OUTBREAK AT ST. LOUIS.

CONFLICT BETWEEN THE STRIKERS AND POLICE.

The Switchmen's Strike at Kansas City Ended—The Situation at Chicago.

ST. LOUIS, MO., March 24.—Superintendent Kerrigan will, it is believed, make another attempt this morning to send a Missouri Pacific freight train out of St. Louis, with the assistance of the special detectives employed by the company since the beginning of the strike and a strong force of policemen furnished him by the Police Board at its meeting yesterday. This heavy guard is thought necessary, because of the failure of a similar effort yesterday through the interference of a large party of men and boys surrounding the train who parted it by pulling the coupling pins of the cars and switched it off its track.

The three Executive Boards of the Knights of Labor now in session yesterday decided to meet with the business men of the city to-night in the Mercantile Library Hall and advise with them upon the situation before adopting any further measures intended to result in an extension of the strike to other railroads and other cities. From committeemen it has been learned that the three executive committees now in session here anticipate that the meeting in Mercantile Library Hall to-night will result in some action by the business men of the city, which will procure a conference between a Knights of Labor committee and Mr. Hoxie and a satisfactory adjustment of their grievances. If it is then seen that nothing in that direction is accomplished some of the plans already arranged will be put into execution. The first of these is understood to be a strike of the Knights of Labor in the railroad yards in East St. Louis and circumstances will then decide what steps shall follow.

CONFLICT BETWEEN THE STRIKERS AND THE POLICE.

A freight train of fifteen cars was made up this morning at the union depot and started over the Missouri Pacific tracks in the direction of Seventeenth street. Arriving at that point the crowd called upon the engineer and fireman to leave their posts, which they did. The mob here soon became so dense that it was deemed advisable to clear the yards and the police were summoned. Soon a force of about 150, commanded by the chief of police and the captains, arrived at the scene. The crowd was then ordered to disperse, and upon their refusing to do so, the police made a charge upon them, hoping to drive them away without using their clubs. The latter alternative, however, came necessary to resort to, the mob still resisting. During the struggle which ensued several of the strikers were badly beaten by the police, some of whom were in turn badly bruised from rocks thrown by the mob. After a brief fight the crowd was dispersed and driven from the yards. Another engine was then procured which, after being coupled to the abandoned freight train, drew it from the scene of the riot under a guard of about fifty police who accompanied it as far as the city limits, no interference having been met with. How far beyond this point the train will be able to proceed cannot be conjectured, for the strikers may at any time render its progress impossible.

THEIR COURAGE FAILED.

Just after the freight train had gotten away, carrying a large portion of the police force, the mob, numbering about 1000 men, made a rush for the shops of the Missouri Pacific to take possession of them. The courage, however, of a majority of them failed, and only about forty proceeded beyond half way, and they soon abandoned the idea and dispersed.

BUSINESS INTERESTS TAKING ACTION.

The Board of Directors and Transportation Committee of the Merchants' Exchange of this city, in a joint meeting to-day, adopted resolutions demanding that the strike upon the Missouri Pacific railroad and the Gould Southwestern system of railroads shall cease, and as a means to that end that the strikers upon these roads shall either return to their former positions or discontinue hindering those who are willing to work. The resolutions also invoke the civil and military powers of the cities, counties and States and, if necessary, of the United States, to enforce the law which shall put an end to the present deplorable condition of affairs.

[*For additional Strike News see 1st Page.*]

Strikers Still Triumphant at Atchison

ATCHISON, KAS., March 24.—The Missouri Pacific railroad officials made two attempts this morning to send out freight trains over their roads, but failed to succeed. The first train succeeded without encountering any interference in running to a point about one mile from the union depot, where a number of strikers boarded it and set the brakes. The engine was killed and the train brought back to the city by the switch engine. A second attempt was then made, this time under the protection of the City Marshal, the Sheriff and a number of policemen. The train succeeded in getting as far as the city limits, but a short distance from there the strikers took control of it and brought it back to the yards. There was considerable excitement here during the attempts to move these trains, but no serious disturbance. All the Missouri Pacific engines here except two are disabled.

The Situation Critical at Denison.

DENISON, TEX., March 24.—An active boycott has been inaugurated by the Knights of Labor against the business men who signed the petition against the strike and which was forwarded to Col. Hoxie. A number of knights who had accounts with some of the store-keepers who signed the petition settled their accounts yesterday and notified the proprietors that they never would trade with them again. The whistle at the shops sounded off and on all day yesterday, but no one was at work there. A large crowd of knights moved toward an incoming passenger train during the afternoon, as if to disable it, when a company of deputy-sheriffs appeared and drove the strikers back at the point of Winchester rifles. They steadily followed the strikers until Main street was reached, where the strikers refused to recede any further, whereupon the deputies raised their guns as though about to fire into the crowd. Sheriff Douglass appeared at this moment and interposed and arrested five of the strikers who were jailed, but were afterwards released on bail. The situation here is critical and a conflict may occur at any hour. The yards and shops of the Missouri Pacific railroad are heavily guarded.

The Situation at Chicago Becoming More Strained Every Hour.

CHICAGO, March 24.—The situation in local railroad circles is becoming more and more strained each hour, said an official of one of the roads this morning. "While I do not look for a strike on all the roads just at present the outlook on the Wabash is not at all reassuring."

This sentiment was verified by a *Daily News* reporter. Engineers, firemen and switchmen, while they spoke guardedly on the subject, admitted that if they received orders at any moment from the Knights of Labor to go out they would not be surprised.

The Missouri river roads, with the exception of the Rock Island, are accepting all but perishable freight for points west of Atchison, Kas., St. Joseph, Mo., and Leavenworth, Kas. Freight is also taken for Kansas City, but for points beyond is shipped via some other city. The Rock Island is refusing freight for Kansas City and all points west of those named.

The *Journal* says Deputy Master Workman John Foley of the Chicago Assembly of the Knights of Labor, when talked with this morning, said: "I tell you candidly and on information from the head that there is no probability of the labor troubles in railroad circles reaching Chicago right away. In fact, we do not consider that the workmen of the Southwest did the best thing in starting this trouble. They would have been wiser if they had contributed to the aid of the one man first discharged. We must use judgment in these matters."

"The Hannibal and St. Joe line handles our business at the Kansas City end," said R. R. Cable, general manager of the Rock Island route today. "We have no yardmen or switchmen there, so none of our employes are involved in the present troubles. We are not taking perishable freight for Kansas City, but are accepting all other kinds as usual. So far as we can learn our men are perfectly satisfied. An order was issued by the Chicago and Alton road this morning instructing its freight agents not to accept freight of any kind to Kansas City."

"The Illinois Central is not involved in the trouble," said Mr. Dunn of the general superintendent's office. "Our own people are satisfied, and I fail to see how Chicago can possibly be dragged into this unfortunate broil."

No Change at Kansas City.

KANSAS CITY, MO., March 24.—At this hour (9:30 o'clock a.m.) everything remains in statu quo here. No freight is moving and all is quiet in the yards. Armour & Co. this morning began loading 500 tons of provisions on a steamer which they have chartered, and which will start for St. Louis and Cincinnati to-day.

A meeting of the superintendents is now in session. Nothing has transpired as to its action. No freight trains have been moved as yet. It is reported that the Wabash will attempt to send out a train to-day.

The railroad superintendents did nothing at their morning session except to discuss the situation. They meet again this afternoon, when they will probably confer with the strikers. A prominent official expressed the opinion that the railroad would grant the switchmen's demand for the Chicago scale of wages, if they would guarantee it should end the strike as far as Kansas City is concerned. Otherwise the demand would probably be refused. The switchmen of the various roads at St. Joseph have gone out. They stopped work for the noon hour, as usual, and at 1 o'clock did not return to work. It is not known here what their demand is.

General Manager Nettleton of the Kansas City, Fort Scott and Gulf road, at whose office the conference of railway officials was held this afternoon at 5 o'clock, gave out to the public that a compromise had been effected with the switchmen, and that all the men will go to work at once. By the settlement the General Managers agree to pay switchmen the Chicago schedule price. This raises the blockade from the city, except as regards the Missouri Pacific road.

Freight Traffic Suspended at St. Joseph.

ST. JOSEPH, MO., March 24.—At noon to-day the yardmen in the Hannibal and St. Joe and the Kansas City, St. Joe and Council Bluffs railroad yards struck, and freight traffic is entirely suspended in this city.

There are six roads running into St. Joseph—the Hannibal and St. Joseph, the Council Bluffs, Missouri Pacific, Rock Island, the Grand Island, Nebraska and St. Joseph and Des Moines Narrow-Gauge. While it is not positively ascertained, yet it is supposed that all of these lines are involved. A report says the strike is general. Yardmasters are switching some cars of perishable freight so that they may be unloaded; otherwise no freight is moving.

LABOR NOTES.

Philadelphia Street-Car Drivers.

PHILADELPHIA, PA., March 24.—At a mass-meeting of street-car drivers and conductors last night it was decided to abide by the agreement of the Arbitration Committee and wait until April 1st for the answer of the Board of Presidents. Representatives of many of the roads expressed a desire to stop work at once, but it was decided to run the cars out this morning as usual.

The Street-Car Strike at Dayton.

DAYTON, O., March 24.—The strike among the drivers of the Third street-car line still continues, with no prospect of a settlement soon. From 500 to 600 men are now congregated in the vicinity of the West End stables, expecting the company will make another attempt to run their cars. But this will not be done for the present. The Oakwood line struck at noon today, and it is expected that the Fifth and Wayne streets line will follow in the strike to-morrow. The molders of the city are all off duty to-day, not on a strike, but to aid the railroad strikers.

All the employes of the Glass Cigar Manufactory struck to-day at 10 o'clock because the proprietors refused to make it a union factory.

Bureau for Union Workmen at Pittsburg.

PITTSBURG, PA., March 24.—The Knights of Labor of Pittsburg will shortly establish an employment bureau for union workmen. Nothing of this kind has ever been attempted in this country before, and its success is assured even before it has commenced its workings. The bureau will furnish union men out of employment with positions, and at the same time will keep listed all mills or employers employing union men.

Will Raise the Boycott.

PITTSBURG, PA., March 24.—The boycott against the Evening and Sunday *Leader*, which was begun several weeks ago, will be raised, the publishers having conceded the demands made by the Typographical Union and the Knights of Labor. The *Leader* has been employing non-union workmen for the past eight years, and was the only newspaper in the city that stood out against the union. This morning all the compositors but one applied for admission to the Knights of Labor. Their applications will be considered at the next meeting of the Trades Assembly.

FORTY-NINTH CONGRESS.

THE APPROPRIATION BILLS IN THE HOUSE.

Discussion of the Edmund's Resolutions in the Senate—Morgan's Speech.

WASHINGTON, March 24.—*Senate.*—The Chair laid before the Senate a petition from 800 citizens of the Pacific coast protesting against the cruel treatment of unoffending Chinese. It was referred to the Committee on Foreign Relations.

The Logan bill, to increase the efficiency of the army, was placed before the Senate, and Senator Logan explained that under the 25,000 regulation there were but 23,626 effective men in the army; and under the proposed increase to 30,000 there would probably, owing to casualties, etc., be only about 27,000 effective men.

Senator Teller opposed the increase He would not discuss in detail the Indian policy, but saw no reason in the Indian question for an increase of the army. We could take a number of Indian children from the hostile tribes, place them in Indian schools and Indian wars would cease. The children would constitute hostages for the good conduct of the parents.

Senator Platt favored an increase of the army. We should be in a position to enforce the Monroe doctrine, if necessary. Complications might arise at any time with Canada, Mexico or China, and we should be prepared to meet emergencies. Besides, there was domestic danger, Senator Platt said, which justified the maintenance of troops. The danger did not arise from the honest, industrious, sober citizen of this country, did not arise from any bodies of laborers associated together for their own benefit to better their condition. There was no danger to be apprehended from them. But there were people who came here from abroad with no good intentions to our form of government—men who raised the red flag of the commune, who asserted that their object was revolution and their desire blood. The moment that flag was raised here the Communists would be joined by the criminals. Senators should look the situation squarely in the face. As to the militia, Senator Platt said it was undoubtedly the strength of the republic, but it would be principally of service as an adjunct of a well organized, even though small standing army, which, in our position, was a necessity.

The hour of 2 o'clock arriving the army bill went over, and the resolutions reported from the Judiciary Committee were placed before the Senate.

Senator Morgan addressed the Senate in opposition to the majority report. Referring to the determination of the majority not to confirm nominations when papers about the suspensions are not furnished, Senator Morgan said the Senate might as well, in a fit of passion, declare at an end all intercourse with the President. The attitude of the Senate could not be justified. The Senate had no power to prevent the President from performing his constitutional duty. It could reject his nominations if it thought fit, but could do no more.

Senator Morgan discussed at some length the question of the constitutional limitations of the President's powers to show that they did not affect his power of removal, and that his discretion in that respect was absolute. That it was purely an executive function, Senator Morgan said, was shown by the plain fact that it implied the exercise of force when that was necessary to dispossess an objectionable officeholder. It was not to be supposed that the constitution gives Congress that power of impeachment by a two-third vote if that power could be asserted by a mere majority of one house, as was substantially attempted in this instance. If the Republican position was now correct, the people, in order to effect a change of administration, would not only have to elect a President but wait till a change could be effected in the political majority of the Senate.

Senator Mitchell [Ore.] concurred in the report of the majority of the committee in so far as it asserted that it was the duty of the executive officers to furnish, when called upon by the Senate, papers relating to the administration of an office by a suspended official. He would not be disposed to insist, however, that the presence of such papers in the Senate was absolutely necessary to the discharge by the Senate of its constitutional duty in advising and consenting to proposed removals from office. With that qualification he concurred in the report of the majority.

At this point considerable cross-fire occurred in debate between Senators Hoar, Gray, Edmunds, Butler and Harris, and without action on the resolution the Senate adjourned.

The House.

Mr. Blanchard [La.], from the Committee on Civil Service Reform, reported a resolution calling on the various Cabinet officers for information as to whether or not employes in their departments are permitted to employ substitutes to perform their duties, whether such substitutes are employed or appointed, and, if so, by whom and whether they have passed the civil service examination. Adopted.

Mr. Anderson [Kas.] asked unanimous consent that an order should be made allowing the Committee on Labor to report for action at any time, not to interfere with the revenue or appropriation bills, legislation for the purpose of providing for arbitration in strikes on railroads.

Mr. O'Neil [Mo.] thought that the order should properly come from the Committee on Labor.

Mr. Randall [Penn.] suggested that the subject was the same, whether it came from a committee or from an individual; and Mr. Anderson pointed out its importance by stating that the whole Southwest was without a wheel carrying freight. There was no objection and the order was made.

Mr. Weaver [Neb.], from the Committee on Commerce, reported a bill granting the consent of Congress to the construction of bridges over navigable rivers. House calendar.

Mr. Owen [Ind.], from the Committee on Public Buildings, reported a bill appropriating $45,000 for the improvement of the Postoffice building at Indianapolis. Committee of the whole.

In the morning hour the House resumed the consideration of the Congressional library bill.

Without action on the bill the morning hour expired and the House went into committee of the whole (Mr. McMillin [Tenn.] in the chair) on the Indian appropriation bill.

The pending question was on the point of order raised yesterday by Mr. Nelson [Minn.] against the appropriation for the Salem Indian school. Mr. Nelson said that he thought the committee was wrong yesterday in ruling out the clause relative to Capt. Pratt, and that that decision was applicable to the pending clause. But he did not wish to delay the passage of the bill, and he therefore withdrew the point of order.

After debate upon an amendment offered and rejected, the committee rose and the bill was passed—yeas, 226; nays, 5.

The House immediately went into committee of the whole (Mr. Hammond [Ga.] in the chair) on the postoffice appropriation bill.

Mr. Blount [Ga.], chairman of the Committee on Postoffices and Postroads, briefly explained the provisions of the bill. It appropriates, he said, $54,326,598 as against an estimate of $54,886,166, and an appropriation of $53,700,990 for the current year.

The committee then rose, and Mr. Blount asked that all general debate on the bill be limited to six hours. This was not considered a sufficient length of time by the Republican side, and Mr. Burrows [Mich.] moved to amend by making the time ten hours.

The amendment was first, 79 to 91, and Mr. Blount's motion was rejected, the committee resuming its session.

Mr. Dockery [Mo.] said the appropriation bill which had been reported this session showed that the assertions made that the distribution of the appropriation bills would result in increased expenditures had been without foundation.

Mr. Burrows [Mich.] called the attention of the committee to the fact that the estimate for the pay of railway postal clerks was too low. At the last session Congress had appropriated $81,000 for the purpose of re-establishing their salaries, though it had not been specifically stated in the bill. The Postmaster-General had refused to execute the law because this purpose was not directly specified. If that officer had examined the estimates he could have there discovered that the sum estimated could not have been reached in any other way than by allowing $81,000 for the pay of postal clerks at the rate allowed by law. There was another instance where the law was perfectly plain, yet for the purpose of making that law a nullity the Postmaster-General had found no difficulty in looking beyond the law and outside of it for a reason on which he could base his refusal to execute it. This bill appropriated $375,000 for the transportation of foreign mails. The conditional estimate of the department had been $350,000, but the Postmaster-General had stated that if it was the will of Congress to pay American vessels the sum of sea and inland postage, it would be necessary to increase the appropriation to $425,000. By reason of the failure of the Postmaster-General to execute the law passed by Congress at its last session, the department had been thrown back on the old statute, which provided that the Postmaster-General should, in his discretion, pay to American vessels the sea and inland postage. He would at the proper time move to amend this bill so as to make the appropriation equal to the full amount of the sea and inland postage, and regretted, under the rules of the House, he could not do more.

After quoting from statistics to show the small sums allowed to American vessels for carrying the mails Mr. Burrows cited the law of last year, authorizing the Postmaster General to enter into contracts with the vessels at a rate not exceeding 50 cents per nautical mile. It was known to all and conceded by all that the law remained a dead letter. It was not executed and the law of Congress in this regard was entirely and wholly nullified. The Postmaster General had never moved a hand or taken a step in the direction of its execution. The Postmaster General had given as an excuse that on only two lines was there any competition. What right had he to assume that the advertisement for proposals would not invite competition? In the next breath the Postmaster General said that it was impossible to execute the law because there was no competition between San Francisco and China and New York and Cuba. Having given these reasons the Postmaster General supplemented his argument with a tabulation showing if the government paid steamship lines the sea postage it was paying them more than they received for transporting wheat or pork. It was the business of the Postmaster General when Congress had determined to let the service to the lowest bidder to make an effort to execute the law instead of sitting down and declining to make the slightest move toward its execution. But the administration of the Postoffice Department was subject to just criticism, not only in regard to these matters, but in other particulars of no little public concern. It had not only nullified the law touching the administration of the postal service, both domestic and foreign, but with uncommon effrontery had defied not only the spirit, but the letter of the civil service law. Reaching, as the Postoffice Department did, into every State, town and hamlet in the broad land, there was no department of the public service where the administration could have given more convincing proof of its sincerity in the matter of reform in the public service. Yet there had been no branch of the public service where this law had been more wantonly and openly defied from the beginning until this hour.

Mr. Burrows continued his speech, in which the administration was severely criticised, and at the conclusion of his remarks the House adjourned.

THE TWO SAMS,

And Their Position on the Tobacco Question.

CHICAGO, ILL., March 24.—Referring to the tobacco question, Mr. Sam Jones said in his sermon last night: "My good friends say tobacco is a sin, and I am happy to announce to the audience that before breakfast Sunday morning Brother Small put all of his stock in his hand, threw it on the grate and burned the whole thing up. [Applause.] He has thrown it to the wind forever. He will never use it any more. I said to him, 'Have you quit to stay?' 'Yes.' Said I, 'Old fellow, tell me why, won't you?' 'Well,' said he, 'Brother Jones, I did not quit because I believed it was a sin, but they kept after me about it until I got resentful, and I said, I won't perpetuate anything in my mind that will make me resentful toward people, and I have given it up forever.' [Applause.] As soon as I ever have that sort of a feeling in my heart I am going to give it up, too. I would run over anything on earth or in heaven that would make me feel unkind toward any human being in this world. If you believe anything is a sin, give it up. If anything harms or hurts you, give it up. I believe Mr. Moody told the biggest truth of his life when he said a man who used tobacco could be a Christian, but he would be a nasty Christian." After the congregation was dismissed, Dr. Scudder did a little missionary work with Brother Jones himself, trying to induce him to give up the tobacco habit, but apparently was unsuccessful.

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I am a native of England, and while I was in that country I contracted a terrible blood poison, and for two years was under treatment as an out-door patient at Nottingham Hospital, England, but was not cured. I suffered the most agonizing pains in my bones, and was covered with sores all over my body and limbs I had vertigo and deafness, with partial loss of sight, severe pains in my head and eyes, etc., which nearly ran me crazy. I lost all hope in that country, and sailed for America, and was treated at Roosevelt in this city, as well as by a prominent physician in New York having no connection with the hospitals.

I saw the advertisement of Swift's Specific, and I determined to give it a trial as a last resort. I had given up all hope of being cured, as I had gone through the hands of the best medical men in Nottingham and New York. I took six bottles of S. S. S., and I can say with great joy that they have cured me entirely. I am as sound and well as I ever was in my life.

L. FRED HALFORD.
New York City, June 12, 1885.

BLOOD

Is the life, and he is wise who remembers it. But in March of last year (1884), I contracted blood poison, and being in Savannah, Ga., at the time, I went into the hospital there for treatment. I suffered very much from rheumatism at the same time. I did not get well under the treatment there, nor was I cured by any of the usual means. I have now taken seven bottles of Swift's Specific and am sound and well. It drove the poison out through boils on the skin.

DAN LEAHY.
Jersey City, N. J., August 7, 1885.

Two years ago I contracted blood poison. After taking prescriptions from the best physicians here and at Dallas, I concluded to visit Hot Springs, and on reaching Texarkana a doctor recommended me to try Swift's Specific, assuring me that it would benefit me more than Hot Springs. Although the

POISON

had produced great holes in my back and chest, and had removed all the hair off my head, yet I began to improve in a week's time, and the sores began to heal, and were entirely gone inside of eight weeks.

WILL JONES, Porter Union Pass. Depot.
Cisco, Texas, July 13, 1885.

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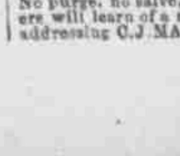

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W. N. HALDEMAN,

President of the Great LOUISVILLE COURIER-JOURNAL CO., tells what he knows of

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OFFICE OF THE COURIER-JOURNAL, LOUISVILLE, KY.

Dr. Wintersmith, Sir—I waive a rule I have observed for many years, the value of your remedy prompting me to say, in reply to your request, what I know of your Chill Cure. The private assurances of its efficacy I had, and the good results of its effects I had observed on Mr. R. W. Meredith, who, for more than fifteen years, had been foreman of my office, induced me to test it in my family. The results have been entirely satisfactory. The first case was of two years' standing, in which I believe every known remedy had been tried with temporary relief—the chills returning periodically and with seemingly increased severity. Your cure broke them at once, and there has been no recurrence of them for more than six months. The other case was of a milder form, and yielded more readily to other remedies; but the chills would return at intervals until your medicine was used, since which time, now several months, they have entirely disappeared. From the opportunity I have had to judge, I do not hesitate to express my belief that your Chill Cure is a valuable specific, and performs all you promise for it. Respectfully,

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