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TUESDAY, JULY 5, 1894.

Republican County Convention.

A delegate convention of the Republicans of Dickinson county will be held at the court house in the city of Abilene, on Saturday, July 1st, 1894, at 10 o'clock p. m. sharp, for the purpose of selecting candidates for the following offices, viz: One candidate for representative; one candidate for probate judge; one candidate for county attorney; one candidate for clerk of district court; one candidate for county superintendent of public instruction; one candidate for county commissioner for the second commissioner district; two candidates for high school trustees. Delegates and alternates to this convention shall be selected at Republican primaries, held in the several voting precincts of said county, between the hours of three and seven o'clock, p. m., Thursday, July 29th, 1894. Each precinct is entitled to be represented in said convention as follows:

Table listing delegates and alternates for various precincts: Abilene 1st Ward, 2nd Ward, 3rd Ward, 4th Ward, 5th Ward, 6th Ward, 7th Ward, 8th Ward, 9th Ward, 10th Ward, 11th Ward, 12th Ward, 13th Ward, 14th Ward, 15th Ward, 16th Ward, 17th Ward, 18th Ward, 19th Ward, 20th Ward, 21st Ward, 22nd Ward, 23rd Ward, 24th Ward, 25th Ward, 26th Ward, 27th Ward, 28th Ward, 29th Ward, 30th Ward, 31st Ward, 32nd Ward, 33rd Ward, 34th Ward, 35th Ward, 36th Ward, 37th Ward, 38th Ward, 39th Ward, 40th Ward, 41st Ward, 42nd Ward, 43rd Ward, 44th Ward, 45th Ward, 46th Ward, 47th Ward, 48th Ward, 49th Ward, 50th Ward, 51st Ward, 52nd Ward, 53rd Ward, 54th Ward, 55th Ward, 56th Ward, 57th Ward, 58th Ward, 59th Ward, 60th Ward, 61st Ward, 62nd Ward, 63rd Ward, 64th Ward, 65th Ward, 66th Ward, 67th Ward, 68th Ward, 69th Ward, 70th Ward, 71st Ward, 72nd Ward, 73rd Ward, 74th Ward, 75th Ward, 76th Ward, 77th Ward, 78th Ward, 79th Ward, 80th Ward, 81st Ward, 82nd Ward, 83rd Ward, 84th Ward, 85th Ward, 86th Ward, 87th Ward, 88th Ward, 89th Ward, 90th Ward, 91st Ward, 92nd Ward, 93rd Ward, 94th Ward, 95th Ward, 96th Ward, 97th Ward, 98th Ward, 99th Ward, 100th Ward.

Republican Ticket.

- For Governor, E. N. MORRILL, of Brown. For Lieutenant Governor, JAMES A. TROUTMAN, of Shawnee. For Secretary of State, W. C. EDWARDS, of Pawnee. For State Auditor, GEORGE E. COLE, of Crawford. For State Treasurer, OTIS L. ATHERTON, of Russell. For Attorney General, F. B. DAWES, of Clay. For Sup. of Public Instruction, EDMUND STANLEY, of Douglas. For Associate Justice, Supreme Court, W. A. JOHNSTON, of Ottawa County. At Large—R. W. BLUE, of Lynn county. FOR CONGRESSMEN. First district—C. A. BRODEUR, of Jackson county. Third district—S. E. KIRKPATRICK, of Wilson county. Fourth district—CHARLES CURTIS, of Shawnee county. Fifth district—W. A. CALDERHEAD, of Marshall county. Sixth district—A. H. ELLIS, of Mitchell county. Seventh district—CHESTER I. LONG, of Barber county.

Republican State Platform.

Reaffirming the republican national platform of 1892. Received. The constant patriotism of our party is its best guaranty to the nation that the interest of its defenders, their widows and orphans will be liberally cared for and we denounce their cruel and deliberate betrayal by the present democratic administration. Second—We adhere to the republican doctrine of protection and believe that tariff laws should protect the products of the farms as well as of the factory. Third—The American people favor bimetallic and the republican party has brought the use of both gold and silver as standard money, with such restrictions and under such provisions, to be determined by legislation, as will secure the maintenance of the parity of value of the two metals and that the purchasing and debt-paying power of the dollar, whether of gold, silver or paper, shall be at all times equal. The interests of the producers of the country, its farmers and its working men demand that the mine be opened to the extent of the silver of the mines of the United States and that congress should enact a law levying a tax on importations of foreign silver sufficient to fully protect the products of our own mines. Fourth—We favor national and state legislation for the encouragement of irrigation. Fifth—We denounce the present state administration for its revolutionary tendencies, its violation of the law, contempt of the courts, the corruption and incompetency of its officials, its gross mismanagement of the state institutions and for the disregard it has brought upon the good name of the state. And we pledge the republican party and the nominees of this convention to a faithful and economical discharge of all official duties, to a strict observance and an honest enforcement of the law and to obedience to the mandates of all constitutional provisions. Sixth—To the maintenance of these principles we invite the support of all patriotic citizens. Congressman Hudson has been re-nominated by the Populists. Hudson is not quite so poor a congressman as John Davis because he does not talk so much.

Populism or Drouth?

Tell it to the people that Morrill said in a speech at Smith Center that he would rather see a drouth like that of 1890 than have the Populist party get control of the State—(Abilene Monitor). Well, suppose you do tell it to the people, would it be anything more than the truth? If Mr. Morrill made such a statement, he is simply voicing the sentiment of the thinking people, not only of Kansas, but of the United States. The drouth of 1890 was a cause of suffering to the people but its effects passed away. People felt some inconvenience for a time, but with better crops that was forgotten. The People's party means not only inconvenience, but degradation to every citizen of this commonwealth. It has not only injured Kansas financially and continues to do so, but it has impoverished more people than did the drouth of 1890, and it has caused a disgrace, from which it will take the State many years to recover. The People's party in control of the State has meant the keeping in power of men unworthy to hold any position in the gift of the people. There are men in some instances convicted in the court and in other instances of no moral character. They have involved the State in an expense of \$40,000 because of their legislative muddle and the succeeding court martial. They have appointed a fugitive from justice to one of the most responsible offices in Kansas. They are today allowing lotteries to run in defiance of the laws of the State or the nation, that are nothing less than rank robbing institutions. It has been charged that they have received and are receiving money for allowing this state of affairs and the man who made the charge was last week acquitted of any libel in so stating. The people of Kansas do not disagree with Mr. Morrill. Most of them will show next November that they approve of his statement. While none of us want a drouth like that of 1890, yet if the choice were before the voters of this State they would be amply justified in choosing it rather than another People's party administration.

The Record of Reform.

The Anthony Republican has compiled the following partial list of the things the first People's party government on earth has accomplished for Kansas: Ruined the credit of the State. Upheld train stealing, anarchy and socialism. Given us scandals in nearly every State institution. The secretary of state convicted of criminal libel. Bought worthless school bonds at the expense of the State. Instituted the Hughes court martial at an expense of nearly \$10,000. Fed diseased meat to veterans at the soldiers' home at Dodge City. Endorsed Todd's calamity circular that farming in Kansas does not pay. Given us extravagance and corruption by wholesale in the name of reform. Winked at the prohibitory law and countenanced violation in many places. Appointed a fugitive from justice to one of the most responsible offices in the State. Organized a partisan militia to accomplish by force what they could not do by ballot. Humiliated a long suffering people by assiduity in nearly every State office of responsibility. Made the State the laughing stock of the country by petty jealousies and bickering in office. Approved a State treasurer's bond not in proper form and practically of no protection to the people. Organized a rump house and maintained the same for three months at a cost of nearly \$50,000. Demonstrated their boodling proclivities by accepting money from lottery and whisky men of Kansas City. Called out the State militia in a time of peace and attempted to intimidate a loyal people by turning the house of representatives over to a lot of anarchists. Squandered the public money in useless and partisan investigations while drawing money from the treasury illegally themselves. Mr. Franklin McVeagh, who has been nominated by the Democrats of Illinois for United States senator, should congratulate himself upon his ability to change horses successfully. When the Republicans were in power, he was on that side. Now that Democracy has its turnings, there was never so strong a Democrat and he has succeeded in making his party in Illinois think that he means what he says when he endorses their platform. Mr. McVeagh, in 1896, will be sorry that he did not wait before making the change.

Another Financial Monstrosity.

The Populists to whom the State of Kansas is paying \$5,000 each a year for rattling around in congressional seats at Washington have evolved a brand new banking plan. Congressman Baker introduced it Wednesday and it is so magnificently idiotic and supremely ridiculous that it would be too bad not to give it publicity. The bill provides for twelve United States government bank generals. These bank generals are to receive \$10,000 a year, and to serve twelve years; at the expiration of which time they are to be retired on \$5,000 salaries, to run as long as they live. Four generals are to be chosen by popular vote every four years. The bank generals are to constitute a bureau to have charge of the new banking system which the scheme provides. A government State bank is to be located in every State capital city. State bank presidents, cashiers and assistant cashiers are to be elected by the people. State bank buildings are to be constructed by the United States. From the State banks is to result a system of city and county banks. Every city of 10,000 population is allowed a bank. Every county of 10,000 population is given a bank. The people are to elect the cashiers and assistants of these subordinate banks, and the government is to erect the buildings for the banks. For cities of 10,000 population, the bank buildings are to cost \$10,000; for 25,000 people, \$25,000, and so on. When a bank has been built and the officers elected by the voters of the city or county, an amount of legal tender money equal to double the cost of the building and fixtures will be issued to it by the secretary of the treasury, on the approval of the all-powerful bank generals. The cashiers of the banks shall loan this money to citizens of their respective cities and counties on any property, real or personal, to any amount not exceeding what, in their judgment, is one-third of the cash value. Loans shall be made for not more than one year, and at 4 per cent. The cashiers of these banks are to receive deposits, pay checks, handle drafts and do a general banking business. For each draft issued a charge of 5 cents and one-tenth of 1 per cent of the draft will be charged. Stamps are to be issued and put upon drafts and canceled to the amount of the charge. The secretary of the treasury is to issue paper currency to carry out the scheme. A bank general must be at least 35 years old; a State bank president 29; a cashier 25. None of these officers shall be required to give bonds. All losses through malfeasance must be borne by the State, county or city where they occur. Losses through bank generals must be made good by the United States. Any city, county or State refusing to make good any loss will have its bank taken away. An elaborate force of national and State inspectors is provided to make frequent examinations and to report to the bank generals. State banks are to be the medium through which the city and county banks do business. They are allowed to loan to city or county or school corporations, but not to individuals. State bank officers are to have six-year terms. City and county cashiers and assistants are to have four-year terms. Why John Davis was not allowed to introduce the bill is not clear. He evidently hoped conceit it. It has his earmarks all throughout. It is exactly the kind of a bill he would favor. It is the wildest scheme of national finance, yet formulated and hence will appeal strongly to his mind. The most notable feature about it is that it provides for getting the inflation quickly into the hands of those who want it, and it is dead certain that it is the most efficient and rapid means of bankrupting the nation yet discovered.

The Pullman Strike.

The railroads of the West are having a unique experience. In its fight with the Pullman Car company, the American Railroad Union is tackling the most unscrupulous and unyielding corporation, perhaps, in the nation. The method which the Union has taken in fighting it will not meet with the sympathy of all, although the object for which the Union is fighting is a worthy one. The refusal of the Pullman company to arbitrate a dispute is characteristic of its usual methods. It was not long ago that the company reduced the wages of its employees. When the employees protested it was said that the company was losing money. Not a great while afterward it declared a dividend. The employees inquired how this dividend could be declared by a company which was losing money. The reply was that the company made on its sleeping cars, but lost on its manufacturing business. At the last assessment of the railroads of Kansas the Populist board of trustees reduced the valuation of the Pullman cars. In response to criticism for this action reply was made that the company was losing money on its cars and was only enabled to make money by reason of its profits accruing on its manufacturing business. The Pullman company appears to be prepared to "catch em" going or coming. While there is no sympathy for the company existing, either among the traveling public or those who have watched the enormous increase in the wealth of this corporation, the employees stopping or interfering with traveling and the transportation of mails will result in no good. It is possible that they may at this time force the company to assent to their demands, but such a precedent is non-American and should have no endorsement by American people. If all trains can be stopped and all traveling interfered with upon one excuse, it can upon another and there would, in case of many successes, come about a condition of affairs by which certainty of travel becomes a thing of the past. There is no question but that arbitration should be conceded in these disputes, now becoming so terribly frequent between corporations and their employees. There should be such legislation as would compel an arbitration of a question of this kind. Stopping railroad trains on certain roads at the orders of walking delegates will never accomplish it. The prompt and decisive order of Judge Caldwell that all employees refusing to work will be discharged and not taken on the lines again is a sensible and businesslike one. Men of backbone like Judge Caldwell are needed. There are other ways of settling disputes besides injuring people not implicated in the disputes.

Republican "Literature."

The Republican State central committee is getting its office in shape for business at Topeka. Wonder if it will set up another syndicate of editors to teach country boobies how to run their own papers—(Beloit Courier).

The Enterprise Journal has these complimentary and deserved words of praise for County Superintendent Shirk: "If there is one man before the county convention who will receive the unanimous endorsement of that body, that man will be D. F. Shirk, the present county superintendent. Two years ago Prof. Shirk was tendered the nomination of the Republican party and was elected by a handsome majority. He will be re-nominated at the coming convention, and the result will be the same as that of two years ago. Prof. Shirk is not a politician; he has never yet asked for an office, but he is ready and willing to respond to the wishes of the voters of this county."

The Populists of Dickinson county reckoned without their host when they made the admission fee into their grand free-for-all scramble for offices so high as \$5. At the close of entries it was found that only 7 out of a possible 96 had considered the game worth the candle. The average Populist wants office, but he proposes to get it without paying out any money for it. Just what will be done to complete the necessary campaign fund, of which our Populist friends have been talking, is not yet stated. The central committee should gather its massive brains together and concoct some new grip or pass word that will be worth a small fee to the brethren throughout the county.

St. Marys Journal (Dem): The People's party—a party that has among its followers scores of Democratic recruits. What Gorman will now say "I endorse the People's party?" What Irishman will so far forget his manhood as to allow his name to longer remain upon the rolls of a party that carries for its banner a yellow petticoat, borne and supported by a crew of broken-down political cranks and unsexed women? The banner of the united Democracy will on July 4th be unfurled to the breeze, and upon its ample folds will be engraved, "No fusion with fanaticism, prohibition or female suffrage. No partnership with cranks."

W. A. Decker, formerly of this county, has come to life at Topeka. He said at a Pop meeting when E. B. Whaley was called for: "We do want to hear Mr. Whaley. We are all brothers here in this People's party and we want to get Mr. Whaley up here where we can see him so we will know him and call him brother." If Mr. Whaley wanted to be a Populist had enough to call Bill Decker "brother" his case is beyond question hopeless.

Three-fourths of the editors who go to Asbury Park to bathe in the briny deep and enjoy the luxuries of the effete East are editors of weekly papers. It has come to be recognized that about the best paying institution a man can own is a well located weekly newspaper. The daily papers involve so much work, that even if they do pay good profits the editors get no time for enjoyment.

The Coxey movement has cost the West in the damage to transportation, the expense of deputy marshals and other incidentals such as the stopping of railroad trains by order of that erratic genius, about \$125,000. These now fangled reform attachments come high, but it appears that under the present administration we cannot get along without them.

State Printer Snow in the Ottawa Journal says: "Take away the school houses and churches and the Republican party will fall to the ground." If the Journal prefers a party based upon something besides churches and school houses, it is welcome to it. We do not at this time think of any more laudable foundation.

Labor day has been made a national holiday. Congress is very discerning. It is quick to see the necessities of the times. Under this Democratic administration it will, after awhile, become necessary to make all days national holidays.

It remained for a reform party to put in a fat salaried State official as chairman of the State central committee and allow him the use of the senate chamber committee rooms for his headquarters. That is the way Mr. Breidenthal is running things now.

Governor Riddle devotes one-half column to explaining a ten line interview which he was careless enough to give a Topeka reporter. The governor is old enough to understand the necessity of keeping his mouth shut.

Blades of oats down a Indiana have "B" impressed on them and the people think it means "blood." It does not, it means "bums" and refers to the Coxey armies marching toward Washington.

Japanese Liver Pellets are the best family medicine for liver complaint and consumption. 50 pills in vial 25 cents. Sold by Gulick, the druggist, Abilene, Kansas.

"Gaines-like expressions" is the newest term for straight up-and-down swearing with obscene attachments.

A CRISIS.

Chicago Strikers Lock Horns with State and Federal Troops. Complete Interruption of Freight Traffic at St. Louis—The Pacific Coast—General Managers' Bulletin—President Debs Intervenes. CHICAGO, July 3.—Yesterday's developments in the great Pullman-A. R. U. strike have been prolific in sensationalism, the principal theater being in Chicago and adjacent suburbs. The first serious clash occurred when 200 deputy United States marshals were surrounded at Blue Island by 2,000 strikers, who openly defied federal authority. Weapons were drawn by both sides, and Deputy United States Marshal John A. Logan was painfully cut with a knife, but when a bloody conflict seemed imminent the deputies retired to their barracks cars to await reinforcements from Fort Sheridan, leaving the strikers masters of the situation.

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Fearing to precipitate bloodshed the Rock Island company decided after its 9:30 express had been gotten through, not to make any further efforts to move trains, but to-day can hardly fail to bring a crisis. The strikers have now locked horns with the state and federal authorities.

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The American Railway union of this city will hold another meeting tonight, at which their future course will possibly be outlined.

ON THE PACIFIC COAST. SAN FRANCISCO, July 3.—Last night, at the close of the fourth day's struggle between the Southern Pacific company and the American Railway union, the strikers appear to have the upper hand. The blockade of the entire system is practically complete. The western divisions of the Santa Fe road are in much the same condition. In fact, railway traffic is almost at a standstill at all points on the Pacific coast south of Portland, Ore. North of Portland there is much trouble, the Northern Pacific road being practically tied up and the Union Pacific involved. All overland trains have been effectually blocked, and the only trains running anywhere are locals.

GENERAL MANAGERS' BULLETIN. CHICAGO, July 3.—The general managers of the Chicago railroads this evening issued the following bulletin: The worst reports come from the Rock Island, which was not able to move any trains on account of a crowd of 2,000 people at Blue Island, who controlled the situation, the United States deputy marshals and the Cook county deputy sheriffs being powerless to handle the mob.

On the Michigan Central Abilene, Ind.

THE STRIKE IN CONGRESS.

Resolution for a Committee to Inquire Into the Cause of the Existing Pullman Trouble. WASHINGTON, July 3.—The Pullman strike had an echo in the senate yesterday. Mr. Call offered a resolution appointing a joint committee of five members of the house and senate to inquire into the cause of the existing Pullman strike, the justice of the demands of the workmen, and to report by bill, or otherwise; and Mr. Kyle offered the resolution indorsed by President Debs, of the A. R. U., and General Secretary-Treasurer Hayes, of the Knights of Labor, which has already been published, looking to the protection of strikers from federal interference, except to insure the transportation of the mails, and declaring that the detachment of Pullman or other parlor or sleeping cars from a train shall not constitute an offense against the United States. Both resolutions, under the rule, went over until to-morrow. Following is the text of Senator Call's resolution:

Resolved, That a committee of five senators shall be appointed by the president of the senate, who shall inquire and report to the senate the causes of the existing strike of railroad employees and the justice of the demands of the workmen, and report by bill or otherwise such legislation as may secure justice to the workmen, and be reasonable and fair to their employers, and secure the transportation of the mails, freight and passengers without interruption, and that such committee be authorized to sit with a committee of the house, appointed for this purpose, and may report to their respective houses the result of the joint action.

Representative Crain, of Texas, will introduce a resolution for investigation of the Pullman strike. Mr. Crain was a member of the congressional committee of 1883 which investigated the strike of that year, and succeeded in framing a settlement acceptable to both sides. The resolution directs the committee on inter-state commerce to immediately investigate the causes that have led up to the Pullman strike and its successive state of development, and to report at the earliest practicable time as to the means of overcoming the present conflict and others of similar character.

His resolution is as follows: Whereas, A disturbed condition in the relations between labor and the Pullman Palace Car Co. and certain railroad corporations carrying on inter-state commerce is reported to exist in several of the states, menacing and obstructing inter-state transportation of freight and passengers and the United States mail, involving in a greater or less extent the commerce and business of the country and the general welfare of the people, and hence becoming a matter of national concern; therefore, be it

Resolved, The committee on inter-state and foreign commerce be hereby authorized and directed to investigate the cause and extent of the disturbed condition existing in such states, or in any other states, and such committee shall have power to visit the places where such conditions exist, send for persons and papers, examine witnesses under oath and employ a stenographer, and shall report the result to the house, with such recommendations as it may deem proper to make.

Representative Roem, of Minnesota, is preparing a bill which is on the line of the Kyle resolution, but extends its lines to general law defining mail trains and their use. It provides all railroad lines are made public postal routes subject to government regulations. When the traffic is interrupted on any public postal route the mail trains shall consist of one engine, one caboose and one or two mail cars. Passenger coaches and Pullman cars shall not be attached to such mail trains pending the interruption of the traffic. Mail cars appointed to be attached to express trains when traffic is interrupted. It is also provided that while mail trains are restricted to engines, cabooses and mail cars they shall be run on schedule time at a compensation to be fixed by the postmaster general.

LYNCHED. A Negro Strung Up on a Tree by Armed Men. FULTON, Mo., July 3.—Last night John R. Reynolds, a constable of Guthrie township, this county, accompanied by his deputy, Taylor Wilson, were on their way to Fulton from Cedar City with James Johnson, colored, charged with criminal assault on Mrs. William King near Guthrie during the absence of King in August, 1892, when they were met at Hillville creek, 8 miles southwest of here, by about 100 armed men who overpowered the officers.

Two men then jumped into the wagon and after fastening the rope about the negro's neck tied the other end to a large tree and drove from under the wheels, leaving him hanging.

The officers came here and the coroner and sheriff went to the scene of the crime this morning. Constable Reynolds told the story of the lynching and the jury rendered a verdict that Johnson came to his death by hanging at the hands of unknown men.

The mob, it is supposed, came from the vicinity of Guthrie. The constable did not recognize any of them.

FRUIT AND VEGETABLES ROTTING.

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NO TROUBLE AT ST. JOSEPH. ST. JOSEPH, Mo., July 3.—It is not unlikely that a general tie-up on all of the roads running into St. Joseph will occur at any time. Members of the American Railway union are reticent on the subject, merely saying they expect to do what they think is right at all times. How soon they may decide that it is the proper thing to bring about a general tie-up no one can accurately foretell.

The American Railway union of this city will hold another meeting tonight, at which their future course will possibly be outlined.

ON THE PACIFIC COAST. SAN FRANCISCO, July 3.—Last night, at the close of the fourth day's struggle between the Southern Pacific company and the American Railway union, the strikers appear to have the upper hand. The blockade of the entire system is practically complete. The western divisions of the Santa Fe road are in much the same condition. In fact, railway traffic is almost at a standstill at all points on the Pacific coast south of Portland, Ore. North of Portland there is much trouble, the Northern Pacific road being practically tied up and the Union Pacific involved. All overland trains have been effectually blocked, and the only trains running anywhere are locals.

GENERAL MANAGERS' BULLETIN. CHICAGO, July 3.—The general managers of the Chicago railroads this evening issued the following bulletin: The worst reports come from the Rock Island, which was not able to move any trains on account of a crowd of 2,000 people at Blue Island, who controlled the situation, the United States deputy marshals and the Cook county deputy sheriffs being powerless to handle the mob.

On the Michigan Central Abilene, Ind.

THE STRIKE IN CONGRESS.

Resolution for a Committee to Inquire Into the Cause of the Existing Pullman Trouble. WASHINGTON, July 3.—The Pullman strike had an echo in the senate yesterday. Mr. Call offered a resolution appointing a joint committee of five members of the house and senate to inquire into the cause of the existing Pullman strike, the justice of the demands of the workmen, and to report by bill, or otherwise; and Mr. Kyle offered the resolution indorsed by President Debs, of the A. R. U., and General Secretary-Treasurer Hayes, of the Knights of Labor, which has already been published, looking to the protection of strikers from federal interference, except to insure the transportation of the mails, and declaring that the detachment of Pullman or other parlor or sleeping cars from a train shall not constitute an offense against the United States. Both resolutions, under the rule, went over until to-morrow. Following is the text of Senator Call's resolution:

Resolved, That a committee of five senators shall be appointed by the president of the senate, who shall inquire and report to the senate the causes of the existing strike of railroad employees and the justice of the demands of the workmen, and report by bill or otherwise such legislation as may secure justice to the workmen, and be reasonable and fair to their employers, and secure the transportation of the mails, freight and passengers without interruption, and that such committee be authorized to sit with a committee of the house, appointed for this purpose, and may report to their respective houses the result of the joint action.

Representative Crain, of Texas, will introduce a resolution for investigation of the Pullman strike. Mr. Crain was a member of the congressional committee of 1883 which investigated the strike of that year, and succeeded in framing a settlement acceptable to both sides. The resolution directs the committee on inter-state commerce to immediately investigate the causes that have led up to the Pullman strike and its successive state of development, and to report at the earliest practicable time as to the means of overcoming the present conflict and others of similar character.

His resolution is as follows: Whereas, A disturbed condition in the relations between labor and the Pullman Palace Car Co. and certain railroad corporations carrying on inter-state commerce is reported to exist in several of the states, menacing and obstructing inter-state transportation of freight and passengers and the United States mail, involving in a greater or less extent the commerce and business of the country and the general welfare of the people, and hence becoming a matter of national concern; therefore, be it

Resolved, The committee on inter-state and foreign commerce be hereby authorized and directed to investigate the cause and extent of the disturbed condition existing in such states, or in any other states, and such committee shall have power to visit the places where such conditions exist, send for persons and papers, examine witnesses under oath and employ a stenographer, and shall report the result to the house, with such recommendations as it may deem proper to make.

Representative Roem, of Minnesota, is preparing a bill which is on the line of the Kyle resolution, but extends its lines to general law defining mail trains and their use. It provides all railroad lines are made public postal routes subject to government regulations. When the traffic is interrupted on any public postal route the mail trains shall consist of one engine, one caboose and one or two mail cars. Passenger coaches and Pullman cars shall not be attached to such mail trains pending the interruption of the traffic. Mail cars appointed to be attached to express trains when traffic is interrupted. It is also provided that while mail trains are restricted to engines, cabooses and mail cars they shall be run on schedule time at a compensation to be fixed by the postmaster general.

LYNCHED. A Negro Strung Up on a Tree by Armed Men. FULTON, Mo., July 3.—Last night John R. Reynolds, a constable of Guthrie township, this county, accompanied by his deputy, Taylor Wilson, were on their way to Fulton from Cedar City with James Johnson, colored, charged with criminal assault on Mrs. William King near Guthrie during the absence of King in August, 1892, when they were met at Hillville creek, 8 miles southwest of here, by about 100 armed men who overpowered the officers.

Two men then jumped into the wagon and after fastening the rope about the negro's neck tied the other end to a large tree and drove from under the wheels, leaving him hanging.

The officers came here and the coroner and sheriff went to the scene of the crime this morning. Constable Reynolds told the story of the lynching and the jury rendered a verdict that Johnson came to his death by hanging at the hands of unknown men.

The mob, it is supposed, came from the vicinity of Guthrie. The constable did not recognize any of them.