THE OMAHA DAILY BEE.

ESTABLISHED JUNE 19, 1871. OMAHA, WEDNESDAY MORNING, JULY 11, 1894. SINGLE COPY FIVE CENTS.

DEBS WAS INDICTED

Took the Matter Coolly and Started a Hustle for Bail.

JUDGE FIXED THE BOND AT $10,000

Gave it Readily and Was Released in a Few Hours.

OTHER A. R. U. LEADERS ALSO ARRESTED

All Gave Eond in the Same Amount as Their Leader.

HIS MAIL AND PAPEPS SEIZED

District Attorney Says His Private Letters Will Be Returned Unopened but the A. R. U. Papers Will Be Retained in Evidence.

Sovereign's order to the Knights of Labor to strike at 7 o'clock this morning was issued late last night. It is the intention of the general master workman that all knights shall go out. He hopes to thus add 1,000,000 men to the army now unemployed.

Yesterday Judge Grosscup charged the federal grand jury at Chicago. Promptly an indictment against Debs was returned and he was arrested, charged with conspiracy. Other leaders were arrested under similar indictments. All of Debs' letters and papers were seized. He was released on $10,000 bail.

Sacramento will probably be the scene of a battle today. United States troops are to attempt the movement of trains. The strikers are armed and say they will resist to the death. Marines from vessels at Mare Island have been landed to aid the land forces.

During the day there were no disturbances at Chicago. In the coal fields there were several collisions, and at one place the rioters defied the federal troops and were fired on, two men being killed.

Generally speaking the movement of trains was accomplished much more easily than at any time since the boycott was declared.

Locally there is little of interest. Some of the more enthusiastic of the leaders say that Sovereign's order will be promptly obeyed by the Omaha knights, but the more conservative are inclined to the opinion that there will be no strike here.

MAKE DEBS A CONSPIRATOR.

Federal Grand Jury at Chicago Promptly Finds a True Bill Against Him.

CHICAGO, July 10.—The federal grand jury, after receiving the instructions of United States Judge Grosscup this afternoon, returned indictments against Eugene V. Debs, president of the American Railway union; George W. Howard, its vice president; Sylvestre Keliher, secretary, and L. W. Rogers, one of its directors, and shortly thereafter the men were arrested. They are charged with conspiracy to commit an unlawful act—that is, to block the passage of the United States mails. Joined in the indictment with the four leaders of the railway union was James Murwin, the Rock Island striker who threw the switch which derailed a mail train at Blue Island on the night of June 30. Debs, Howard, Keliher and Rogers were taken into the office of District Attorney Milchrist immediately after their arrest and after a few hours' detention were released on bail by Judge Grosscup, their bonds being $10,000 each.

The federal grand jury spent but a short time on the case of Debs and the other leaders of the strike. The case against them for conspiracy had been prepared some days ago by Attorneys Milchrist and Walker and the grand jurors had not been at work two hours when the indictment was ready to be presented in court. It was based on some of the public utterances, and this was clinched by the original orders in writing sent out by Debs directing men on the different railways to quit work, and this stopped the running of mail trains. A large number of telegrams sent by Debs from his headquarters, giving directions which extended the blockade of trains, were submitted to the grand jury by E. M. Mulford, manager of the Western Union Telegraph company, under a subpoena issued by the United States court, Judge Grosscup overruling the telegraph company's protest that the messages were privileged documents and exempt from seizure. Mr. Mulford had left the grand jury room but a few minutes when the grand jury filed out and walked into Judge Grosscup's court. Foreman Sanborn handed to the court the indictment, which was at once taken to the office of the district attorney. Marshal Arnold and a deputy were sent out with the warrants.

RUSTLING FOR BAIL.

Shortly before 5 o'clock Marshal Arnold returned with President Debs as a prisoner. Debs was taken into Mr. Milchrist's private office. He was accompanied by Theodore Debs, his brother, who was with him when the arrest was made. There were in the office when the head of A. R. U. arrived as a prisoner, Edwin Walker and Mr. Milchrist, and these were soon joined by Judge Grosscup, who had been summoned to take bail. Debs sent his brother out to look for bondsmen, and while waiting for his friends to appear sat with the judge, the two attorneys for the government and the marshal who had arrested him, while the door of the office was locked to all comers. It was not long until Deputy Logan appeared with Keliher, the secretary. In a short time Theodore Debs returned with Attorney L. W. Bisbee, who had been retained to defend the prisoners. At 6 o'clock Deputy Logan appeared with Rogers and Vice President Howard. The latter was the only one of the four whose face bore traces of anger or resentment as he was taken into the back room. The others took their arrest calmly. It was 7:30 before Clerk Burnham appeared and the bail bond was legally accepted.

The bondsmen are Aldermen William Fitzgerald, who qualified to the sum of $250,000, and William Skakel, who qualified for $50,000, the bonds being in the sum of $10,000 each. It was some time later when the formality of signing was completed and the indicted ones left the building in company with their bondsmen. Marshal Arnold found Debs in his apartments at the Leland when he took him into custody. The strike leader was sitting in an outer room, which he used as an office, when the marshal appeared, and there were several persons with him. When the marshal introduced himself Debs stepped into an inner room, asking the marshal to go with him, and then the marshal showed his warrant.

"I am ready to go with you," said Debs with apparent cheerfulness, as he walked into the outer room and reached for his hat and walking stick. "I have been indicted and arrested," he said to those who were in his office, and without any further remark he hurried away with the marshal. While the bail was being arranged Attorney John F. Geeting joined the party in the district attorney's office. He was retained by the A. R. U. officers on Monday evening to assist in their defense in case of their being arrested.

he defense of the men will be directed by Clarence F. Darrow, who is the attorney of the union. The indictment against Debs, Keliher, Howard, Rogers and Murwin is founded on sections 5508, 5509, 5336 and 5536 of the federal statutes.

TOOK DEBS UNOPENED MAIL.

While waiting for bail to be arranged, Debs, in an interview, said: "We have been placed under arrest to answer to an indictment found against us by the federal grand jury, in which we are accused of conspiracy to commit and of committing offenses against tre United States by obstructing and interrupting the mails of the country. Our bail has been fixed at $10,000. Since I have been brought here I have been informed officers of the court have gone to out headquarters in the Ashland block and taken my personal correspondence and some of the reports of the A. R. U. It do not know by what right this act has been committed. It seems to me to be an infamous outrage. Not only did they take my personal effects and papers, but carried with them my unopened mail. I have never heard of that before in this country. In Russia and not out of that country have such things been done. It seems like the act of the czar of Russia instead of the act of a free country. The seizure was made by an officer of the court and a postoffice official. I am not running a lottery and cannot understand by what laws the postoffice authorities are a party to the seizure of my private mail. It is an outrage and you call this a free country. It seems to me not to be compatible with the stars and stripes. It is no longer a question of right in this country, but a question of force and absolute force at that."

District Attorney Milchrist, when questioned about the seizure of the effects of Mr. Debs, said: "These men were arrested on asubpoena duces tecum, a perfectly legal operation, whereby they are commanded to bring with them everything pertaining to their business. In this case we have a corporation to deal with—the A. R. U. The effects of that corporation can be brought to the court under a warrant of the kind issued today. The records of the corporation are subject to the orders of the court. It is not an unusual procedure in this court. Only recently when we were trying the railroads for violation of the interstate commerce laws we issued the same process. I will say, however, that if the officers of the court took any of Mr. Debs' personal mail it will be returned to him unopened. Letters addressed to him as president of the American Railway union, however, will not be returned to Mr. Debs.

The grand jury, in addition to the indictments against Debs and his associates, returned indictments against a number of men who have been arrested during the past two weeks and bound over to the court by Commissioner Hoyne on charges of violations of federal laws in connection with the strike.

WAITING ANXIOUSLY FOR DAYLIGHT

Hope of the Strikers Appears to Be in Today's Walkout.

CHICAGO, July 10.—Slowly but steadily, calmly and certainly as death, the supreme power of a great nation throughout all that wide stretch of its domain where evil disposed people are taking advantage of an exceptional industrial condition to incite violence and bloodshed, the federal government is moving to the accomplishment of that for which powers were delegated to it by the people, the preservation of order and the safety of life and property. At Chicago, in conjunction with the state and the municipality, it has already brought peace out of the condition which prevailed last week. At San Francisco, Sacramento, Los Angeles and various points in Colorado and Washington, where the unruly are crying havoc, it has let loose the dogs of war in token of its intention to have peace, even if it has to fight for it. In this city, the military arm having accomplished its purpose, the judicial arm took up the orderly course of its duties, which include the fixing upon the guilty parties the measure of their crime and administering to them fitting punishments thereto. The first step in this procedure was the assembling of the federal grand jury and the delivery of the charge by Judge Grosscup, as set forth in extenso elsewhere in these dispatches. That it is the intention of the national authorities not to be turned aside from an exhaustive inquiry into the questions which it has undertaken to pass upon by mere technicalities was evinced at the outset by the brusqueness by which it swept aside the plea of privacy and privilege which the Western Union Telegraph company, with a due regard for the privacy of the messages of its clients, was forced to put in when the jury called for the messages from President Debs to the members of his order which had been transmitted over its lines. The court held that public safety was paramount to private right and so ordered that the dispatches be produced. That it is the intention of the government not to be too long about the work in hand was shown from the fact that the footstep of the telegraph official who brought the dispatches had scarcely ceased to re-echo along the corridor leading to the grand jury room when that body filed into Judge Grosscup's court and announced that it had found a true bill of indictment. Pending the arrest of the person thus put under indictment his name remained locked in the breast of the lord high executioner and the public was allowed to draw all its conclusions from the premises and such preliminary data as it had at hand. That President Debs was the man none doubted, and subsequent developments justified the surmise.

Touching the outlook for the future outside of Chicago, it may be said that today's dispatches were almost uniform in tenor to the effect that normal conditions had already been restored or that they were rapidly approaching that state, and there seems no reason at this writing to suppose that the progress toward a complete resumption of trade and traffic will meet with any serious check as the coming days shall succeed each other. In other words, it does not seem possible, with all the forces of law and order as now arrayed, with their leader put to his own defense at the bar of justice, with their ranks beginning to be depleted by desertion and with the strain which they have already endured, that the A. R. U. can rally its forces for a struggle which must needs be long and discouraging at best. Apparently, therefore, their only hope of final triumph lies in the aid which they hope to get from union labor outside of their organization.

As this is being written the order for all classes of labor in Chicago to go on a strike tomorrow morning is being promulgated and that of Grand Master Workman Sovereign of the Knights of Labor, calling on all members to strike and all who sympathize with the Pullman strikers all over the country to come out with them, is expected to follow quickly. How generally the orders will be obeyed is problematical. To a great extent their effect has been already discounted by the stagnation of business and it is known that some of the longest headed of the labor leaders themselves believe that action has been postponed too long to be fully effective. At sunset tomorrow this nation will probably know whether the situation is one of crisis or collapse.

RESUMING BUSINESS.

Freight Trains Moving on All Roads Leading Out of Omaha.

There was brightening of railroad skies in this vicinity yesterday and the movement of trains in and out of the depots and the increase in freight traffic, showed better than anything else that the railroads were successfully lifting the blockade.

Some little difficulty was experienced Monday by the Union Pacific at Rawlins and for a time serious results were anticipated, but the more conservative of the strikers managed to hold the crowd in check and the day ended with only loud talk.

Freight Traffic Manager Monroe sent out to all agents and connecting lines the following telegram yesterday: "Our train service having been resumed we are now prepared to receive and promptly handle freight of all kinds including live stock and perishable for all points located on the Union Pacific system except points on the Pacific division west of Umatilla."

General Manager Dickinson announced that freight was moving south and east of Pocatella and that passenger trains were running over the entire mountain division except from Pocatello to Silver Bow. He stated that the situation in Montana according to Superintendent E. E. Colvin was very bad.

Mr. Buckingham is authority for the statement that No. 1, the "overland flyer," will not be sent out for a week yet, until the Central Pacific was opened through to the coast.

General Freight Agent Snyder of the Rock Island announced that his line had resumed taking all classes of freight west of Blue Island and various junction points as Joliet, and Seneca. Trains Nos. 4 and 2 arrived on time and Nos. 1 and 3 were sent out.

General Manager Holdrege of the Burlington stated that everything was quiet about the Chicago yards, trains running with regularity and with full equipment. That the Burlington switch engines in the Chicago yard began work at 3 a. m. He also read from a telegram that the Union stock yards were also ready for business, the wreckage having been cleared away and the tracks opened.

A telegram received at the Union Pacific indicated that the Oregon company would commence business today via Spokane for Portland.

Nothing new was developed at the Missouri Pacific headquarters except the confirmation that the night switchmen in the Kansas City yards are out, but the day men are on duty, although they have asked for protection. Mr. Phillippi stated he would continue to take freight for that point with the exception of packing house product.

The other lines are all open and doing business as usual.

TERMS OF REINSTATEMENT.

Federated Board Confers with Mr. Dickinson—Other Matters Discussed.

Considerable interest was manifested at Union Pacific headquarters yesterday over the presence of the Federated board of the system in conference with General Manager Dickinson.

While the board at its Cheyenne meeting passed resolutions opposing the strike, and which has done so much to allay public feeling that the Union Pacific might be completely tied up, there were rumors afloat that the board was not entirely harmonious regarding the Pullman boycott, and that conditions had materially changed which warranted the board in holding a conference with the general manager.

The conference was of a very peaceful character, General Manager Dickinson and Superintendent of Motive Power McConnell being present on behalf of the company, Messrs. Gilliland, Vroman, Kissick, Clark, Petrie, Corbin and Fonda representing the federated board.

The conference developed that when in Cheyenne the members of the board had a talk with Judge Riner as to the standing the strikers on the system would have with the officials upon the termination of the boycott.

Judge Riner told the members of the board that he knew little about the practical management of a railroad, and referred the members of the board to General Manager Dickinson, whose recommendations for the reinstatement of the men would have considerable weight with him.

At 10 o'clock the members of the board were accorded a hearing with the general manager, who inaugurated the conference by a general question as to the situation in the west. After the little pleasantries were exchanged which usually characterize meetings of this kind the chairman of the Federated board inquired of Mr. Dickinson what was to become of the men on strike after the settlement of all difficulties.

It was the general manager's opportunity to place himself squarely on the question, and Mr. Dickinson remarked that where men could show that they had been intimidated, threatened with bodily injury and were afraid of going to work without protection, such men he would recommend to Judge Riner for reinstatement.

NO HOPE FOR CONSPIRATORS.

"But," remarked the general manager, "no omnibus or blanket plea will be entertained. The men desiring reinstatement must show that they were ready to go to work if called upon, and that they did not conspire with strikers to injure the property or participate in riotous assemblies. As for the men who have threatened employes in the discharge of their duties, who have been posing as leaders of mobs, and who have been active in handicapping the road, these men could hardly be expected to be reinstated. At least, I will not recommend their reinstatement."

While the position of the general managers was pronounced the members of the board agreed that it was a very fair and impartial view to take of a situation, which they much deplored.

The question of what really constitutes a "scab" then came up and the officials of the company sprung a mild sensation on the members of the board by introducing the definition of "scab" as outlined in a Denver circular which was freely circulated in the Denver capital during the Rio Grande difficulties last week.

Mr. Corbin of the Union Pacific Employes' association, and secretary of district assembly 82 of the Knights of Labor, stated that the circular had wide distribution in Denver, but the definition of "scab" did not accord with the constitutions of many of the older Union Pacific organizations. He repudiated the circular and stated that it was issued by some irresponsible person.

At 12:30 the conference adjourned.

At 1:30 p. m. the Federated board held a meeting on the call of Chairman Gilliland, at the Arcade hotel, to take up some matters of pure detail connected with the business of the board, but in no wise connected with the tie-up on the Union Pacific.

DISAGREEMENT ABOUT OVERTIME.

At 3 o'clock Mr. Clark, on behalf of the Brotherhood of Railway Trainmen, had a session with General Manager Dickinson, which must have been a very dramatic scene, judging from descriptions of the meeting which got beyond the headquarters shortly after the termination of the conference. Mr. Clark called upon the general manager for the purpose of having an understanding as to the question of "overtime," which the receivers are paying according to the order made by Judge Caldwell, but the manner of computation seems to be misunderstood by the officials and the men. Mr. Clark was in the midst of a warm discussion of the question when Judge Kelly of the law department was called in to interpret the order of Judge Caldwell. At first, so Mr. Clark says, the limb of the law was inclined to side with him as to his view of the order, but Mr. Dickinson interfered and had to set Judge Kelly right, to the profound disgust of Mr. Clark, who emphatically stated that he would ask Judge Sanborn to rule on the proper construction of the order.

The differences grow out of the rule which was substituted for Art. IV (engineers old rules), reading: "No overtime shall be allowed unless the time on duty has averaged less than ten miles per hour, time to be computed from the time first named to leave."

This, Mr. Clark insisted, meant card time, and overtime should be allowed on that basis, but Mr. Dickinson thought differently, and the conference ended without result.

On coming out of the conference Mr. Clark met Mr. Vroman, to whom he remarked that the general manager had brought in on him, not a cold deck, but a d—d lawyer, whom he would have rattled had not Mr. Dickinson came to the rescue. Then the two chiefs of labor on the Union Pacific fell to discussing the "delayed time" feature, when Mr. Vroman remarked that the Brotherhood of Engineers had made concessions as to that clause. "Well, the trainmen didn't," said Mr. Clark, "and anything the order of the court says goes with me. If the court made a mistake in quoting the agreement that's the court's lookout, not mine. I shall ask Master in Chancery Cornish to pass on the matter, and if I can't get justice there I will take it still higher."

Mr. Clark was hot and he didn't hesitate in showing it.

VROMAN FARED NO BETTER.

Mr. Vroman, too, had a seance with the general manager on a question of computing overtime, but received little encouragement looking to a settlement of difficulties beyond the remark from the general manager that he had better go to Judge Sanborn for interpretation.

Chairman Petrie of the firemen had a talk with President Clark upon the question of interpretation of the schedule as ratified by the court, General Manager Robinson of the St. Joseph & Grand Island interpreting the schedule one way, while some of the receivers held directly to the opposite view. Mr. Clark took the matter under advisement.

Having terminated their business with the officials a number of the members of the Federated board left for their homes last night, the others to follow today.

Talking to Mr. C. D. Clark of the Brotherhood of Railway Trainmen as to the Cheyenne meeting, he said that the members had acted conscientiously in the matter because the rank and file of labor on the Union Pacific system had been placed in a very peculiar position by the action of the United States court. He stated that the different organizations constituting the Federated Board had given pledges to Judge Caldwell and Riner to abide by the action of the court. That they had received from the court more, really, than they had asked and therefore were bound to their pledges. "This case is without a parallel in the history of railroads," said Mr. Clark, "and there was nothing left for us to do at Cheyenne other than we did do. While we are in hearty sympathy with labor everywhere we are not in accord with the A. R. U. in this fight, although as individuals we would like to see the cause of labor triumph. Having pledged the Federated Board to oppose the strike if our action is not sustained by the members of the brotherhood why there is nothing left for us but to resign. I am, however, fully convinced that the great majority of the employes of the Union Pacific will endorse our course, for we did nothing hastily at our meetings in Cheyenne. Every point was carefully weighed and the resolutions, while not countenancing the strike, permit the members of the various orders to go out on a strike as individuals. But we have no trouble with the Union Pacific management. They have lived up to the schedules ratified by Judge Caldwell and it would be the height of foolishness for us to run counter to the court after the solemn pledges we made. So far as I know I believe the Union Pacific has seen the worst of the strike and if we can get the men back who went out, I believe under a misapprehension, our duty to our constituents will be done."

Mr. Gilliland, chairman of the board, remarked that while he was in hearty sympathy with the men of Pullman in their demand for arbitration, and while he would personally like to take a shy at Pullman car just to show where he stood on the question, he and his associates had been in court and had been accorded a respectful hearing, winning a notable victory and their position in consequence being a unique one, he voted in favor of the resolutions frowning upon the strike.

HANANHAN IN JAIL.

Charged with Interfering with Interstate Commerce and Hindering the Mails.

CHICAGO, July 10.—John J. Hannahan, vice grand master of the Brotherhood of Locomotive Firemen, was a prisoner in Commissioner Hoyne's office this morning. "I was taken out of my house at midnight," said he after he was released, "and was compelled to leave the bedside of my sick wife. I have done none of the things charged against me. On the contrary, I have done all I could to preserve the peace and end the strike. I boarded no engine to induce the engineer and fireman to quit, but I suppose in times like these there is no use in complaining."

Hannahan is a candidate for congress in the Second or Stockyards district, and in the firemen's brotherhood is second to Master Sargent.

Attorney Milchrist said the government had a good case against Hannahan. He was arrested last night at his home, 5559 Princeton street, in Englewood, on a warrant sworn out before Commissioner Hoyne by E. C. Gregory, who has an office in room 52 at the Dearborn station. The warrant charged the vice grand master with interfering with interstate commerce and the passage of the mails. The arrest was made by Deputy Marshal Frank Joy, the ex-Pinkerton detective who took part in the stock yards riot of 1887 and has been charged with firing the shot on that occasion which killed Terrence Begley.

RELEASED ON BAIL.

After he had been arrested Hannahan was taken to the Hotel Normandie and was kept there until this morning by two deputy marshals. This morning the commissioner fixed his bail at $3,000 and the bond was signed by John Berg, a maker of firemen's apparatus, and Fred Kerle. The complaint on which the warrant was issued charges that on July 7 Hannahan boarded an engine on the Western Indiana and induced the engineer, George Brady, and the fireman, J. C. Trail, to leave the engine, thereby stopping the train.

Hannahan was indignant when he was before the commissioner and protested against being compelled to give $3,000 bond. "I don't care for myself," said he, "for I can give that amount, but don't establish such a precedent."

When he was told that $3,000 was the usual bail, he said no more.

There is little doubt that Eugene V. Debs will be arrested within the next twenty-four hours.

PLAN TO ARREST DEBS.

Scheme of Corporation Attorneys at Denver to Jail the A. R. U. Leader.

DENVER, July 10.—If the grand jury which will meet in Chicago tomorrow should not indict Eugene V. Debs, president of the A. R. U., a warrant will be issued from the federal court in this district for his arrest on a charge of violating section 10, article 1, of the constitution of the United States, which provides that no state or territory will make any law "which will impair the obligation of contracts." Attorneys here deduce that Debs in ordering the strike attempted to force the impairment of certain contracts made between the Pullman company and the railroads and that he therefore violated the constitution of the United States.

A bill has been prepared by a firm of corporation lawyers which will be placed in the hands of United States Attorney Johnson in case Debs is not arrested within a few days at Chicago. The fact that Debs has called out the Union Pacific and Denver & Rio Grande railroads here brings him within the pale of this district, although he at the time may be in another state.

If he be brought here for trial the Western Union company will be compelled to produce all dispatches sent by Debs with a view to showing that he called upon the men to quit work. Judge Hallett does not think there is any necessity to bring Debs here, as he is confident the Illinois court will want him.

MILWAUKEE, July 10.—Four more men have been added to the company of railroad men held by the United States authorities for interfering with the mails or violating the interstate commerce act, making eight in all. President Frank A. Archibald of the local branch, 134 of the A. R. U., for whom the marshal has been looking for several days, was arrested last evening on his return from Kaukauna. Walter Dunn, William Crimmins and William Horn were arrested this morning.

EMPLOYING EX-CONVICTS.

Record of Frank Joy Dock Who Is Now a Chicago Deputy.

CHICAGO, July 10.—(Special Telegram to The Bee.)—When Frank Joy Dock was released from the Nebraska penitentiary on Sunday, May 19, after serving a term of three years for uttering forgery, he was welcomed at the gate by a United States marshal and haled away to Chicago post hast to be arraigned before Commissioner Coyne for crimes committed against the laws of the United States, especially with reference to mails. Dock has not yet had a trial, but now, under his alias of Frank Joy, he is serving the processes of the court before which he is yet to appear as a felon. Acting as a deputy marshal he served the warrant issued by Commissioner Coyne calling for the arrest of Vice President Hanahan of the Brotherhood of Locomotive Firemen.

When Dock was released from Lincoln penitentiary there was considerable rivalry as to which officer should have him. He was wanted by the Cook county, Illinois, authorities for the murder of Terrence Begley during the stock yards riots in 1887. At that time Dock stood on the rear platform of a train loaded with Pinkerton specials, and as it pulled out from a station he fired into the crowd of women and children that had congregated on the platform, and killed Terrence Begley, a 12-year-old boy. He was also wanted in Denver, where he was once arrested for obtaining money under false pretenses in connection with a telegraph school, but escaped from the officers by jumping from a second-story window and running. He was also wanted for stealing money from the Pinkerton Detective agency while acting as an employe of that institution. The explicit charge against him in connection with the United States mails was stealing money orders.

MOVING TRAINS AT TOLEDO.

Little Trouble Being Experienced on the Lines Centering There.

TOLEDO, July 10.—The situation here this morning is better than yesterday. The Michigan Central strikers held a meeting at midnight and decided to go to work. The Pennsylvania is moving all trains without trouble, and the strike on the Hocking Valley is over at this point. The Ann Arbor officials have issued an order discontinuing all scheduled freights, following the example of the Clover Leaf. The latter is moving as few trains as possible, and its yards here are perfectly quiet. The Lake Shore is the only point of trouble. A few freights are getting through, having to run the gauntlet of petty annoyances, such as having coupling pins drawn and the crew assailed with verbal abuse from spectators. All efforts to involve other roads or to cause a general strike of all labor organizations have so far failed. Public opinion here is strongly against such a strike and the general feeling is that the worst of the trouble here is over.

A special to the Blade from Ashley, Ind., on the Wabash road, says that the blockade is raised there, sixty nonunion men being at work. Hiram Agler, president of the local American Railway union, was arrested by United States deputy marshals last night for interfering with interstate traffic and taken to Indianapolis.

Receiver Callaway of the Clover Leaf states that the engineers on the western division of that road at Frankfort, Ind., are applying for reinstatement and are being taken on as new men at the rate the road chooses to pay them. The yard men of this road, who were forced to quit work by the strikers yesterday, were all ordered to report for duty today.

USING NONUNION MEN.

Lake Shore Trying to Move Trains with Green Hands at Cleveland.

CLEVELAND, July 10.—The railway managers are today making an organized effort to raise the freight blockade. Another large batch of nonunion men were brought into the city from the east about midnight last night. These, with a number of others who arrived yesterday, were put to work in the Lake Shore yards this morning. The company says these men are experienced hands, and that if no resistance is offered by the old men, and if they are afforded ample protection, the blockade on that road will be quickly raised.

One hundred and fifty policemen are massed at the down town stations, and United States Marshal Haskell has 350 deputies in readiness for a call.

At the Big Four yards an attempt was made early today to get out a freight train, but a conductor could not be found to take charge of it, and the train still remains on a siding.

The Nickel Plate succeeded in getting a mail train and one freight started for the west this morning. It is a question, however, whether these trains will go farther than Bellevue, as the road is reported to be completely tied up at that point and west of there. The other roads have so far made but slight efforts to resume work, apparently awaiting the outcome of the proposed break on the Vanderbilt lines, where it seems to be agreed that the strike shall be broken first, if possible.

Passenger trains are running as usual on the Big Four, Lake Shore, Baltimore & Ohio, C. & P., Erie and other lines.

WITHOUT MOLESTATION.

Northern Pacific Trains Pass Through Billings and Livingston, Mont.

ST. PAUL, July 10.—All day passengers are running on schedule time. No night trains are being run on the Duluth branch of the Omaha until that road is sure of the protection of the Wisconsin authorities at Spooner. All wires have been cut or are down at that place, and no direct word has been received from there since yesterday, and the situation is thought very grave. In this city an increased amount of freight is being handled daily. The advices from the Northern Pacific coast train today are that it passed Billings, Mont., safely, early today. The mayor of Livingston telegraphed General Manager Kendrick: "Don't let your train pass Livingston. If it does, not a brick will be left standing here." Mr. Kendrick replied: "The train will go by. If interfered with, not another brick will be laid in Livingston." The train passed Livingston without molestation.

INCREASED TRAFFIC AT ST. LOUIS.

Freight Warehouses Reopened and Trains Being Dispatched More Freely.

ST. LOUIS, July 10.—The condition of traffic at this point is reaching a normal condition. On the west side of the river and on the transfer systems the yards and engines are fully manned. On the east side the freight warehouses this morning reopened for business, and the volume of traffic handled is showing an increase, the forces of men at present at work being large enough to handle more than now comes to them. A large percentage of new men are handling the switch targets, though there is more than a sprinkling of old men on that side of the river. So far as the divisions terminating at St. Louis on all the roads are concerned, there is no trouble with road crews now except on the Louisville & Nashville and Mobile & Ohio. The strike last night on the Clover Leaf has not had any appreciable effect here beyond the capacity of the joint employment bureau here to take care of.

M'COOK SAYS THAT SETTLES IT.

Proclamation of the President Will End the Strike in Colorado.

DENVER, July 10.—"That's all I want," said General McCook, after reading the president's proclamation ordering all unlawful assemblages in Colorado and other western states and territories to disperse before 4 p. m. today.

"What will you do under the proclamation, general?" was asked.

"If the dispatch is given obedience it saves me the trouble of doing anything," was the response. "The president's proclamation settles the strike."

"Will you permit meetings in the interest of the strikers?"

"If the meetings are of a seditious character I will certainly not permit them," said the general.

Took Off the Pullmans.

NEW ALBANY, Ind., July 10.—The L. E. & St. L. (air line) railway passenger train for St. Louis was attacked by the strikers at Hoffman's switch about one mile outside the city. The Pullman cars were unhitched, and after hitching the mail car to the engine, the train was ordered to proceed, leaving the Pullman cars behind, which was done. The passengers returned to the depot on foot and demanded their money, which was refunded.

General Manager's Statement.

CHICAGO, July 10.—The following statement was received by Mr. Egan of the General Managers association: "Today, Tuesday, the railways out oChicago handled their usual number of through trains; many of them have resumed suburban service. The number of freight trains, both in and out of the city, on all lines, has largely increased since yesterday. The backbone of the strike was broken yesterday. Nearly all of the requests for men by the different railroads have been filled. The railroad companies have nothing to say as to the prosecution of individuals who violated the laws. That matter is left in the hands of the government."

ON THE VERGE OF REBELLION.

Strikers at Sacramento Are Heavily Armed and Say They Will Fight.

SAN FRANCISCO, July 10.—There are many conservative men of affairs here who fear and believe that tomorrow will develop a desperate conflict between federal soldiers and the striking American Railway union men and their allies. Sacramento is the threatening point. The seriousness of the situation is shown in the warlike precautions that the army authorities have taken. Up to 11 o'clock this morning the federal authorities have made every move in secret. At about that hour the big ferry steamer Alameda steamed out from the Oakland mole and steered directly across the bay to the Presidio wharf. At 11:40 the steamer had effected the landing and there was all the noise and bustle of a hasty embarkation of horse and infantry. Two troops of infantry and a battery of artillery were rushed on board. Gatling guns and Hotchkiss cannon were in evidence and Commandant Graham at the Presidio was in command of the expedition. The Alameda with her formidable looking cargo steamed across the mouth of the Sacramento river, but so guarded had been the army authorities that nothing was known until the ship started whether her destination was the state capital or Oakland. It is not probable that the troops can be landed at Sacramento before midnight.

The publication of President Cleveland's proclamation extending the conditions of martial law to California caused intense excitement in Sacramento, but this afternoon when it became positively known that Colonel Graham and his soldiers to the number of over 300 were already enroute to reinforce the state troops at the state capital the excitement there became wild and ominous. The strikers grew louder in their threats to resist any further attempt of the troops to clear the railroad yards and depot and their leaders loudly proclaimed that the Southern Pacific company would not be permitted to move its trains.

MARCHING WITH GUNS.

Nor were the hostile demonstrations confined to talk alone. Armed men soon appeared in the streets. As if in preparation for battle, they transferred their guns and ammunition from their storehouse on J street to their headquarters nearer the railroad yards. No attempt at concealment was made. The strikers marched boldly through the streets bearing their weapons on their shoulders and they were loudly cheered by hundreds of sympathizers. It is claimed the A. R. U. arsenal holds at least 1,600 rifles and shotguns and quantities of ammunition. The strikers who came in on the train seized at Dunsmuir brought in over 500 rifles, which they had collected at Dunsmuir, Red Bluff and Sissons. Another train from Truckee also brought in guns and ammunition.

This afternoon a number of strikers were practicing with their rifles on the Yolo side of the river. There are now over 3,000 of these strikers in Sacramento to resist the federal and state troops. Flushed with their victory over the United States marshals and police on Tuesday last and a complete victory over more than a thousand state militiamen on the following day, they are in just the mood to resist the United States regulars tomorrow.

The steamer Alameda, with 300 soldiers from the Presidio, arrived at Mare Island this afternoon and took out 300 marines. Then the Alameda steamed around the point and the men were transferred to two Sacramento river steamers, which had been lying in wait. One troop of cavalry was landed on each bank and will march to Sacramento along the river as an advance guard to the boats. General Graham, while at Mare Island, received orders from Washington directing him to proceed to Sacramento and leaving the conduct of the whole campaign to his discretion. It is anticipated that the strikers will attempt to interfere with the progress of the troops, but as each boat carries Gatling and Hotchkiss guns an attack from the strikers on the river is not feared and the guard on shore will prevent offensive operations there. There was some idea of transporting troops from Vallejo by train, but as soon as the strikers at South Vallejo heard they were coming they killed all engines, ditching one, and spiked the switches, thus effectually blocking the track. This afternoon the crews from the Charleston, Monterey, Thetis, Marion and Independence were landed at Mare Island for riot drill. They comprise about 500 men and will leave for Oakland tonight.

ENGINEERS WILLING TO WORK.

In the face of the general preparations of the strikers for resistance the attitude of the locomotive engineers is attracting attention. Representatives of the brotherhood waited upon General Superintendent Fillmore at Sacramento this morning and announced that they were ready to return to work at a moment's notice. Superintendent Fillmore promised to notify them if he decided to accept their services.

At all points in the state save Sacramento and possibly Oakland the events of today have turned in favor of the railroad company. At Oakland no trains were moved. The strikers and railroad officials there are anxiously awaiting the appearance of the United States marines that have been ordered to that point. In this city and at San Jose passenger train service was resumed today over the coast division. Railroad officials say freight trains will be moved tomorrow. At no point on the coast division was violence offered by the strikers.

In southern California the blockade is broken. Local trains are running on both the Santa Fe and Southern Pacific. The Santa Fe dispatched an eastern overland yesterday and this morning and the Southern Pacific dispatched its New Orleans special from Los Angeles.

RIO VISTA, Cal., July 10.—The Acme left at 10:30. She travels about seven miles an hour. She took about one-third of the soldiers, the balance and the cavalry remaining on the Alameda, which left at 10:35, following the Acme. It is not known where the cavalry will get off.

NEWSBOYS CATCH THE FEVER.

Sioux City Youngsters Refuse to Sell Morning Papers at the Present Scale.

SIOUX CITY, July 10.—(Special Telegram to The Bee.)—The newsboys went on a strike today against the morning papers, demanding three instead of two papers for 5 cents. They refuse to handle the papers until they get their demand. Nearly all the boys in the city are in the union formed to make the strike, and refuse to let the "scabs" sell papers. About 100 of them made a demonstration in front of the Journal office tonight, throwing sticks, cans, etc., into the counting room, and the police had to be called to drive them away.

KNIGHTS CALLED OUT

Grand Master Workman Sovereign Issues a Manifesto to His Followers.

ADJURED TO CEASE FROM ALL LABOR

Course of Sir George Pullman and the Railway Managers Reviewed.

LABOR DARE NOT REFUSE ARBITRATION

Pullman Doggedly Says He Has Nothing to Arbitrate, However.

THIS IS THE BATTLE LABOR MUST WIN

Sovereign Compares the Marquis in His Summer Home to Nero, Who Laughed While Martyrs Burned—Stand Firm and Keep the Peace.

CHICAGO, July 10.—Knights of Labor throughout the country, numbering nearly 1,000,000 men, have been called upon to strike for the cause of organized labor. General Master Workman Sovereign issued an order late this evening to all members of the organization to cease work until the conflict originating in the strike of the Pullman employes shall have been settled. Following is the text of the order:

CHICAGO, July 10.—To the Knights of Labor of America, Greeting: A crisis has been reached in the affairs of this nation that endangers the peace of the republic. Every fiber in our civil structure is strained to the breaking point. The shadows of factional hatred hover over our fair land with terrible forebodings. The arrogant lash of superiority is being applied by the corporations with relentless fury, and the chasm between the masses and the classes is growing deeper and wider with each succeeding day. If peace is restored and this nation saved from acts repulsive to the conscience of all Christian people there must be wise action, and that quickly. Sincerely believing that the flames of discord are being purposely fanned by the railway corporations at the risk of the life of the government I take the liberty to appeal to you and through you to the conscience of the whole people, imploring you to lay down the implements of toil for a short season, and under the banner of peace and with a patriotic desire to promote the public welfare, use the power of your aggregated numbers through peaceful assemblages to create a healthy public sentiment in favor of an amicable settlement of the issues growing out of the recent strike of the Pullman employes, and you are further requested not to return to your usual avocations until a settlement of the pending trouble is made known to you through some authentic source.

In the present strained relations between corporations and their employes is involved a principle near and dear to all American citizens, the right of labor to present its grievances to the owners and representatives of corporate capital. The Pullman Palace Car company refused to arbitrate the differences between itself and its employes on the ground that cars were built below cost, and therefore there was nothing to arbitrate. But the conclusion of every unprejudiced mind must be that if such were the true facts it could have nothing to fear at the hands of an arbitration committee. But the Pullman company goes further in its autocratic policy than a refusal to arbitrate. It has refused to join with the business men and the board of aldermen of Chicago to discuss the question as to whether there is anything to arbitrate or not, and behind this autocratic policy stands the managers' association of the railway corporations, backed by the United States army as the alders and abettors of this social crime.

LABOR DARE NOT REFUSE.

Suppose the Pullman company had invited organized labor to arbitrate and organized labor had declined the invitation and refused to discuss the question as to whether there was anything to arbitrate or not. It is needless to say a wave of popular indignation would obliterate every labor organization from the face of this country and no more could be formed for the next fifty years. The stigma of such a position would follow every name connected with organized labor to the grave. But in the present crisis the corporations, whose wealth has been created by labor, take the position that they have prior rights and choke their creator like the brigands of olden time, rob the laboring masses and employ the sword and the bludgeon and set up a throne on the bones of the vanquished and declare their divine right to rule over the balance of mankind.

The Pullman company claims, notwithstanding the wages of their employes were reduced to the starvation point, there is nothing to arbitrate, because cars have been built at a loss, yet it neglects to state that the stock of the company has been watered three times over and that the company has been able to pay its regular dividends on water and all, and that its stocks have long been and are at the present time at a premium on the stock markets. Mr. Pullman cries poverty to his starving employes and then retreats to his princely summer mansion on Pullman's island in the St. Lawrence river and wires the business men of Chicago he has nothing to arbitrate. Like a Nero he laughs in luxury while devoted martyrs burn.

If the present strike is lost to labor it will retard the progress of civilization and reduce the possibility of labor to ever emancipate itself from the thralldom of greed. The dignity of labor and all the victories won in the past are at stake in this conflict. I beseech you to be true to your obligations in this hour of trial. Court the cooperation of the generous public. Stand firm and united in our common cause and