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# Sunday Globe

COUPON No. 6  
Portrait Types  
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VOL. XVII.—PRICE FIVE CENTS.

SAINT PAUL MINN., SUNDAY MORNING, JULY 9, 1894.—SIXTEEN PAGES.

PRICE FIVE CENTS.—NO. 189.

## BLOOD HAS BEEN SHED.

### The Mob at Chicago Fired Upon by the Militia,

#### And Men Are Mowed Down Before the Lead Bullets.

#### Debs' Revolution Is Bearing Its Legitimate Fruit.

#### The "No Violence" Hypocritical Cry Brings Death and Destruction.

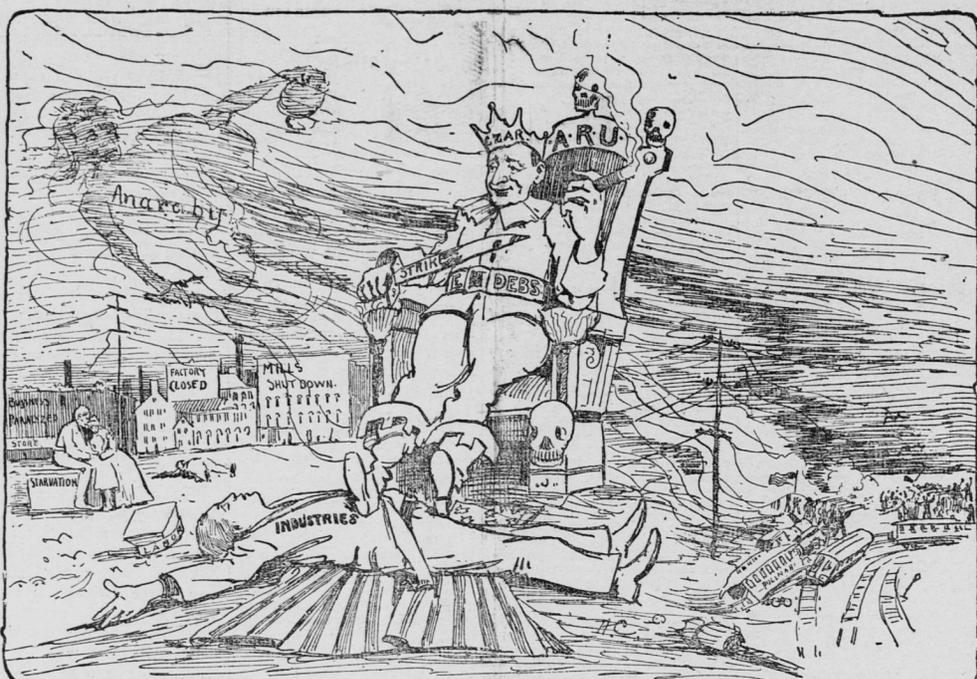
#### Forty-One Shot, Bayoneted or Otherwise Wounded.

#### Number of the Killed Is Not Known for a Certainty.

#### A Reign of Terror Inaugurated by the Strikers, and the End Is Not Yet.

#### The Torch Is Freely Applied in Chicago as a Means of "Moral Suasion."

#### Civil War Inaugurated in Order to Make a Display of "Sympathy."



AN OBJECT LESSON.

### DEBS APPEALS TO GROVER.

A LONG SCREE BY SOVEREIGN AND THE DICTATOR.

USUAL TALK OF TYRANNY.

Arrogant Monopolies Denounced and the Government Alleged to Be Approaching a Military Despotism—Desire of Railroads to Destroy All Labor Organizations.

CHICAGO, July 8.—The following letter was telegraphed to President Cleveland tonight by Messrs. Debs and Sovereign, of the A. R. U. and Knights of Labor:

Chicago, July 7.—To the Hon. Grover Cleveland, president of the United States—Dear Sir: Through a long period of depression, enforced idleness and low wages, resulting in widespread poverty, and in many cases actual starvation, the working people have been patient, patriotic and law-abiding; and until the iron hand of corporate tyranny was applied with the intention to subjugate the working people to the will of arrogant monopolies did they make any effort to stay their oppressors. The Pullman strike was not declared until the employees of the Pullman company were driven to the verge of starvation, their entreaties spurned with contempt, and their grievances denied a hearing. No refusal to allow Pullman cars was declared by any railway employe until all propositions looking towards arbitration and conciliation were rejected by the Pullman company. Notwithstanding the facts set forth above were known to the public and the national authorities, you have seen fit under the guise of protecting the mails and federal property to invoke the services of the United States army, whose very presence is used to coerce and intimidate peaceable working people into a humiliating obedience to the will of their oppressors.

By your acts, in so far as you have suppressed civil and state authorities with the federal military power, the spirit of unrest and distrust has so far been augmented that a deep-seated conviction is fast becoming prevalent that this government is soon to be declared a military despotism. The transmission of the United States mails is not interrupted by the striking employes of a railway company, but by the railway companies themselves, who refuse to haul the mails on trains from which Pullman cars are detached. If it is a criminal interference with the United States mails for the employes of a railway company to detach from a mail train a Pullman car, it is equally criminal interference whenever a Pullman car is detached from a mail train in accordance with the will of a railway company while said mail train is in transit. The line of criminality in such cases should not be drawn at the willingness or unwillingness of railway employes, but at the act itself and inasmuch as it has been the common practice of railway corporations to attach and detach from mail trains Pullman cars at will while said trains are in transit and carrying the mails of the United States, it would seem an act of discrimination against the employes of the railway corporations to declare such acts unlawful interference with the transmission of the mails when done by employes with or without the consent of the employers. In view of these facts we look upon the far-fetched decision of

ATTORNEY GENERAL OLNEY, the un-American injunctions against railway employes and the movements of the regular army as employing the powers of the general government, for the support and protection of the railway corporations in their determination to degrade and oppress their employes. The present railway strike was precipitated by the desire of the railway corporations to destroy the organizations of their employes and make the working people more subservient to the will of their employers; and, as all students of government agree that free institutions

depend for their perpetuity upon the freedom and prosperity of the common people, it would seem more in consonance with the spirit of democratic government if federal authority were exercised in defense of the rights of the toiling masses to life, liberty and the pursuit of happiness. On the contrary, there is not an instance on record where in any conflict between the corporations and the people, the strong arm of the military power has been employed to protect the working people and the preservation of life and property.

INDUSTRIAL MASSES from the ravage and persecution of corporate greed. But the measure of character has been in the line of declaring the corporations always good and in the right, and the working people always bad and in the wrong. Now, sir, we pledge to you the power of our respective organizations, individually and collectively, for the maintenance of peace and good order and the preservation of life and property, and will aid in the arrest and punishment of all violators of the civil and criminal laws of state or nation. In the present contest between labor and railway corporations, we shall use every peaceable and honorable means at our command, consistent with the law and our constitutional rights, to secure for the working people just compensation for labor done and respectful consideration in accordance with the inherent rights of all men and the spirit of republican government. In doing so, we appeal to all the liberty-loving people of the nation to aid and support us in this most just and righteous cause.

THE AMERICAN RAILWAY UNION.  
By Eugene V. Debs, President.  
ORDER OF THE KNIGHTS OF LABOR.  
J. R. Sovereign, General Master Workman.

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### CLEVELAND'S BOLD MOVE.

SWEEPING ORDERS GIVEN TO THE ARMY COMMANDERS.

ALL ROADS TO BE KEPT OPEN

Between the Mississippi and the Pacific Ocean—Gen. Schofield on the Chicago Skirmish—He Can Double the Troops There in Twenty-Four Hours—White House Conference.

WASHINGTON, July 7.—The president today dealt another and heavy blow at the spirit of lawlessness abroad in the West by causing the issue of sweeping orders to the commanders of the great army departments to open up and maintain free communication over the transcontinental lines from the Mississippi to the Pacific ocean. Such orders are unique in times of peace, and in themselves clothe the military commanders with great power and responsibility. As explained in their text, the basis for this action, which may involve the use of United States troops in at least ten states, is the organic law under which these railroads were aided by the government and incorporated, whereby they were made post and military roads, and therefore required to be kept open at all times. The task before the military commanders is one of great magnitude, for at very many points on these lines traffic is stopped by angry and turbulent mobs, and the force at command is so small that it will require the most skillful handling of the troops to cover the thousands of miles of lines. Perhaps the reason which has most strongly impelled this administration in making these orders is the fact that the strikers have prevented the movement of United States troops when they were needed to reinforce army posts.

When Gen. Schofield was shown the Associated Press bulletins reporting firing by state troops on the rioters he became grave at once, and listened with deep attention to the details of the strike.

"It is too bad they were obliged to retreat," he said, "it may have a bad effect on the mob. It is a mistake to have few troops at any one point, though with so many miles of railroad and each company asking for troops, I suppose it is hard to plan otherwise. I have issued orders to the federal commander at Chicago not to separate troops in that way. Where troops are at all, there ought to be enough to cope with any mob without the possibility of retreating. Regular troops would probably not have retreated in this instance, at least not until the mortality was greater than it was this time."

"How long will it be before federal troops will take a hand?"

"I thought they had," said the general, referring to the first reports in this city, which were to the effect that federal troops had done the firing.

"Anyways, they will take a hand as soon as the necessity presents itself. They certainly will order fully adequate to meet any emergency, and when that emergency arises it will be their duty to fire."

THEIR DUTY TO FIRE.

I have no doubt they will do their duty. Although we hope the necessity will not arise."

Gen. Schofield stated that he was holding all United States troops in readiness to be used at the possibility of retreating. He stated that he had sent twenty-four hours to more than double his present size, though this might prove to be at the expense of other points. Many army officers now on leave of absence are having their leave suspended, and are returning voluntarily to their garrisons.

The conference at the White house, which has become a regular thing, is held in session tonight. It is not held so much for the purpose of arriving at any action, for the orders now operating are regarded as fully equal to the situation, but the officials spend the evening with the president, so as to receive news which comes to the White house by special wire. Gen. Miles and other officers in command of troops that are in operation report at stated times to Secretary Lamont, and these reports are well press bulletins and telegrams from other sources are read and considered.

HOUSE EXCITED

When the Tariff Bill Was Put in Conference.

WASHINGTON, July 7.—The intense interest and wild excitement which marked the passage of the Wilson bill by the house some months ago, and which was then transferred in a modified and more dignified form to the senate, broke out again in the house today when the tariff bill was put in conference after some lively debate in the House.

The amendments being discussed in gross and without opportunity for separate votes on special schedules. Mr. Reed took occasion to twit the Democrats for following the precedent set by the Republicans in the Fifty-first congress, a proceeding which he had violently denounced at the time.

Mr. Wilson then urged on the house the necessity of standing steadfastly by the two cardinal principles of the house bill—free raw material and the ad valorem system of taxation—and of thus keeping faith with the people who had sent them to congress to effect this reform. He was answered by Mr. Reed, Mr. Payne and others, and then, after the adoption of Mr. Wilson's motion, the appointment of conferees, the house, at 1:55 o'clock, adjourned out of respect to the memory of Representative Lisle, of Kentucky.

Deputies for Collectors.

Special to the Globe.

WASHINGTON, July 7.—Congressmen Baldwin and Haugen, of Superior, visited the treasury today to learn if the collectors of customs at Duluth and Superior were to be allowed deputies, but it has not yet been decided. The collectors will be allowed to make appointments if decided in their favor.

### ESCORTED BY TROOPS.

A Northern Pacific Train Starts for the Coast.

LITTLE FALLS REACHED SAFELY.

No Trouble Probable Before It Arrives in Montana.

BUT LITTLE CHANGE IN ST. PAUL.

Passenger Trains Running Almost As Usual.

RESUMPTION OF FREIGHTS

Is Announced by Several of the Roads.

THE STRIKE IS WEAKENING.

At 2:30 p. m., yesterday, a special train on the Milwaukee road pulled out of Lake City, having on board nearly nine companies of United States troops—the Fort Snelling detachment of the regular army. These were under orders from Gen. Schofield at Washington, D. C., to go out on duty along the line of the Northern Pacific. This was deemed necessary on account of the action of the A. R. U. in boycotting the line which is a through military and mail line, and the tie-up has seriously delayed the mails, as well as stopped all overland traffic for some time.

For several days there had been intimations about the movement of the company that something was suddenly about to drop, though the secret of what that something was to be was carefully guarded. The Fort Snelling troops had only been encamped at Lake City for a few days when the national capital came to report at once to St. Paul for active duty.

When the time—1:15—came for the Northern Pacific Pacific coast train to pull out it found the platforms under the union depot sheds covered with a curious throng.

It takes a train usually about two hours to make the run up from Lake City to St. Paul, and as the start was not made until 2:30 from the former point, it was necessary to delay the train until the Milwaukee special came in until the Milwaukee special came in. It made good time, and arrived here at 5:16. Then there was a rush to see the regulars who were to be sent out to quell the lawless, riotous mob in Montana.

The troops, dusty from their camp, got off the train—that is, a portion of them. On the special were the following companies: Company A, Capt. Haug; Company B, Capt. Williams; Company C, Capt. Roe; Company D, Lieut. Moore; Company E, Capt. Wilkinson; Company F, Lieut. Dyer; Company G, Lieut. McCoy; Company H, Capt. Hobart.

It was learned that only Company H, under Capt. Hobart, First Lieut. McCrea and Second Lieut. Houle, and Company E, under Capt. Wilkinson, First Lieut. Fillmont and Second Lieut. Reeve, were to go out on the Northern Pacific train. In the former company there were forty men, and in the latter forty-six men. Each man was provided with 100 rounds of ammunition and sufficient rations for fifteen days. The remaining companies—A, B, C, D, G and F, remained on the Milwaukee special, and were taken back to Fort Snelling at 5:40.

When the order to move forward was given Companies E and H marched down the platform and took their places on the waiting train. Accompanying them were sixty others who have been stationed at Fort Snelling while their companions were at Lake City, who appeared at the depot.

The train consisted of three Pullman tourist sleepers, in which the regulars found quarters, one standard Pullman, a day coach, one dining car, one mail car, an express car and the engine and tender. The train steamed out at 5:45.

Companies E and H will go through as far as Fargo, where they will arrive this morning. General Superintendent Kimberly accompanied the troops and will look after their comfort. As the train left the sheds General Manager Kendrick and Assistant General Manager Pearce, together with other officials of the company, watched its egress with apparent interest. Scattered here and there in the crowd were the officials of other companies who evidently approved the expedition.

A few of the troops—held men—were left at Lake City, to guard the camp equipage.

When Companies E and H reach Fargo, they will be joined by a posse of North Dakota United States deputy marshals, in addition to the regular posse of sixteen deputies who accompanied the train from here under command of Deputy Maher.

At Fargo the troops will receive their full complement of supplies. The companies left at Fort Snelling will be under the command of Col. Mason. They will be stationed there to receive orders to follow their companions, should their services be required.

A GLOBE reporter called upon Gen. Merritt in the United States army building during the afternoon, in quest of information. He said:

"I have sent out a force on the line of the Northern Pacific commensurate with the immediate needs of the case. If not, I will send more. It is expected that the civil authorities will be able to handle the trains through Minnesota and North Dakota. The outgoing detachment is only a small portion of the command I am authorized to use."

The forts west of Kogah are Custer, Yellowstone, Missoula and Fort Sherman. As these all lie in territory contiguous to the Northern Pacific, and can be relied on to carry out the orders of the war department to open the road and keep it open, it would seem that there is a sufficient military reserve for the purpose.

### THE TRAIN IS MOVING.

It Is Speeding Along Through Northern Minnesota.

Speaks to the Globe.

ANOKA, Minn., July 7.—Train No. 17, Northern Pacific, with Fort Snelling regulars and deputies manning every platform, passed through Anoka tonight two hours late.

St. Cloud, Minn., July 7.—The Northern Pacific through train passed here at 10:03 p. m.

LITTLE FALLS, Minn., July 7.—The Northern Pacific through train passed here at 11:10 p. m., all right.

LOCAL SITUATION IMPROVED.

The Union Depot View of the Strike Last Night.

Passenger travel from the union depot seemed materially improved last night. Besides there was considerable showing of activity about the yards. Switching crews were busily engaged in the work of keeping the track open, and the outgoing trains experienced fewer difficulties in getting out of the depot.

There was a noticeable lack of railroad employes about the yards and approaches to the depot. All through the busy hours, from 8 to 10 o'clock, but a single man, with a white ribbon attached to his coat, stood at the foot of Sibley street. His face was as study as he watched the passing trains come and go, indicating that there were regrets that he was not at his usual post of duty.

The various officials of the different lines were present, but remained only a short time, as there was nothing in the surroundings which indicated that their presence would be needed.

Among other matters which arrested the attention of all who have been regular visitors to the union depot for the past week or more, since the strike became effective in this city, was the fact that the Northern Pacific Pacific coast train, which was the first which has been in service since the strike has been taken up.

The embargo on the freight service is keeping the express lines rather busy these days. On all outgoing trains heavy truck loads of mail are being sent out last night, as has been the case for several days past. Even large barrels of sugar, groceries of all descriptions, and hundreds of bags of twine were loaded into the express cars last evening. The people are bound to have their necessities supplied in some mode of transportation materially in excess of the cost of all commodities.

The Great Northern overland train was in fact as it pulled out last evening. Since the blockade on the Northern Pacific all coastwise mail has been transferred to the former line, and so heavy was the accumulated mail matter that it became necessary to attach three regular mail cars on the train last evening. The mail engines were attached to pull the train, and it resembled a huge serpent as it moved out of the station with its fifteen coaches.

Summed up, the situation was very much improved, and railroad officials who were present all expressed themselves as highly pleased with the progress that has been made.

### CHICAGO GREAT WESTERN.

Rapidly Recovering and Freights Begin to Move.

General Manager Stuckey, of the Chicago Great Western, conveyed the hopeful assurance yesterday that matters were much improved with the company, both in St. Paul and at Minneapolis, over conditions prevailing Friday.

This is encouragingly so with freights. He said he had not been advised that his company had lost any cars in the first started in Chicago by the riotous strikers. On Friday two new freight handlers were engaged for the freight house on the West side, but they failed to materialize yesterday morning.

Others were immediately engaged. Passenger traffic still continues unimpaired. The company is daily purchasing in its own employes as special police. A freight went out at 10:10 a. m. for Chicago, and two more will arrive from there this morning. The improvement in the service shows an hourly gain.

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