300,000. Papers have been issued to her as an American ship. This is the first achievement of the new shipyard at Newport News. This yard cost about \$8,000,000. Mr. Huntington says that if the subsidy bill passes he proposes building several ships to sail under the American flag, to run between Hampton Roads and Liverpool.

CRIME OF A MANIAC.

Mother and Five Children Killed by a Crazy Husband—Death of the Murderer at the Hands of Pursuers.

LIVINGSTON, Mont., Aug. 23.—A man who gave his name as Arlington reports to Sheriff Tomperton that a rancher named Quinn, living twelve miles west of Livingston, killed his wife and five children Saturday with an axe. The man was crazy and when discovered was sitting in a corner of the room eating from the arm of one of the children. The bodies of all were horribly mutilated, the arms and legs being severed from their bodies. The eldest, a girl of about fifteen, was cut almost in two. Several men went to the house and tried to capture him, but he would allow no one to approach him and was killed by one of the men in self-defense.

Alleged Highwayman Arrested.

BUTTE, Mont., Aug. 23.—Charles Warfield, a leading citizen, was arrested yesterday by United States Marshal Furay, charged with being the leader of the eight masked men who held up the Butte and Helena stage coach between Boulder and Jefferson City in November, 1884. The "hold up" was not for booty, but to release Con Murphy and several of his gang who were supposed to be on the stage in custody and on their way to Boulder for trial.

Looks Squally.

HOUSTON, Tex., Aug. 23.—There is every reason to believe that a strike will be inaugurated on the Southern Pacific by the Brotherhood of Locomotive Engineers. Four engineers were recently discharged for what the company considered good cause and some of them were reinstated. The engineers then demanded pay for the time they were laid off, which was refused. After full discussion between General Manager Kruttschmitt and the grievance committee the company offered to arbitrate the question, but the engineers would not agree to this and the affair looks squally.

APPEALING FOR AID.

Master Workman Powderly Issues an Appeal to the Public.

Asking for Money to Aid the Knights in Their Struggle with the Central Managers—He Also Addresses a Letter to Grand Chief Engineer Arthur.

ALBANY, N. Y., Aug. 23.—The Central road, for the first time since the strike began, yesterday ran the work train to West Albany, taking up about fifty men. It came back again with about the same number. The train usually carries 600. The road has succeeded in clearing up five of the West Albany freight tracks and sent three long trains of general freight and oil to New York and four west. Green switchmen at the bridge approaches have narrowly escaped causing serious injury and collisions. The trains run very slow on the grades near these switches. Superintendent Bissell said yesterday: "We have had much success and can congratulate ourselves that we are getting busy again. The freight moved today was valuable and we are clearing up all of our yards quite rapidly. There are indications that the new men are all right and we will soon be in prime running order."

The Knights have issued the following bulletin: "The outlook is extremely encouraging. The new men that the company are importing from Philadelphia, Boston, Chicago and other large cities under a misrepresentation of facts are deserting in large numbers. They refuse to be made a party to our defeat. If they keep on deserting at the present rate, the company will not have a corporal's guard left. To their credit it can be said that they are not all scabs, for when they learn how they have been deceived they refuse to work. The company officials are at their wits' end to keep a few trains moving, even going so far as to send trains back and forth from East to West Albany, thereby creating the impression that they are moving freight, but the public is not to be hoodwinked by this scheme."

New York, Aug. 23.—Following is Mr. Powderly's appeal: "To the People: For some time the management of the New York Central & Hudson River railroad have been discharging employees who have been active in labor affairs. It happens that all those who have been dismissed are Knights of Labor and have at one time or another been officers of the order, or have served on committees which waited on the officials with a view to presenting grievances. These discharges became so frequent and were so clearly evidence of an intention to break up the organization of the Knights of Labor on the Central system that I have called a meeting of District Assembly No. 236, in which the Knights of Labor upon the system are enrolled. Found it necessary to call a special meeting in New York to consider the situation. In the meeting the Executive Board sent one of its members, J. J. Holland, to New York with instructions to use all possible effort to bring about an amicable adjustment of the difficulty."

On his arrival in New York after a conference with the railroad officials, the District Assembly, in the course of which he obtained a full knowledge of the trouble from the standpoint of the management, Mr. Holland stated to Mr. Webb that he had called to endeavor to adjust the unpleasant situation which existed between the company and the Knights of Labor employees. Mr. Webb denied that there was any trouble existing between the company and the officials. Mr. Holland told him that as a member of the General Executive Board of the Knights of Labor he had come to the conclusion that the management of the railroad was determined to win the strike. We are not craving for sympathy; we are not in need of moral support. We have to fight our own way, and we are bearing to the weight it has piled up from the labor of its employees; untold millions are at its command and we are being crushed by its power. We are not asking for sympathy; we are not in need of moral support. We have to fight our own way, and we are bearing to the weight it has piled up from the labor of its employees; untold millions are at its command and we are being crushed by its power. We are not asking for sympathy; we are not in need of moral support. We have to fight our own way, and we are bearing to the weight it has piled up from the labor of its employees; untold millions are at its command and we are being crushed by its power. We are not asking for sympathy; we are not in need of moral support. We have to fight our own way, and we are bearing to the weight it has piled up from the labor of its employees; untold millions are at its command and we are being crushed by its power. We are not asking for sympathy; we are not in need of moral support. We have to fight our own way, and we are bearing to the weight it has piled up from the labor of its employees; untold millions are at its command and we are being crushed by its power. We are not asking for sympathy; we are not in need of moral support. We have to fight our own way, and we are bearing to the weight it has piled up from the labor of its employees; untold millions are at its command and we are being crushed by its power. We are not asking for sympathy; we are not in need of moral support. We have to fight our own way, and we are bearing to the weight it has piled up from the labor of its employees; untold millions are at its command and we are being crushed by its power. We are not asking for sympathy; we are not in need of moral support. We have to fight our own way, and we are bearing to the weight it has piled up from the labor of its employees; untold millions are at its command and we are being crushed by its power. We are not asking for sympathy; we are not in need of moral support. We have to fight our own way, and we are bearing to the weight it has piled up from the labor of its employees; untold millions are at its command and we are being crushed by its power. We are not asking for sympathy; we are not in need of moral support. We have to fight our own way, and we are bearing to the weight it has piled up from the labor of its employees; untold millions are at its command and we are being crushed by its power. We are not asking for sympathy; we are not in need of moral support. We have to fight our own way, and we are bearing to the weight it has piled up from the labor of its employees; untold millions are at its command and we are being crushed by its power. We are not asking for sympathy; we are not in need of moral support. We have to fight our own way, and we are bearing to the weight it has piled up from the labor of its employees; untold millions are at its command and we are being crushed by its power. We are not asking for sympathy; we are not in need of moral support. We have to fight our own way, and we are bearing to the weight it has piled up from the labor of its employees; untold millions are at its command and we are being crushed by its power. We are not asking for sympathy; we are not in need of moral support. We have to fight our own way, and we are bearing to the weight it has piled up from the labor of its employees; untold millions are at its command and we are being crushed by its power. We are not asking for sympathy; we are not in need of moral support. We have to fight our own way, and we are bearing to the weight it has piled up from the labor of its employees; untold millions are at its command and we are being crushed by its power. We are not asking for sympathy; we are not in need of moral support. We have to fight our own way, and we are bearing to the weight it has piled up from the labor of its employees; untold millions are at its