

ESTABLISHED JUNE 19, 1871.

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TIE-UP IS COMPLETE

Railroad Traffic at Chicago Completely Paralyzed by the Strikers.

ROCK ISLAND MEN HAVE ALL QUIT

Not a Road Using Pullmans Running Trains Regular.

STRIKERS TEAR UP PANHANDLE TRACKS

Illinois Central Road Compelled to Abandon Its Suburban Service.

RAILROADS CLAMORING FOR PROTECTION

General Managers Say If They Can Secure Protection They Will Move Their Trains—General Managers Abandon the Idea of Arresting Debs.

CHICAGO, June 30.—Advices to the Associated press from various points indicate that the railroad strike is spreading. President Debs of the American Railway union is issuing orders to strike in almost every section and they seem to be very generally obeyed in every direction. It is claimed on the part of the railroad companies that the lessening of the traffic on Sunday will enable them to organize their forces more efficiently. On the other hand, Sunday's rest will turn loose thousands of workmen in other lines and there are fears that the action of a few hot-headed men may result in great disorder. The situation at Chicago is sensibly worse today.

The Rock Island road, which has been free from disturbance up to this time, is now completely tied up in all the adjacent territory. The stock yards, so far as receiving and distributing interests are concerned, are practically at a standstill, stopping the movements of dressed meats outward and live stock inward. The Pittsburg & Fort Wayne is crippled in its terminals and the Illinois Central suburban service, which carries more people to and from business in Chicago than any other line, is completely tied up. The roads which use the Chicago & Western Indiana railway as a terminal are suffering because of the strike on that line. These roads are the Erie, the Chicago & Grand Trunk, the Santa Fe and the Wabash. The Michigan Central and Michigan Southern are suffering serious delays, because they use the Illinois Central and Rock Island tracks for entering the city. The Chicago, Milwaukee & St. Paul is having great difficulty in moving its trains, and, like the Wisconsin Central, is under the ban of the American Railway union. The Chicago & Northwestern reports that it is receiving and dispatching its trains with the usual regularity. A like condition is reported very generally throughout the west. No lifting of the boycott is mentioned anywhere, while a number of additions to its effectiveness are chronicled.

At St. Louis the Terminal association, which does the switching on all of the roads, is tied up and business is blocked. There is no improvement in the situation at St. Paul and Minneapolis, while matters are worse at Denver. The outlook at Cincinnati is threatening.

CALLED DOWN AT HAMMOND.

The boycott at Hammond was ended at 2 o'clock by an order from the Chicago headquarters of the American Railway union to permit all trains to go until further orders. The men were instructed to commit no act which will call out the militia. It develops that the holdups were voluntary on the part of the members of the local unions and no order was ever issued. The men are crestfallen at the turn of affairs, but will obey fully the order to cease hostilities.

General Manager W. F. Merrill of the Chicago, Burlington & Quincy entered an emphatic denial today to the story that his road is contemplating refusing to carry Pullmans until the boycott is lifted. The Post, summarizing the strike, says: Violence has become the feature of the American Railway union's strike on almost all the roads centering in Chicago. President Debs, from his headquarters, talks peace, while his men are derailing trains, smashing windows and stoning trainmen and passengers. The result is that there is a more complete tie-up than at any time since the strike began. In many instances no attempt is made to take out trains that are made up and manned, because of a lack of protection for passengers and crews. But there has been no weakening on the part of the General Managers' association. It realizes that the supreme test of strength has come, but it claims that the test is now between the government and the rioters. It is ready to run its trains when protection is given them, and that is a matter for the regularly constituted courts to attend to.

It is no longer a matter of handling the trains, but of preserving the peace, and Sheriff Gilbert and United States Marshal Arnold are the ones who are working today. Both admit that the situation is critical and both claim to be doing all in their power to maintain order. Both are sworn in a large number of deputies, but both are fearful that they may have to call on others higher in authority for assistance before tomorrow morning.

Sheriff Gilbert says he thinks he has enough men to preserve order as matters now stand, but admits that the situation is extremely critical and that he may have to call for troops if the trouble should spread.

Marshal Arnold's instructions are that the main trains must not be interfered with, and he says that it has got past the point where the government is merely interested in the running of trains on the roads in the hands of receivers. Uncle Sam has interests involved in the strike on every one of the roads, and he proposes to protect these interests at all hazards. He has been drawn by the trouble and appearance indicates that he is going to take an active hand in the affair. The strike itself is spreading with startling rapidity, and is almost every hour accompanied by acts of violence. It threatens now to include the elevated city railroads, although there is no known reason why the men on those roads should not declare war on the entire public.

ROCK ISLAND MEN CALLED OUT.

The Rock Island strike, which was promised yesterday, began this morning, when the local men went out, and at 11 o'clock President Debs issued an order to the entire Rock Island system. This was preceded by riotous demonstrations at Blue Island last night, when switches were spiked and men driven from their work, and

Englewood this morning. The tie-up on this road is almost complete at present.

The Illinois Central abandoned its entire suburban service this morning, owing to the acts of violence committed last night. A notice to the effect that the road would make no attempt to resume until it was assured that its passengers and trainmen would be adequately protected from riotous attacks. As a result of this move the Illinois Central presented the spectacle of a road that was only running trains that had Pullman cars attached during a strike against the use of those cars, for many of its through trains were sent out.

The Fort Wayne road was tied up this morning, and the St. Paul will be again tied up at 6 o'clock tonight. The strikers say that the latter road has not lived up to its agreement to sidetrack its Pullman cars, but is using them on its air line. All of the switches are out at the stock yards, and the masters are preparing to shut down.

The Santa Fe reports that its condition has not changed since yesterday, and the Burlington is engaging men to take the places of the strikers, and says it is not badly crippled.

The Baltimore & Ohio reports that it is sending all its trains in and out, but that its engineers are instructed to be cautious, and for that reason the trains do not arrive on time.

TROUBLE AT CAIRO.

Outside of Chicago the greatest trouble is in Illinois at Cairo. In addition to the Illinois Central trains held there, the Big Four was tied up today, and none of its trains can get through. There has been some rioting there, and Governor Altgeld has expressed his willingness to send troops there as soon as they are called for by the proper officials. A still worse state of affairs exists at Hammond, Ind., where a mob is in control. Troops have been asked for, but Governor Matthews says he does not consider the situation serious enough to require their presence.

The heads of both the opposing forces are straining every nerve in Chicago. Debs has been in consultation with the heads of the Federation of Labor trying to get their support, but they have not the authority to order a strike even if they desired to. He is confident, but not more so than Mr. Egan, who represents the managers. Mr. Egan is doing everything in his power to arrange for the movement of trains, the main object at present being to get protection for them. He has applied to Sheriff Gilbert for protection in some instances and to Marshal Arnold in others. The marshal has been called upon for deputies to protect the mail trains on every road in the city, and is swearing them in and assigning them to their work as rapidly as possible. Instructions from Washington are that the mails must be protected and that Marshal Arnold must see to it. The whole trouble has apparently begun a war of annihilation between the general managers and the American Railway union. Debs has announced that he intends to fight the association and will not treat with any road that remains a member of it. On the other hand, the managers are saying that Debs is a labor leader. That is the only point at issue at all appearances.

General Superintendent Loree of the Panhandle road received a dispatch while in attendance at the meeting of the General Managers' association stating that strikers were tearing up the tracks at One Hundred and Thirtieth street. He immediately sent a special engine to the scene of the riot. Mr. Loree insists that the company is not given adequate police protection at that point.

The General Managers' association issued a call to the United States marshal for more deputies. At their meeting this afternoon the general managers considered the question of retaining Debs in custody under the United States laws relating to the detention of the mails. It was finally decided not to arrest him, thus forestalling any claim to martyrdom.

The Ann street trouble on the Panhandle, was participated by a brakeman drawing a revolver when strikers undertook to interfere with him. The fellow was badly handled before he was rescued by the police. General Superintendent Loree, on his arrival at One Hundred and Thirtieth street, telegraphed that the mob drove the station agent of Riverside from his office just as he had summoned Loree by telegraph and then began a general demolition of the tracks. The station agent barely escaped with his life.

The Santa Fe officials reported today that no trains are moving through Las Vegas or Raton. The management started a passenger train west from La Junta yesterday, but at Trinidad it was taken in charge by a mob, the engineer taken up town and threatened. The fireman escaped by jumping from the engine before the train reached the station. At La Junta a train, eastbound from Denver, encountered a misplaced switch at the west end of the yard, with the switch staff tampered with so that the lamp showed white. Very little damage was done to the train. At Chicago today switches and firemen refused to work with a yard brakeman hired to take a strike's place. Passenger trains are running practically on time between La Junta and Chicago. The Southern California has not turned a wheel. The yard men employed in the Michigan Central freight yards at Kensington, with the engineers of the switch engines, numbering about fifty men, struck at 1 o'clock. They refused to handle Illinois Central cars. The Michigan Central uses no Pullman cars. SEIZED A PANHANDLE TRAIN.

Superintendent Loree of the Panhandle wired from Riverdale at 9 o'clock tonight that a mob has seized freight No. 79, chased the engineer and fireman off the engine, took the crew away from the train and put all of them under guard. The mob then ran the train onto a sidetrack, cut off the engine and caboose and put the engineer and fireman back on the engine, the crew in the cab and ordered them to pull out. They did not care where, but to "get out of the yard." The mob wanted any man that came down there and wanted to see any train while the strike was on. Riverdale is practically in the hands of a mob without protection from the authorities. The Panhandle fast trains from Cincinnati, New York and Louisville and Indianapolis are all in the hands of a mob. A special train has been made up to take the company's agents to the scene, and it will reach Riverdale at about 11 o'clock. Serious trouble is expected.

The situation tonight is worse than at any time since the strike began, and as a climax to it all Chicago is threatened with the present program, as outlined by the city President M. H. Madden of the State Federation of Labor, an organization to which practically every labor organization in the city belongs, having fully 100,000 members, said tonight: "We are in hearty sympathy with the American Railway union and will help it in every way we can." The present program, as outlined by Madden, is to call out all men on the elevated roads and employees of the street car companies if the strike is not settled within a few

days. If it is not settled within a week the Federation of Labor will go on a strike. The American Railway union has had emissaries at work among the street car men for some time and claim to be able to tip off the whole city. When they do, they will cartily object bricklayers, bear brewers and similar trades could have no striking, Madden replied: "Simply to bring more pressure to bear on the railroads. The general managers have combined and we must do the same thing."

GENERAL MANAGERS' STATEMENT. The situation on the various roads reported tonight by the General Managers' association is as follows: Chicago, Burlington & Quincy—The freight engineers and firemen in Chicago held a meeting this afternoon and sent a committee to the master mechanic and advised him that they had decided to go on a strike. Since then, however, 25 per cent of the men have advised the master mechanic personally that they will not strike, but will return to work. All passenger trains have moved with full passenger equipments.

Panhandle Route—Mobs gathered at Ada street and Curtis street and abused and stoned the men working the five switch engines at that point. At 3 p. m. they assaulted and badly frightened the crews of the passenger freight. In trouble at Riverdale. Wisconsin Central—Outside of Chicago there have been no defections to amount to anything outside of Chippewa Falls and at points west. The total number of men now out is in the vicinity of fifty, including firemen, trainmen and conductors. A half of the Chippewa Falls station force.

Lake Shore & Michigan Southern—A large number of Lake Shore & Michigan Southern switchmen are on a strike, and a committee is now endeavoring to secure a tieup of all the switchmen in Chicago and Cook county. The road is unable to handle perishable freight in Chicago. This is a Wagner line. Baltimore & Ohio—The passenger trains of this railroad are running with full complement of equipment, including Pullman sleepers, without delay.

Chicago & Northern Pacific Terminal System—S. R. Ainsley, general manager of the Chicago & Northern Pacific, says everything is in good shape. Passengers and freight trains are being handled promptly and with no interruption.

Chicago & Alton—All passenger trains of this road are moving with their regular equipments, including Pullman cars, nearly on their regular time. Freight trains are practically abandoned for the time.

Atkinson, Topock & Sibley—This afternoon the Chicago station freight handlers went out on a strike, although twenty-five of the men concluded to remain at work. They will ask Mr. Egan to give them forty freight handlers for service Monday morning and will get thirty additional deputy United States marshals assigned to the duty of guarding the freight house and protecting the men employed there.

The following was received from Albuquerque, N. M.: "Strike here on Atlantic & Pacific is broken. The firemen all agree to go to work."

ROCK ISLAND TRAIN DITCHED.

The Chicago, Rock Island & Pacific train No. 19, enroute to St. Louis, was derailed by a strike at Blue Island about 6:30 p. m. Trouble has been feared at Blue Island all afternoon. The train was made up with a Pullman car next the engine. As the engine approached the station at Blue Island, James Murvin, a striking switchman, rushed forward and threw a gas across the track and stopped the train. The engine and Pullman were thrown off the track. Deputy Sheriff Nickerson at once placed Murvin under arrest. No one was injured.

About 2 o'clock this afternoon a number of men in the employ of the Belt Line railway at Burnside, where the road crosses the Illinois Central, turned a gas across the track and stopped the train. The engine and Pullman were thrown off the track. Deputy Sheriff Nickerson at once placed Murvin under arrest. No one was injured.

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CZAR GETS WARNING

Nihilists Leave a Threatening Letter and Suggestive Emblem in the Palace.

NO ACCOUNTING FOR ITS PRESENCE

Question of Precedence Prevented a Hohenzollern Going to Paris.

GERMAN SUBJECTS IN FRANCE PROTECTED

Conservative Press Advocating the Adoption of Radical Anti-Socialist Laws.

VON KOTZE REFUSES PROFFERED RELEASE

Emperor William Will Leave for Norway Monday—All but Fifty-Eight of the Berlin Beer Houses Boycotted by the Socialists.

(Copyright 1894 by the Associated Press.) BERLIN, June 30.—The tragedy at Lyons by which France was thrown into mourning for her chief magistrate still absorbs the attention of the public and is the main subject commented upon in the newspapers throughout Germany. The attitude of Germany towards France under these exceptional conditions has been the subject of much interest. It was first intended to accept the presidency of the Chamber of Deputies. It is also asserted on Burdeau's behalf that he was obliged, on the advice of his physician, to relinquish the task of forming a cabinet.

On the other hand, M. Dupuy, after consulting with his colleagues, informed Casimir-Perier this morning that he had consented to remain premier. It is believed, however, that the cabinet will be reorganized. M. Goron, the chief of the detective force, has resigned, and his resignation is said to be due to the fact that he has been severely criticized for not keeping a better guard over the late president and for not having obtained some track of the anarchist conspiracy which resulted in the murder of M. Carnot. That the assassination was a deep laid plot which had long been discussed and planned by the anarchist conspirators there is no longer a question of doubt.

In addition to the facts already cabled to the Associated press showing that the actual murderer had accomplished a dispatch from Marseilles announcing that a soldier detained in the military prison at that place, upon hearing of the assassination of the president, gave the authorities full details regarding the plot which was hatched at Ceter, and also furnished the names of seven anarchists, who, after the executions of Vallant and Henri, drew lots in order to decide which of them was to kill Sadi-Carnot. The lot fell to Sadi-Carnot, which now seems to be the real name of the assassin.

It is described as having been "with joy" when he found that he had been selected to commit the murder.

HAWAII'S FOURTH OF JULY.

That Day Will Be a Great Milestone in the Nation's History. HONOLULU, June 23 (via steamship Australia to San Francisco, June 29).—The constitutional convention has been meeting for the last few weeks and has made an enormous number of changes in the constitution as proposed by the executive council. One of the most important of these changes is that the property qualification of senators has been reduced from \$3,000 to \$1,500 and the income qualification from \$900 to \$600. The more radical members of the convention objected seriously to this, claiming it will permit the last few members of the upper house to become members of the lower house. It has been decided to declare the provisional president, S. B. Dole, the president of the new republic without the formality of a vote. It is claimed that if this is not done the royalists will take almost any oath in order to obtain the right to vote for the president in the hope of electing their candidate. The ex-queen has become fearful lest that the United States does not intend to reinstate her. She sent yesterday protests to all foreign diplomats here requesting them not to recognize the new republic, claiming she was the only lawful ruler of Hawaii. All of the foreign representatives have returned the protests unopposed to her, with the exception of J. H. Wedehouse, the English minister. He is said to have probably recognized her claim, as he is said to be an ardent royalist. The new constitution will probably be adopted on the Fourth of July. Preparations are now being made to make that day one of the greatest in the Hawaiian calendar of holidays. A few days ago the crew of the United States steamer Philadelphia was brought ashore for battalion drill. The next day the captain of the English man-of-war Champion asked for the same privilege and it was refused him. No reason was given for the refusal and the government officials refuse to talk of the matter, but it is generally supposed that alleged discourteous treatment of the British minister, Wedehouse, toward this government is at the bottom of the affair.

KILLED HIS SWEETHEART.

Roumanian Officer Wrecks Vengeance on His Faithless Love. BRUSSELS, June 29.—A love affair ended in this city today in murder and suicide. A young Roumanian officer, who was a student in a military school here, fell in love with a handsome girl, a native of Brussels. His passion was seemingly reciprocated, but it transpired that the girl was playing him false. While promising constancy to the Roumanian, she was holding intimate relations with a Belgian officer of high rank. The Roumanian in some manner learned of the relations between his sweetheart and the Belgian, and the knowledge drove him into a frenzy of rage. Taking his revolver he went to the girl's room and accused her of being faithless and taunted with her disgrace. Then, before any one could interfere to prevent, he shot the girl and killed her, immediately afterwards shooting himself. All the persons were well connected, and the affair has caused a sensation.

DEMONSTRATION WAS TOO PRACTICAL.

Schoolmaster Was Shooting the Children How Carnot Was Killed. PARIS, June 30.—Schoolmaster Guillemin was showing his pupils how President Carnot had been stabbed. The children had gathered around him as he drew the knife. A boy named Gerard, 8 years of age, fell forward in his excitement. He struck with his breast on the knife and it pierced his heart. He died instantly. Guillemin tried to kill himself with the same knife, but was saved by two men who had been summoned to the school house by the cries of the children. He is loved by his pupils and Gerard's parents have besought the authorities not to prosecute him.

Cholera Outbreak at Liege.

LIEGE, June 30.—Six cases of a disease

he was an anarchist, and it is believed this is the only reason for his crime.

TODAY'S DEMONSTRATION AT PARIS.

Will Show, on a Magnificent Scale, How the Nation Mourns Sadi-Carnot's Death. PARIS, June 30.—Throughout the city and all over France preparations are about completed to demonstrate tomorrow the affection and respect which the people of all classes had for the late President Carnot.

It is believed that the outpouring of the people, the decorations and the floral tributes which will be seen tomorrow when the remains of the assassinated president are carried to the cathedral of Notre Dame, and from thence to the Pantheon, will be greater and more elaborate than have ever before been witnessed here. In fact, it would seem that the people have determined to make the funeral of M. Carnot a demonstration against anarchy as well as a tribute of deep respect to the dead chief magistrate. These demonstrations, however, are entirely calm, but are the more effective for they show that France really mourns her loss and is deeply incensed at the outrage on the part of the blood-stained disciples of anarchy.

So far as the political situation is concerned, it seems to be finally determined that M. Burdeau, who was offered the premiership and who perished in declining that honor, has decided to accept the presidency of the Chamber of Deputies. It is also asserted on Burdeau's behalf that he was obliged, on the advice of his physician, to relinquish the task of forming a cabinet.

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THE BEE BULLETIN.

Weather for Omaha and Vicinity—Fair; Cooler; Winds Becoming Northerly.

Chicago Paralyzed by the Strike.

German Consulate for France. Peter's Enemies Still Active.

Omaha Annihilates Jacksonville. Y. M. C. A. Waives on the Maroons.

Barnet Wins the Daxon Handicap. Crooks Adore President Cleveland.

Cupid Has an Inning. London Theatrical Gossip.

Lincoln and Nebraska News. Council Bluffs Local Matters.

Douglas County Road Paving. London's New Bridge Opened.

Crook Adore President Cleveland. Birthday of the Great American Eagle.

Ida B. Wells' New Crusade. Miss Connor's Triumph at Cornell.

Creighton University Graduates. Editorial and Comment.

Roger Q. Mills a Malcontent. Bishop Haygood on the Negro Problem.

College of the Moste Brotherhood. Christian Endeavors at Cleveland.

Omaha's Local Trade Conditions Compared. Commercial and Financial Information.

Live Stock Markets Reviewed. Fifty Years of Y. M. C. A. History.

New Railroad Safety System. Municipal Housekeeping in Germany.

Sovereigns to Be at Sappy Mills. Talk with the Bismarck of China.

Notes on Co-Operative Home Building. "Lourdes," by Emile Zola.

Some Blue-Blued Squatters. Weekly Grist of Sporting Gossip.

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