Daily Globe.

ST. PAUL

VOL. XVII. SAINT PAUL MINN., THURSDAY MORNING, APRIL 19, 1894. NO. 109.

MINNESOTA HISTORICAL SOCIETY

THE LAW INVOKED

To Protect the Great Northern and Its Business.

RESTRAINING ORDER ISSUED,

Which Will Make It Serious to Obstruct Traffic.

TRAINS STARTED FOR COAST,

With U. S. Marshals to Serve Papers if Interference.

STATEMENTS BY BOTH SIDES.

The Great Northern has invoked the aid of the United States courts to protect its interstate commerce and the transmission of the mails. This action was taken Tuesday but was not made public until yesterday.

United States Marshal J. Adam Bede appointed eleven extra deputy marshals yesterday afternoon to assist the four regular deputies of his office in serving on the employes of the Great Northern Railway company an injunction issued yesterday by Judge Walter H. Sanborn, of the United States circuit court, which restrains the employes from interfering with the property of the road. The regular deputies are Edward Brown, Matt Shortall, Col. T. J. Shehan and Edward Warner. The special deputies are Charles E. Banker, Louis J. Galvin, Henry G. Reichow, James Appleyard, F. G. Heingbaum, W. F. Riddle, T. Burch, Capt. John P. Walsh and P. J. Lavallee. Nine of these deputies were sent out last night on the St. Cloud branch of the road, and will cover the towns of St. Cloud, Barnesville and Crookston. The other six deputies will take in Breckenridge and Wilmar. The deputies are loaded with printed copies of the order, and were instructed to serve the notices on all employes who might be found interfering with the terms of the injunction. They will cover the towns mentioned, as it is thought the majority of the men are congregating there. They will also cover other towns on the divisions named. The deputies are not empowered to arrest any of the men, but merely to serve the notices as a civil proceeding.

Judge Sanborn was applied to by the Great Northern officials on Tuesday to grant a restraining order both in this state and in North Dakota, and he granted the petitions in each case. The petitions were sworn to by W. P. Clough, vice president of the company, before W. D. Cornish as a notary public. The petitions for each state were the same in general character, but the names of the defendants in each state differ.

For the state of Minnesota the petitions name Thomas Olson, Otto Olson, J. J. McAvery, Patrick McLaughlin, Edward Barry, L. B. Foster.

In the North Dakota petition the names are Richard C. Cavanaugh, R. J. Williams, John Healy, Richard Rowles, Julius Walseth, J. M. Hamm, D. D. Case, J. E. Dunn, Charles W. Oswald, Charles Holton.

In addition to the names mentioned in each petition the petition says: To all engineers, firemen, trainmen, train dispatchers, telegraphers, conductors, switchmen and all other employes of the Great Northern company who have been or are obstructing or threatening to obstruct interstate commerce along the railroad of said company, and to each and every of you, and to all persons, associations and combinations, voluntary or otherwise, whether employes of said Great Northern Railway company or not, and all persons who have been or are obstructing or who threaten to obstruct such interstate commerce, and to each and every one of you, greeting:

Whereas, It has been represented to the United States circuit court for the District of Minnesota on the part of the Great Northern Railway company, a corporation, that the defendants are obstructing and interfering with interstate commerce and the carrying of the mails and government supplies, troops and munitions of war on its railroad by force, threats and intimidation to its irreparable injury, and are threatening to continue so to do unless restrained by this court, and are preventing the operation of its engines, cars, trains and telegraph engaged in said interstate commerce, and said company has prayed this court to restrain the defendants from these acts by its writ of injunction.

It is hereby ordered, that the said defendants show cause, if any they have, before this court, at the court house in the city of St. Paul, Minnesota, at 10 o'clock in the forenoon on the 27th day of April, A. D. 1894, why each of them should not be enjoined and restrained from disabling or rendering in any wise unfit for convenient and immediate use, any engines, cars or other property of the Great Northern Railway company, used by it or kept for use in interstate commerce, the carrying of mails or government supplies, and from interfering in any manner with the possession of any locomotive, cars or other property of said Great Northern Railway company, used or in its custody for use in such commerce or carrying, and from interfering in any manner, by force, threats or intimidation, with those who desire to continue in the service of the Great Northern Railway company for the purpose of assisting in carrying the mails or supplies or in interstate commerce, and from interfering in any manner by force, threats or intimidation with men employed by the said Great Northern Railway company in such commerce or carrying to take the places of those who quit the service of said company, and from interfering with or obstructing in any manner by force, threats or intimidation the operation of any portion of the said railway engaged in such commerce and carrying, and the running of engines and trains thereon or thereover as usual, for such purposes, and from any interference with any portion of the telegraph line of said railway company used to carry on interstate commerce along the line of railway operated by said company or any portion thereof, and generally from interfering with the officers and agents of said Great Northern Railway company or its employes who are or may be engaged in such commerce or carrying in any manner by actual force, intimidation or threats, and from interfering with any of the property; in the custody of said railway company for the purpose of such commerce or carrying, whether belonging to it or shippers or other owners, and from interfering with, intimidating or otherwise injuring, inconveniencing or delaying the passengers to be transported or about to be transported over the railway of said Great Northern Railway company or any portion thereof, while said company is engaged in such commerce, or by interfering in any manner, by actual violence, threats or intimidation to prevent or endeavor to prevent the shipment of interstate freight or the transportation of mails, troops or supplies of the United States over the railway operated by said Great Northern Railway company.

And in the meantime, and until the said hearing and the further order of this court, you and each of you are hereby restrained from committing any of the acts aforesaid.

This order is directed to the marshal of the district of Minnesota, who is hereby commanded to execute the same within his jurisdiction, and to make due return thereof without delay.

WALTER H. SANBORN,
Circuit Judge.

A true and correct copy.

The deputy marshals will post the above notices, and if any person attempts to obstruct the business of the road a notice will be served upon them directing them to appear at St. Paul on a given date, and if they should fail to appear as ordered a bench warrant will be issued for their arrest. The following is a copy of the order which will be served on obstructionists:

United States of America, District of Minnesota, Third Division.

The president of the United States of America to (name of party obstructing to be inserted). Greeting: You are hereby commanded to be and appear at rules, to be held at the office of the clerk of the circuit court of the United States, for the district of Minnesota, on the first Monday of ..... next, at the city of St. Paul, then and there to answer the bill of complaint of ..... citizen of the state of ....., filed against you on the ..... day of ..... A. D. 189 ; hence fail not.

Witness, the Honorable Melville W. Fuller, chief justice of the supreme court of the United States, the ..... day of ....., 189 . Issued at my office in the city of St. Paul, under the seal of said circuit court, the day and year last aforesaid.

{Seal of U. S. circuit court.} OSCAR B. HILLIS, Clerk.
By ..... Deputy.

Memorandum: The above-named defendant to enter ..... appearance in this suit in the clerk's office aforesaid on or before the day at which this writ is returnable; otherwise the bill may be taken pro confesso.

OSCAR B. HILLIS, Clerk.
By ..... Deputy.

..... Complainant's Solicitor.

STATEMENT OF GREAT NORTHERN.

At the headquarters of the Great Northern the following formal typewritten statement was handed out to the press in relation to the injunction:

The circuit court of the United States for Minnesota and Dakota has issued orders enjoining strikers and all other persons from interfering, by force or threats or intimidation, with the business of the company, or with its property or employes, and the United States marshals sent out on this morning's trains large forces of deputy marshals to serve the orders.

Nothing will be left undone to afford adequate protection to the company's employes and its property. Trains will be moved on its lines.

The company has the assurance of the men in the different branches of its service that they are ready to move trains and discharge their duties if they can be protected, and it is reported that interference hitherto has been from outsiders and discharged men. The company has received offers from hundreds of men who want work, but has taken no steps to replace the men in its employ.

The deputies were exceedingly well supplied with copies of the restraining order.

PRECAUTIONARY MEASURES.

Information by one of the company's firemen was given the GLOBE yesterday, that the company had sent out one train to St. Cloud and another to Morris, with four enzines—one on each end of each train, and each was supplied with a double crew. The trains were taken to the company's shops, where the couplings and air hose were securely wired, so that uncoupling was an impossibility. Both trains were also well provided with spikes, spike mauls and claw bars and other track equipment. It was intimated by an employe that there was an object in all this, and this was thus explained: "Inasmuch as the men are all out at St. Cloud and Breckenridge, as well as at all points west, the company was evidently preparing for any emergency that might arise by reason of the possible tearing up of tracks east or west of St. Cloud or Morris.

On the train going by way of St. Cloud, I understand that it is the company's intention to push the train through to the coast, if possible, and in the face of all hazard's."

THE COMPANY'S SIDE.

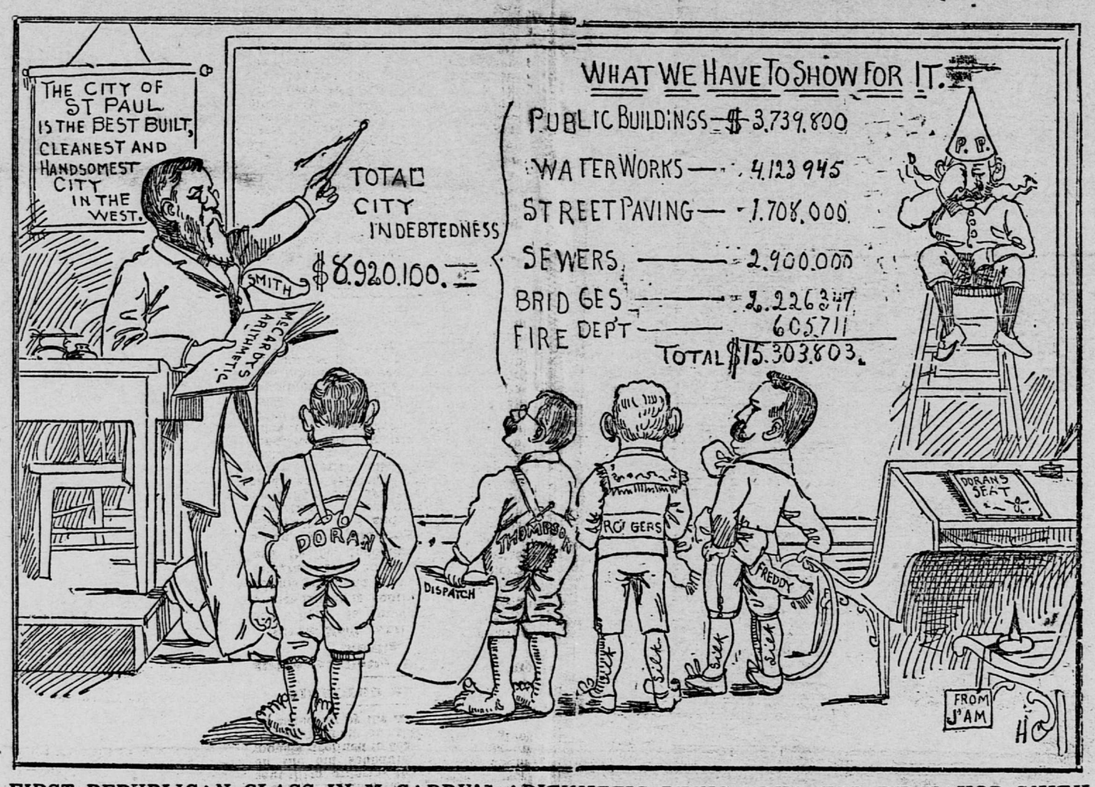
What It Has Done and Is Doing to Continue Business.

At the offices of the company reference was made to the reports from Great Falls, where so many men are in enforced idleness from the strike. The company's officials state that now the company's side of the question is understood, that the general sentiment there is with the company. The company says that the strike is visibly weakening from reports they have, and that trouble exists in the A. R. U. camp. To the trains pulling out yesterday where there were United States deputy marshals aboard, "the strikers offered no resistance," said one. "They did not care to encounter Uncle Sam's people," implying that it was much like monkeying with a buzz saw. One authority said that when the trains got out of Minnesota, under a restraining order in Dakota other United States deputies assumed charge, and so on all along the line. "We shall no longer pursue a quiet, go-as-you-please policy," said one official. "We propose to be on the aggressive ourselves. The fact that the men are not indorsed by the brotherhoods makes their position so doubtful that they will probably decide to do nothing that will injure their own interests. With the aid of the law where necessary we shall proceed with our trains."

It was generally given out that even the strikers have not prejudiced themselves, provided they desire to take up their old places, and that ample protection will be given them. The statement was again denied of trying to bring in men to fill the strikers' vacancies. No

Continued on Fourth Page.

A CITY BUILT UNDER DEMOCRATIC ADMINISTRATION.



FIRST REPUBLICAN CLASS IN McCARDY'S ARITHMETIC BEING EDUCATED BY MAYOR SMITH AND SHOWN HOW TO "STRIKE A BALANCE."

CARRIED MARSHALS.

United States Officers on Great Northern Trains.

THEY'RE ENJOINING STRIKERS.

Twenty Marshals Pilot a Train Through St. Cloud.

UNION OFFICERS WARN MEN

To Await Legal Advice Before Touching Trains.

A SCRIMMAGE AT MOORHEAD.

Special to the Globe.

ST. CLOUD, Minn., April 18.—Everything was quiet here this morning on the Great Northern. The strikers seemed to have things all their way. Not a train was sent out, and outside the division officers nobody appeared to work. The brotherhood men seem to think they will suffer by the strike. They want to work, but they say it is not safe to run a train while the strike continues. A surprise was sprung on the strikers this afternoon at 2:30 when Passenger No. 1 from the West pulled up to the platform. The strikers who boarded the train found it in charge of United States marshals. There were

TWENTY OF THEM,

with Deputy Thomas Sheehan at their head. The marshals were armed with an injunction issued from the United States circuit court directed to Thomas Olson, Otto Olson, J. P. McAvery, Patrick McLaughlin, Edward Barry, L. B. Foster and all employes, enjoining them from obstructing or interfering with the operation of the road. At the station the marshal served the papers on Buck Adams and L. B. Foster. The latter addressed the strikers, calling upon them not to touch the train until the A. R. U. had time to consult with its legal advisers. He told them to let the train go on. There were only a few passengers on board, and the train was made up of a mail car, baggage, wrecking car and several coaches and

HAD TWO ENGINES.

The train stopped here about forty minutes awaiting orders and dispatches for the marshals from St. Paul. The train was allowed to depart without interference by the strikers, and soon a message came from St. Joseph's that it had reached there. Passenger No. 4, which has been hung up at Sauk Center, has left that place, and when it meets No. 1 a number of the marshals will be placed on board of it. These two trains are the only ones that have been run through St. Cloud today. The strikers are holding a mass meeting at the opera house tonight and explaining the reason for the strike.

ENGINE CAPTURED.

By a Band of Determined Strikers.

FARGO, N. D., April 18.—The United States marshal and many deputies were today busy serving on the Great Northern strike leaders injunctions issued by Judge Thomas, of the United States circuit court, last night. In substance the order of the court restrains the men from interfering with the running of trains manned by non-union men. This indicates the intention on the part of the company to attempt to resume traffic with "scabs." An attempt was made at Moorhead today to take out an engine with the intention to start a train to be made up by non-union men. The engineer was a party to the plan, and three times succeeded in starting the engine. Each time the train crew took it from him, and finally they let the water out of the boiler, threw the coal from the tender and put the engine in the round house. All was done quietly, but determinedly, and nothing was damaged.

A party of Northern Pacific officials passed through last night on their annual inspection of the road. General Manager Kendrick said: "We have not been asked by the Great Northern people to carry their freight, except as to some cars of perishable goods, which we refused to haul. In case a request should be made for us to carry their general freight, we should refuse to do so. They are no connection of ours, and it is not likely the request will be made. It is not true that we refused to pull General Superintendent Bryan's car from Helena. His car was out of order; therefore it was left behind."

ORDERED BACK TO WORK.

A Rather Blind Message From Glasgow, Mont.

Special to the Globe.

GLASGOW, Mont., April 18.—Glasgow is teeming with excitement. There was a shooting affray between the strikers and some thieves attempting to break into a car of merchandise early this morning. The strikers had a guard watching the cars. About 2 o'clock this morning they heard some noise at the door of one of the cars in the west end of the yard. The bright moonlight revealed the forms of three men attempting to break into the cars. The thieves had taken the precaution to place a guard, who gave the alarm, which let the men escape. Bill Wright, one of the guard for the strikers, emptied his six-shooter at the thieves. After a short chase the thieves escaped. One of them was captured today. He was wounded in the left arm below the elbow. When lodged in jail he gave the name of James McFadden, but refused to divulge any information regarding the others' names. He is a stranger in the country.

The trainmen held a meeting this evening to take action on the message sent them, ordering them back to work on the old schedule, and they unanimously declined to accept anything unless every man on the road was given all asked for by the A. R. U. order.

DIRECTED BY HOGAN.

Strike at Butte Engineered By the Big Boss.

BUTTE, Mont., April 18.—The situation here is unchanged. Director James Hogan is continuing the strike at this point and is in receipt of many telegrams from employes of the Northern Pacific, indorsing the American union and confirming the action of Chiefs Brainerd and Clark, of the old department railroad organizations. The company's local agent met Hogan and produced a telegram signed by Clark, of the Order of Railway Trainmen, and Brainerd, chief of the Order of Railway Conductors, asking strikers to allow the difficulty to be settled through old organizations. Hogan replied that the matter would be adjusted by the railway union only, and all other organizations would be ignored. Hogan is very indignant at the action of Chiefs Brainerd and Clark, whose only motive, he says, is keeping up their organization in order to retain their official position and salaries.

A NEW OUTLET

For Mails Between the Eastern States and Manitoba.

WASHINGTON, April 18.—The serious delays to Canadian mails caused by the Great Northern strike have been practically overcome. The deputy postmaster general for Canada has sent a favorable reply to the dispatch sent by Postmaster General Bissell yesterday urging prompt action in establishing the long-contemplated international exchange of mails between Pemblina, N. D., on the "Soo" line and Moose Jaw, Can., on the Canadian Pacific. The arrangement took place today. This provides a new outlet for mails between the Eastern states and Manitoba and the Northwest provinces of Canada, resulting in a gain of a day in their transmission.

Sharp Work to Move a Train.

FERGUS FALLS, Minn., April 18.—Train No. 4, which was to leave here this morning at 3 o'clock, going east, was brought down from Barnesville last night and sidetracked. It went down early this morning. This move was made to get the train out of Barnesville. The train was in charge of Conductor Harry Smith. It had to proceed without orders. The men on the Pelican branch announced that they would not come down until the strike is over.

Currier Not Arrested.

Special to the Globe.

GREAT FALLS, Mont., April 18.—There was no foundation for the report sent out from here that Supt. Currier had been arrested for delaying mail. Ever since last Friday the west-bound train has stood at the depot under steam ready to move the mail at the discretion of the company. During last night somebody detached the passenger coaches and ran them on the side track. The guards were as ignorant this morning as if they had been in Jerusalem. Conductor Flanngan notified the delayed passengers this morning that the company would no longer care for them.

REFUSED TO STRIKE.

Some of the A. R. U. Men Remain in Their Places.

CROOKSTON, Minn., April 18.—The members of the American Railway union met last night. The meeting was well attended, and decided to strike if the men at Barnesville did. Word was received later that the men at Barnesville had gone out, but the conductors and engineers did not attend the meeting and refused to strike unless ordered to do so by their brotherhood. Trains on the branch line went out on time this morning with the engineers and conductors at their places. Two brakemen refused to go and their places were filled by others. The president of the local A. R. U. is one of the conductors who refused to strike.

Mails to Minnewaukan.

DEVIL'S LAKE, Minn., April 18.—The people are kicking for mail and the postmaster has wired to have mail sent to Leeds by the Northern Pacific. No mail has been received since Saturday. Livery teams are in demand at high prices to transfer passengers to the Northern Pacific at Leeds and Minnewaukan. The strikers pushed a string of flat cars in front of the passenger coaches to make the situation more binding. The company is now feeding the passengers in the dining car. They made another attempt to get out today without success.

Surrendered Their Charter.

WILLMAR, Minn., April 18.—No mail cars are running on the Breckenridge division. The strikers are willing, but the company refuses. At a meeting of the men last night all the railroad brotherhoods united to support the A. R. U. Ninety new members were initiated, and watchmen appointed to protect the company's property. The strikers are quiet, as the sympathy of the citizens is with them. The Brotherhood of Railway Firemen surrendered its charter, and the trainmen are talking of following their example.

Brown's Valley Branch, Too.

Specials to the Globe.

MORRIS, Minn., April 18.—The strike has extended to this division of the Great Northern, including the Brown's Valley line. An attempt was made at noon to get the day passenger out. Strikers and sympathizers to the number of 300 prevented. The strikers have placed their men at convenient places to guard the company's property. All is quiet.

The Mails Must Go.

WASHINGTON, April 18.—Postal officials are determined to carry into execution every reasonable plan that will tend to overcome the delays in the mails caused by the strike on the Great Northern road. The department is kept advised of every development in the strike. Assistant General Superintendent Neilson, of the railway mail service, is at St. Paul, superintending the arrangements for relieving the postal delays.

At a Standstill at Yankton.

Special to the Globe.

YANKTON, S.D., April 18.—The strike has reached this terminus of the Great Northern. This morning trainmen refused to take out trains, excepting that they were willing to move postal cars over the line. This was not permitted by the railroad officials, and everything is at a standstill.

Got in Winters' Way.

Special to the Globe.

WAHPETON, N. D., April 18.—Supt. Winters, of the Breckenridge division, was forcibly prevented from taking out the east-bound mail and passenger train here last night. Everything is quiet, but the men are determined to let no trains run.

Barnesville Men Out.

BARNESVILLE, Minn., April 18.—All the employes went out at 12 last night; shopmen, switchmen, trainmen and sectionmen. The tie-up is complete.

AND STILL WE ARE SEVEN.

O. O. CULLEN DRAWS OUT OF THE MAYORALTY RACE.

CITIZENS' PARTY HEADLESS.

But as It Is a Republican Machine It Falls Back Easily on Doran, But Indorses Wagener for Treasurer—Mr. Cullen Is Satisfied, But Declines to Talk—Evidently Betrayed by Pretended Friends.

The Citizens' committee movement has come out in its true colors and turned over its machine to the Republican party. It never was anything but a handful of self-appointed "holier than thou" kind of people, and finding they could no longer use the popularity and standing of Mr. Cullen as a mark they have stripped off the disguise, and landed where they always intended to, in the bosom of the Republican party.

O. O. CULLEN.

Mr. Cullen, greatly to his credit, decided yesterday to draw out of the little that was left of the self-constituted crowd. As he is an honorable and honest man, and not a hypocrite, there was in reality no other self-respecting course, and, while very many friends would have been glad, under favorable circumstances, to have seen Mr. Cullen a mayoralty candidate, and elected as well, all of his real friends cannot but be pleased that he has cut loose from the little clique which was using him as a cover to reach the Republican camp, never intending to be loyal to him, even if he had continued to permit the use of his name.

Mr. Cullen was found at his residence, at the Windsor hotel, last evening by a GLOBE representative and asked as to the reasons for his withdrawal. Though courteous, as he always is, he said he had nothing to say as to the cause of his action, but was satisfied with what the committee had done. His campaign had been inaugurated by friends while he was in California, and at their urgent solicitation he had returned to look the situation over, but was now glad to be out of the race. He had not sought to thrust himself forward, and the course of the committee having his candidacy in charge was satisfactory and he had no comment to make.

All efforts to get him to talk for publication, further than that remark, were unavailing.

It is beyond question that Mr. Cullen is thoroughly disgusted with the treachery of pretended friends. It is well known that many of those who were most vociferous in urging him to be a candidate have deserted him, and his resignation is undoubtedly due to this fact coupled with the knowledge that the handful of "citizens" who remained desired another "Republican reform administration," and he accordingly gave them the opportunity to follow their predilections. That his name was all that gave any standing to the movement was evidenced by the alacrity with which Doran was named when he declined.

The number of mayoralty candidates does not change by this move, as Doran is now a double-header, while Col. J'am's famous quadrilateral candidacy, with the Democratic nominee (and soon to be mayor-elect), makes the cabalistic seven still in the field.

KELLY'S ARMY

Supplied With Plenty of Provisions and Money.

OMAHA, April 18.—Kelley's army camped in the Chautauqua grounds tonight, as free as the soft air that gently swelled the boughs on which the tender foliage of early spring is just appearing. As Kelly himself said, the silver lining to his cloud had come. There was a decided revulsion of feeling among the people this morning. Indignation supplanted indifference, and the citizens of Omaha, Council Bluffs and South Omaha set about vigorously to ameliorate the condition of the unfortunates. An indignation meeting was called in Council Bluffs, and a committee was appointed to call on Gov. Jackson to remove the militia from the Chautauqua grounds. Resolutions were adopted denouncing the governor for calling out the militia, and censuring the men who were responsible for the exclusion of the men from the Chautauqua pavilion during the storm.

Gov. Jackson was found in Attorney General Stone's office, and a stormy interview ensued. Sheriff Hazen was called in, and he and the governor had a pretty warm time trying to fix the responsibility for the presence of the state troops. Finally it was agreed to withdraw the troops. At noon the Chautauqua grounds were abandoned by the militia and at 5 o'clock the picket lines were withdrawn. At 8 o'clock the militia was all back at the Union Pacific transfer and the Kellyites were in full possession of the Chautauqua grounds. It was then given out that the army would move between midnight and noon and would camp next at Weston. During the day the camp was visited by thousands of sympathizers.

Food, money, clothing, medicine, bedding, pipes, tobacco and everything needed for the comfort of the army was furnished in abundance. When night fell Kelly was in possession of upwards of $1,000 in cash and had provisions to last a week, with luxuries to last a month. During the evening meetings were held in the three cities. In Omaha the large hall provided was inadequate, and an overflow meeting was held on Jefferson square. Upwards of 8,000 people gathered at this latter meeting and were addressed by the leaders of the army. During the afternoon 250 Union Pacific employes, loaded with provisions, marched over to the camp. A meeting was held there, attended by 3,000 persons. Resolutions indorsing the army and condemning the railroads were adopted.

It is the plan now to march the men out tomorrow. Teams have been provided to haul the army's outfit, and the men hope to make arrangements to get a train before going far. Kelly said tonight there had been arranged a plan by which he would land his troops in Chicago soon. At midnight the Council Bluffs citizens' committee announced that the industrials would move out at daylight along the line of the Rock Island. Neola is twenty-five miles east. As far as that point Milwaukee and Rock Island run side by side. A train will be captured there. Morgan's army will reach Omaha at 12:30 over the Union Pacific. It consists of seventy-five men in one refrigerator car attached to a fruit train. It will be landed at Council Bluffs. Gov. Jackson says no opposition will be raised to its entrance.

HOT SHOT FOR WILLIE.

Social Purity League Condemns the Kentucky Lothario.

NEW YORK, April 18.—The National Christian League for the Promotion of Social Purity today issued a statement regarding its attitude toward the case of Congressman Breckinridge. The statement corrects certain published reports of the meeting of March 24, and denies that the president said the league would appeal to congress to depose Col. Breckinridge whether there was any law for it or not; or that the league would ask Mrs. Breckinridge to leave her husband. The statement then proceeds: "In view of Mr. Breckinridge's elevated rank of statesmanship, his high position in the church, an expounder of morals in schools, honored in society at home and abroad as the respected head of a family, who has been disclosed to the eyes of the whole nation as a hypocrite in the church, prominent deceiver in his high office as statesman, and a violater of every sacred relation in the home and family during the past decade; and Whereas, the National Christian League for the Promotion of Social Purity, believing that the safety of the church, the very life of the home and the integrity of the state depend upon individual purity, and that the standard should be the same for the man as for the woman, and earnestly striving by organized effort to elevate such standard and thereby accomplish that which is for the best interests of the race, be it now Resolved, That the National Christian League for the Promotion of Social Purity hereby appeals to the manhood and womanhood of the nation to recognize W. C. P. Breckinridge the common enemy of the church, of the home, of the state, and of society at large, and that they be urged as an imperative duty, as well as a privilege, both by preconcerted action and individual effort, to teach the lesson that "the way of the transgressor is hard," and thus to make his life stand out as an example and a warning, lest condonation lead to corruption and sap the vitality of the church, injure society, imperil the home and destroy the nation."

Movements of Steamships.

PRAWL POINT—Passed: Amsterdam, from New York.

LIVERPOOL—Arrived: Indiana, from Philadelphia.

BROWHEAD—Passed: Cufic, for New York.

NEW YORK—Arrived: Lahn, from Bremen.

SOUTHAMPTON — Arrived: Trave, from New York.

NEW YORK—Arrived: State of Nebraska, from Glasgow.

Early Gotham Blaze.

NEW YORK, April 19.—Three alarms were sent out early this morning for a fire in the tin factory No. 328 to 332 Jones street. It is surmised that the loss will be large. The fire at this hour, 2:45, is still burning. No lives have been lost. The building was entirely destroyed, as was also a stable adjoining, in which were twenty-eight horses. All but three of the animals were saved. Loss, $65,000.

MORE PROOF POSITIVE

That Mayor Smith Gave Protection to the People.

THE PIONEER PRESS SAID SO,

And Demonstrated It by Absolute Statistics.

WHY SO BAD AT THIS TIME

When He Was Correct While Holding Mayoralty?

DECIDED GEM IN ITS WAY.

The GLOBE yesterday morning gave an extract from the Pioneer Press of May 4, 1890, highly commendatory of Mayor Robert A. Smith, who was a candidate for re-election (and victorious), and his police administration. Two days latter—May 6, 1890—lest some one might think it had not spoken by the card it published the following article to demonstrate the efficiency of the police under Mayor Smith:

From the Pioneer Press, May 6, 1890.

A REMARKABE SHOWING.

An article in the Pioneer Press touching the adequacy of police protection in St. Paul, has called out the following presentation of statistics of the cost and work of the department. We think that the comparative showing, taking into account the relative population of the several cities, is the most remarkable testimony that could be given to the efficiency of our police service:

1890.	Population	Total number of police force	Total cost of department	Murder	Murderous assaults	Burglaries	Robbery	Grand larceny	Assaults with dangerous weapon	Manslaughter	Value of property reported stolen	Value stolen on property recovered	Value stolen in city recovered
St. Paul	229,000	169	$171,000	1	....	35	10	72	20	13	$11,398	$7,490	
Cleveland	250,000	316	$234,128	4	13	91	24	98	30	11	$37,310	$13,305	
Cincinnati	325,000	477	$469,105	12	54	44	18	145	....	5	$17,095	$126,320	
Boston	403,000	898	$1,193,995	20	17	116	109	328	....	4	$72,822	$44,175	
Albany	94,000	149	$133,000	2	49	44	....	97	....	....	$46,705	$14,175	
San Francisco	353,000	406	Not given	33	133	331	147	290	279	25	$96,705	$14,175	
Detroit	....	318	$235,000	2	27	24	11	100	....	1	Not given	Not given	
Providence	....	306	$336,000	3	....	43	....	24	....	....	$31,540	Not given	
Milwaukee	290,000	181	Not given	1	47	47	10	23	....	....	Not given	Not given	

NOTE.—During the year 1889 the record for manslaughter in St. Paul was largely in excess of previous years owing to the fact that several fights, resulting in the wounding of one or two men, occurred in the place known as Bohemian flats. Ten persons were arrested and, of course, they could not all be, or rather, were not convicted, but the charge makes the record larger than it really ought to be.

The appended note explains the apparently large number of commitments or manslaughter. With regard to every other item, it will be observed that, while the number of men on the police force in St. Paul is much smaller in proportion to population than in any other city covered by the table, the breaches of public order are far more infrequent and less serious in character. It may be added to this that the biennial report of the prison inspectors of Minnesota shows that, while Hennepin county furnished 70 convicts in the year 1887, and 73 in 1888, Ramsey county is credited with but 19 in the first year and 20 in the second. Statistics confirm the general opinion that law and order are maintained in this city at less cost and to a greater degree than in any other city of its size in the country. One of the questions which the people are to answer at the polls today is whether they wish to have this admirable system of police control overthrown for political and personal ends, and the security of person and property placed in the keeping of raw recruits and inefficient personal followers of the candidate for mayor who has made his campaign on abundant promises of place on the police force.

PANIC-STRICKEN GUESTS.

Exciting Scenes in a Hotel at Bangor, Me.

BANGOR, Me., April 18.—Fire started in the Merchants' hotel this morning. The flames went up through the four stories to the roof very quickly. The guests were panic-stricken, and many jumped from the windows and were injured. No lives were lost, and it is remarkable that those injured were not more seriously hurt.

F. W. Savage, a commercial traveler, jumped from a third story window and was badly injured about the back.

Kate Lawler jumped from a second story window and sprained an arm. Therese Trevers, employed at the hotel, also jumped from the second story, but escaped with slight bruises. P. H. Kane dropped upon the roof of a shed and thence to the ground. His hands and face were cut and he was burned about the face and hands. G. F. Kane jumped from the second story. His arm was strained and he complained of nausea. George McCarthy jumped from the second story, but was uninjured. Joseph Moran, a book canvasser, jumped from the first story and broke an ankle. H. J. Burns, a collector, rooming with Moran, jumped from the same window. His back is badly injured. Sarah Stevens was brought down from a third-story window on a ladder. Policeman Fahey rescued Mrs. Burns, who was about to fall out of a window in an upper story. He dragged her in, and creeping on hands and knees through the dense smoke, dragged her after him to a safe exit from the building.