

Rain and warmer tonight  
and probably Saturday.

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## All Operators Ordered to Quit; Small in Charge

All telegraphers employed by the commercial telegraph companies and Associated Press, and private and leased wires not working under a union agreement, are hereby called upon to cease work immediately.

By authority of the president and general executive board of the Commercial Telegraphers' Union of America.

S. J. SMALL, President.

### Chief Telegraphers Affected by New Move.

CHICAGO, Aug. 16.—"The telegraphers are striking for there just rights. We are not seeking revenge or to inconvenience the public. Whenever we can end the strike, by arbitration we will be glad to accept it. We will be willing at any time to listen to proposals from fair and honest men, but we will never be willing to accept President Clowry's buncombe. We have tasted of that in the past."

"We have not rushed into this strike. The gravity of this conflict has never been minimized by the officials of the commercial telegraphers. We have realized that it is going to mean a business paralysis and financial loss to the people, as well as actual suffering to the members of the union. We had no other recourse, however, than the action that has been taken. Now that the die is cast and the strike made general, we will make the most determined fight ever waged by union labor. We have money and numbers, but better than this, we have right and justice on our side. There is not a shadow of a doubt as what the result will be."—Statement of President Small, of the Commercial Telegraphers' Union, made today.

NEW YORK, Aug. 16.—Ninety per cent of the commercial telegraph operators employed in the United States and Canada are expected to obey the order to strike, sent out from Chicago this morning by S. J. Small, president of the Commercial Telegraphers' Union of America.

The ranks of the strikers in New York are not expected to be swelled by the general strike order, for the reason that the union operators are already out here, but in cities, towns, and small villages in every part of the country, union operators have been sticking to their posts, awaiting orders from the national body. Now the word has come for them to quit.

It was decided at the Chicago conference that there should be no strike of the railroad operators. The railroad telegraphers, however, will be called upon to contribute a strike fund of \$60,000.

President Small decided upon this radical move after a long conference with President Gompers, of the American Federation of Labor; George W. Perkins, president of the Cigarmakers' Union; and Wesley Russell, national secretary of the Telegraphers' Union. Mr. Russell explained to the national president that it was not wise to delay the general strike order.

#### Strikers Impatient.

He explained that the strikers were impatiently awaiting it in all parts of the country, and that such an order would strengthen the cause of the men. He said that while most of the men were already on strike, that many of them had walked out without official orders even from their local unions, and that they would feel uneasy until their move was approved by the national body.

Gompers Advised Caution.

Mr. Gompers advised caution and delay in issuing the order. However, it is said that he could not dissuade Mr. Small and Mr. Russell from acting at once, and it is supposed that the strike order was issued with his approval when it was issued.

If it is the case the telegraphers have the backing of the American Federation of Labor, and their position is much stronger than it was before the order was sent broadcast.

The local strike leaders point to the fact that other labor unions are now likely to be involved in the strike, and that, with the aid of the American Federation, they are in position to insist upon their own terms. Labor Commissioner Neill has abandoned all hope of affecting a settlement of the strike. He took no part in the conferences, and said he would not do so unless a request for his presence was made.

When Mr. Neill learned that the strike order was to be sent, he took a train for Washington.

While the striking telegraphers are en-

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## Resort Now in Ruins

LOOKING FROM STATION TOWARD PIER. AT THE LEFT ARE THE HOTELS ALBERTA AND VELVET.



—From Nelson's International Series of View Books.  
Beneath the Pier. The Steel Pillars Rest on Foundations in the Sand and Have Withstood Many Winter Gales.

### JUDGE JONES WORSE THAN OLD BUSTEED

—Lieut. Gov. Gray

Severe Aarignment of  
Alabama Federal Jur-  
ist for L. & N. Action.

BIRMINGHAM, Ala., Aug. 16.—Speaking of the injunction granted by Judge Jones against Alabama sheriffs and so-called "honor men" to prevent indictment or arrest of Louisville and Nashville officers and agents in case of violation of the State's lower freight and passenger laws, Lieut. Gov. H. B. Gray expressed his opinion of Judge Jones' action in the following statement:

"I do not think Judge Busteed, in the dark days of reconstruction, ever issued a more arbitrary order as the one which he has issued in this case. It is to be regretted that the L. & N. railroad, which was so prominent in the fight in Kentucky which resulted in the assassination of Governor Goebel, should have the power in Alabama to have such an order issued."

"I do not believe the people of Alabama will submit to the assumption of power on the part of a judge who holds a life time position and who feels that he is responsible to neither God nor man for his actions."

"As to what Governor Comer will do, I have no idea, but I do not believe a thing he does not believe to be right. Alabama is a Southern State, and though bound for the moment in fetters of jurisprudence she will reassert herself and like truth crushed to earth will rise again, resplendent in her strength and beauty and throw off the despotic heel of this second Busteed."

Busteed referred to was the most ignorant, brutal, and tyrannical of carpetbaggers at Montgomery in reconstruction days.

One of the leading attorneys for the Southern announced the Louisville and Nashville's action was unwise and calculated to provoke hostility as well as being incapable of enforcement.

"I was glad to get our read out of the wet," he said, referring to the Southern's compromise and agreement to put the lower freight and passenger rates into effect in September.

### PANIC FOLLOWS FACTORY FIRE IN NEW YORK

Man Reported to Have  
Lost Life—Cars Hinder  
Firemen.

NEW YORK, Aug. 16.—One man is reported dead, a score of persons injured, and dozens of families driven from their homes are the results of a big fire early today which destroyed a factory in Second avenue near Sixty-fifth street.

The engineer of the building is missing and is believed to have perished in the flames, which started in the engine room. One fireman was seriously burned in fighting the flames were also injured. The flames spread to a neighboring dwelling, partially consuming it.

In rushing from their homes, many occupants of the building were knocked down and trampled.

Great difficulty was experienced in fighting the fire because of the refusal to stop the Second avenue elevated train, and poor water service. Finally, plumes went on the tracks and forced trains to stop running. The current was then shut off.

John Bloomfield is the engineer believed to have been killed. The fireman says his life could have been saved if there had been given a fair chance to fight the flames.

The loss is estimated at \$150,000, most of which will fall on A. G. Kaufman & Co., who occupied several floors of the building as a cigar factory.

It was rumored today that Perry Carson, head janitor of the District, and a well-known colored politician, had been struck by a train near Ivy City and killed.

The report had not been verified at a late hour this afternoon. The police will investigate the report this afternoon.

#### THE WEATHER REPORT.

| TEMPERATURE.        |             |
|---------------------|-------------|
| 8 a. m.             | 79          |
| 12 noon             | 73          |
| 1 p. m.             | 74          |
| SUN TABLE.          |             |
| Sun sets today      | 6:35        |
| Sun rises tomorrow  | 6:15        |
| TIDE TABLE.         |             |
| High water today    | 12:55 p. m. |
| Low water today     | 7:15 a. m.  |
| High water tomorrow | 1:32 a. m.  |
| Low water tomorrow  | 8:20 a. m.  |

## FIRE WIPES OUT OLD ORCHARD, ME.; PROMPT RELIEF

Famous New England Resort Laid in Ashes  
While Summer Guests Fled in Night  
for Their Lives—Loss Will Total  
\$2,000,000.

OLD ORCHARD, Maine, Aug. 16.—The first of the twenty relief trains dispatched by the Boston and Maine railroad were hailed with thanksgiving this morning by between 3,000 and 4,000 refugees driven from their homes by last night's great fire and forced to camp on the beach.

Huddled over a few possessions they were able to save from the swift flames, summer guests, millionaires, and humble fishermen spent a night of terror and discomfort.

At daylight the ruins of one of the finest and most historic beach resorts on the New England coast were still smoking, and the eyes of the refugees rested upon a mass of blackened ruins, covering seventy-five acres and representing a loss of more than \$750,000.

The first trains to arrive contained dining cars and food supplies and were almost mobbed by the hungry multitude, fighting for a place in the line that received coffee, bread, and sandwiches.

Most of the other trains now coming in are made up of empty passenger cars, into which the homeless summer guests are being crowded for transportation to their homes.

#### HEAPS OF ASHES SEARCHED FOR VALUABLES.

Old Orchard is as busy today in a search for valuables as a Western mining camp. The great heaps of ashes marking the sites of the sev-

enteen hotels and sixty cottages destroyed in the great fire which practically wiped out the summer colony early today is the prospecting ground of the searchers.

With sticks, spades, picks, and other implements hundreds of persons, ranging from millionaires to scullions, are searching for valuables known to have been lost in the great conflagration.

#### Dynamite Kills Four.

Dynamite, used to check the flames which practically wiped out Old Orchard and caused \$2,000,000 loss, killed four men. The fire raged for four hours, destroying sixteen hotels, 100 cottages, and scores of smaller buildings, covering an area of fifty acres.

Telegraph and telephone wires were burned, and for hours Old Orchard was cut off from the rest of the world.

#### Burned Over Fifty Acres.

The fire started at 8 p. m., and it was early today before it was under control. Then it had practically burned itself out, burning fifty acres of property.

Many cottagers had narrow escapes, and Mayor John F. Fitzgerald, of Boston, was nearly killed while passing along Main street. A soda water fountain in a drug store exploded from the heat and a large piece of metal was hurled within a few feet of his head.

The fire started by the overturning of a lamp in a cottage occupied by the employees of the Emerson hotel, it spread quickly to adjoining cottages and to the Hotel Olympia, a four-story frame building standing back from the beach.

There was a sharp breeze blowing and it fanned the flames and they spread with amazing rapidity. In less than five minutes five buildings were ablaze.

#### Great Confusion Prevailed.

In the Olympia the word that the hotel was on fire was shouted through the halls as soon as the blaze was discovered, and intense confusion prevailed. Practically no attempt was made either by guests or employees to save any personal property, every inmate of the building rushing into the street at the first alarm. The whole building, it seemed, was alive in the twinkling of an eye.

Opposite the hotel in which the fire started, the ground toward the beach was thickly dotted with cottages, each as dry as tinder, and as inflammable as they well could be.

The flames swept across the roadway to the east and a little to the south, and within a few minutes five buildings on fire at 8:30, half an hour later the number had increased more than tenfold, and it was seen that practically the entire cottage settlement was doomed.

In the meanwhile amateur fire brigades had been formed and efforts were made to wet down the roofs of cottages and prevent the blaze from spreading. Showers of sparks filled the air, and wherever they fell incipient fires started at once, so dry was everything about the resort.

#### Hotel Burns Like Tinder.

The large Hotel Emerson, the most elaborately fitted hostelry in Old Orchard caught fire. Like every other building in the place, it was of wood, and burned like oil. Luckily, the guests, of whom there was a large number, had time to remove of it as were portable, at least, such parts of it as were portable.

There was less confusion at the Olympia, but the loss was greater, as the fittings and furniture were magnificent. The Emerson was formerly the Velvet. From the Hotel Emerson the fire reached across the main avenue leading from the railroad station to the shore and attacked the Hotel Seashore.

Soon after the fire started, both telephone and telegraph messages were sent from the postoffice to Portland, Biddeford, and Saco, asking for aid. Engines were at once dispatched from all the places named, but when after a long run, they arrived at the scene of the fire it was found that the hose couplings of the engines would not fit the hydrants in the streets, and for a long

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### NON-UNION MEN GRANTED NOLAN TO FINISH WORK

Building Trades Agents  
Permit Parsons to Pro-  
ceed on D. C. Build-  
ing.

The business agents of the building trades who are conducting the strike against the Employers' Association, have consented to permit their members working on the new Municipal Building to work with non-union men.

This agreement was reached at a meeting of the business agents yesterday.

They went to James L. Parsons, erecting that big building, and told him he could permit James Nolan & Sons to complete their work on the building with non-union men or others.

The explanation of their action is that Contractor Parsons has always been fair to union labor, employing none but members of the building trades unions, and as his work was pressing and he found difficulty to get the work done, inasmuch as he had a contract with Nolan & Sons, they would agree to permit non-union plumbers to go on the building an complete the work.

Parsons Sent Letter.

Mr. Parsons sent a letter to Nolan & Sons this morning, in which he stated that the union men on his work at the new Municipal building—members of the Building Trades Association—had agreed to work with any class of plumbers that Nolan & Sons might send to that building to complete the firm's work.

With the assurance of the union men that they would work with non-union men employed by Nolan & Sons, Mr. Parsons asked that firm to send their foremen and workmen there and complete the work.

When the 12:30 o'clock whistle blew for resumption of work today a wagon loaded with eight men and tools of Nolan & Sons drove up to the new Municipal building, entered the inclosed yard, and the union men of every craft of the building trades that goes into the construction of a building. These non-union plumbers will continue their work there from day to day until all of the plumbing has been completed.

Abandon Position.

The admission of non-union men into the new Municipal building by Contractor Parsons is an abandonment of a position taken by him when his union men struck because he permitted Nolan & Sons to bring non-union plumbers into that structure, that he would not per-

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\$6 to the Seashore and Return  
Via Pennsylvania Railroad; Delaware River Bridge Route; every Friday and Saturday; Atlantic City, Cape May, Wildwood or Ocean City. Tickets good on all trains and to return until the following Tuesday, inclusive. Stop-over at Philadelphia within limit returning. "Atlantic City Special" leaves at 1:05 p. m. weekdays.—Adv.

Washington-Exposition Special.  
Solid vestibule train with parlor car will leave Washington 12:30 p. m. week days, commencing August 20, and run through without change to Old Point, arriving 6:30 p. m. Ferry connection for Exposition Pier and Norfolk. Tickets at C. & O. office and Penna. Station.—Adv.