MAY SOON BE OVER

Debs Thinks the Strike Will Pe Ended Satisfactorily to All Saturday.

NEGOTIATIONS ARE ALREADY PENDING

Mayor Hopkins is Acting as Mediator Between the Opposing Factions.

NORTHWESTERN ANNOUNCES RESUMPTION

Officials Say Suburban Service Will Be Resumed as Usual Today.

FEDERAL TROOPS ARE NOW IN THE CITY

Detachments from Fort Sheridan Are De ployed on the Streets-No Riots at Blue Island-Situation Shows Signs of Solution.

CHICAGO July 3 .- Amid the explosion of harmless engines of mimic warfare on this the eye of the nation's emancipation, a sterner tragedy, in which the elements of actual military power play the leading part, is now being enacted. The iron hand of the federal government has been raised against those who have scoffed at the mandates of United States courts and used violence. The glittering steel in the hands of men whose trade is only to kill is interposed to the end that United States mails and interstate commerce shall once more assume its normal

Traffic by rail in this city is in a most deplorable condition, every effort to raise the embargo having met with every form of obstacles. President Cleveland today decided that a show of military force must be made. Tonight portions of the Seventh and Fifteenth United States cavalry from Fort Sheridan, divided into detachments of from 100 to 150 men and having a number of Gatling guns, are deployed at different points throughout the city. This action seems to have exercised a quieting effect on the strikers. By common consent the strikers' committee, it is rumored, will call off their men until after the Fourth.

Contrary to expectation, the riots at Blue Island did not materialize, no radically aggressive action being taken by either side, and at a late hour tonight all was quiet.

President Debs of the A. R. U. tonight stated a settlement of the strike on a basis satisfactory to all concerned may be made by Saturday. It is thought a meeting of the General Managers association and the strike leaders may be held in forty-eight hours. Mayor Harris is in negotiations with both sides with this result in view.

Late tonight officials of the Chicago & Northwestern announce that they have come to an understanding with their men in every department of the train service whereby all their suburban passenger service will be resumed as usual tomorrow.

SUSPENSION IS GENERAL.

Nearly Every Road in Chicago Has Ceased to Move Trains.

CHICAGO, July 3 .- The boycott is gradu ally spreading, and each hour the area covered by it widens. There is little change to be noted with respect to the roads already reported as in trouble. A few of them are struggling to move their passenger trains, but freight traffic is practically at an end. The Chicago, Burlington & Quincy, which employs nonunion men, is about the only ex ception among the roads in Chicago.

The Chicago & Northwestern, which up to last night had escaped trouble, fell into line during the night, and today is completely tled up. Its suburban traffic is very heavy, and great inconvenience results from the stoppage of this branch of its business.

The Illinois Central, the Rock Island, the Milwaukee & St. Paul and Great Western all report a like condition.

The Nickel Plate road caught it today is earnest. All the engineers, firemen, brake men and trackmen on the Chicago end of the line stopped work simultaneously and without warning, leaving things in a desperate state out was in the swampy regions several miles from the city near Kensington. Here a whole trainlead of passengers from the east were left to their own resources near the Stony Island station. They had been brought hundreds of miles and then left practically n a wilderness, though almost within sigh of their destination.

Strikers stopped the train on the Nickel Plate road which left the city at 7:35 a. m. at Ninety-second street and Stony Island The engineer and fireman compelled to leave their engine. low in the hands of the strikers. Twenty five deputy marshals were at once sent to

the scene with orders to recover the train and dispatch it on its way east. Firemen on the Rock Island met at Forty seventh and State streets today and wer-instructed not to work with nonunion men-

Illinois Central engineers met today and passed a resolution endorsing the strike. Sheriff Gilbert has sworn in forty deputhen to go to Roseland and Lansing to tect the bridges in the vicinity of these

A passenger train on the Baltimore & Ohio was ditched at Rock Island Junction today by strikers. The engineer was badly hurt in jumping and the road was com-pletely blocaded by the detailed train.

The Michigan Southern and Michigan Central have been suffering because they occupied terminal facilities jointly with the Iilinois Central and Rock Island. Nevertheless, up to today they have been able to move their passenger traffic with comparative ease The general tie-up at Detroit today stops these two roads effectually. The Western Indiana terminal, over which the Grand Trunk, Chicago & Erie, Wabash, Eastern Illinois, Santa Fe and Monon roads enter the city, recovered from the first shock and was handling its passenger traffic with a reasonable degree of efficiency up to last night Today all of the roads are again in trouble new difficulty is presented by the re fusal of the engineers and firemen to risk their lives by working with green hands and it is also doubtless true that the raftroad managers themselves are not very anx ious to force the fighting. They are exceedingly fearful of precipitating a battle on the Fourth of July, and are playing a waiting game. They are making no serious effort to move their trains before Thursday morning. They also say that a suspension of business at this time is not an unmixed evil.

"We are taking things very easy," said try and must be moved sconer or later, and all the roads are involved in this thing makes no difference to us when the freight is moved, as we shall ultimately get our share of it. If any one or more of the roads was free from the disturbance It might rob the rest of us of our share,

tion has got to be settled sooner or later, and we feel it might as well be settled now as ever. We are perfectly willing that and we reed it might as well willing that as ever. We are perfectly willing that the public shall suffer enough inconvenience to enable it to fully realize what the strike means. It will not be long before the inconvenience resulting from this suspension will be felt very keenly everywhere, and than we believe public sentiment will be a then we believe public sentiment will be a great factor in the extinction of Debs and his people. I believe there is a much wiser way to settle these troubles than would be an attempt to force the thing and njure the lives of a large number of faith-

The price of provisions is advancing very rapidly, and the hotels, restaurants and private families are feeling it very keenly. Fruits, ice and all kinds of perishable pro-yisions are commanding very high prices, and, indeed, are now regarded as a luxury. The coal famine is becoming very serious and a number of factories have been compelled to that down. A number of brow-eries cease operations today. For the first time in the history of Chicago not a single carlead of live stock arrived at the stock yards by rail today, while the shipments dressed meats is practically at an end. Vigorous efforts are being made to involve the intramural transportation lines in the trouble, and it is claimed that during the day the elevated roads and street car lines will cease operations. A number of them are using anthractic coal at great expenses, but even this is growing source. expense, but even this is growing scarce and the president of the South Division cable line says he may be compelled to stop for lack of coal. The same is true of the electric lines reaching to the suburbs.

PRESIDENT AND CABINET CONSULT.

Situation Thoroughly Canvassed and Troops at Chicago Ordered Out. WASHINGTON, July 3 .- The cabinet session began at 11 o'clock today. Secretaries Morton, Smith and Carlisle were absent. The great strike was the topic of discussion and every phase of the situation was carefully canvassed. Attorney General Olney was the leading spirit, inasmuch as through him comes all of the information bearing upon the situation as reported from time to time by the United States marshals, and he had a pile of telegrams to read to his associates. Even while the cabinet was in session messenger boys were passing between the telegraph offices and the whit house. The secretary of war laid before his associates the plans of General Schofield, so far as they were perfected, meeting any emergency that might arise and they were approved. He also approved the instructions that had been given to General Miles prior to his departure for Chi-cago. It is understood that General Miles return to his headquarters was hastened by an intimation from the department that his presence in Chicago was desirable at this Juncture. The cabinet meeting ended about o'clock, but within an hour Attorney General Olney had further information to com That it must have been an important character was shown by the fact that hasty calls went out from the white house for the secretary of war and General Schoffeld. The latter was the first to respond, and was soon in close con-

sultation with the president. It is not in-tended to allow the troops to act at the whim of a deputy marshal who might his head" in the face of danger, and there-fore, while assisting in the discharge of federal processes, the troops will be kept strictly under military command in the first instance and, secondly, under the con-trol of the president. This is provided for by a general order issued a little over a month ago in the height of the Coxey dis-The secretary of war, after a second con-

ference at the white house today, made the the following statement: 'The United States marshal and the United States distriet attorney and the United States judge having certified to the president that it was impracticable to otherwise execute the ormand of Colonel Crofton at Fort Sheridan. two troops of cavalry and a battery of light artillery, have been ordered to Chicago to nforce the laws of the United States The order was sent in the shape of a tele

gram directed to Colonel Martin, General Miles' adjutant general, and the next in command of the Department of the Missouri GENERAL MILES LEAVES WASHINGTON.

He Says the Government Expects Assistance from All Good Citizens.

WASHINGTON, July 3.-General Nelson A. Miles, commanding the Department of Missouri, who was recalled from a leave of absence for consultation with the officials concerning the strike situation, left for Chicago over the Baltimore & Ohio road today to resume control of the government troops concentrated at that point. He was accompanied by Captain Marion P. Maus, one of his sides. He had a further con-ference with the officials here before leaving. Just as he was leaving the Army and Navy club for the railroad station he said to an Associated press reporter that while the prevent violence and see that the law was enforced it hoped for the assistance and co operation of all law-abiding citizens in this

The War department was in a state of expectancy today and was doing nothing but waiting developments. General Miles talk with Secretary Lamont before the latter went to the cabinet meeting and then held a long conference with Major General Schofield, commanding the army and Adjutant General Ruggles respecting the situation. The only official news re-ceived at the War department came in the shape of a few dispatches to General Scho ield from the far west.

The War department will follow the policy which was so successfully employed in dealing with the Commonwealers in the The United States courts will take lead with their marshals and the will assist them only. At the first interference of making up or moving trains, the facts having been reported to the courts warrants will be issed for the arrest of ring leaders on a charge of contempt. The rants and if they meet with resistance be-yond their power to overcome the troops will assist in making the arrests. Once brought before the courts the prisoners probably will be immediately sentenced to jail beyond the relief of bail or of any of delay save a writ of corpus, which they are unlikely to get from

any court at this time. SOVEREIGN SAYS STRIKE.

Head of the Knights of Labor Addresses a Meeting at Council bluffs.

COUNCIL BLUFFS, July 3 .- (Special to The Bee.)-Old Liberty hall, the rendezvous of the Council Bluffs assembly of the American Railway union, was crowded to its deers last evening, and the four walls of the structure fairly shook with the round after round of appliance which greated the speakers and which rose from 700 sympa-

thetic threats. Mr. Charles Warren acted as chairman o he meeting, and as the first speaker of the evening presented Rev. Dr. Muller of Chi-cago. Mr. Muller has been a resident of Chicago for the past two years, and is thoroughly conversant with all the details of the strike and trouble at Pullman, from its beginning to the present time. He said: "The only excuse for talk in a time like this is for enlightenment, for this is a time for action, and not for words. Many of you here may be and are probably not conversant with the origin of the trouble at Pullman, and it is more to them than to others that my remarks are addresed this evening. The strike at Pullman was the direct result of the robbing of the laboring man, not because times necessitated such acbut because times offered an excuse t. The stock of the Pullman company has been "watered" three times, and it is to pay the dividends on this "watered" stock, as well as the original, that the working man has been cut from \$1.75 a day to \$1.25, while the rent of

(Continued on Second Page.)

STOPPED BY THE STRIKERS

Southern Pacific Makes a Futile Effort to Start a Train.

UNITED STATES MARSHAL ROUGHLY USED

Started to Act as Engineer and the Strikers Dragged Him from the Cab and Walked on Him-Glad to Escape with His Life.

SACRAMENTO, Cal., July 3 .- Sacramento was the scene of a violent demonstration on the part of the railroad strikers this afternoon. The Southern Pacific company attempted to break the blockade here and send a westbound overland train to San Francisco. Preparations had been made for this attempt for a day or two past, but the effort resulted in a complete failure. As soon as a start was made a mob of 3,000 strikers who had been removed from the immediate vicinity of the train previously swept down upon the train and dragged United States Marshal Baldwin from the cab of the engine. The strikers knocked him down and the deputies and police who tried to interfere were powerless. Many in the mob shouted: "Kill the marshal," but the latter drew his revolver, and several deputies who had forced their way through the crowd did the same. The strikers were obliged to fall back and the marshal finally escaped to the railroad offices. The attempt to move the train, however, had to be abandoned for the time being. The strikers cut the train in two and then they com menced to scatter the cars and disable the engines in the yards. Marshal Baldwin, realizing his utter helplessness sent a dis-patch to the governor, explaining the situaion and recommending that the national guard be called upon for duty at Sacramento

All day there has been the greatest excitement in the vicinity of the Southern Pa-cific yards. Early this morning people began to assemble there, and long before there had been any actual disturbance thousands of people were surging with the strikers through the railroad grounds and streets adjoining. There are 3,000 strikers at this adjoining. There are 3,000 strikers at this point, including the men who went out of the railroad shops, and nearly all of them were in the excited throng. Before 10 o'clock in the morning the United States marshals ordered the crowd to leave the yards and the depot. The strikers offered no resistance and quietly withdress. On the strikers than by Challerson. withdrew. On the street near by, Chairma Knox of their mediation committee, ad-dressed the strikers, advising moderation. The powerful force of officers, including fifty deputies under United States Marshal Baldwin, the entire city police force and the cheriff and all his deputies, was then thrown into the yards. All the gates leading to the railroad yards were closed and barred. Then ropes were stretched across the different entrances to the depot and potce put there to deny anmittance to every one. When these precautions had been one. When these precautions had been taken, General Superintendent Filmore announced that a train would be made up and dispatched to San Francisco.

OFFICIALS MAKE UP A TRAIN. The division master mechanic fired up a switch engine and moved slowly up the yards. This was the signal for a threaten-ing howl from the mob that surged outside fences. The railroad officials inside ran a Pullman down the yards and proceeded to make up a train for San Francisco. The atrikers began to threaten that the train should not leave the yards. Finally, when several couches were in position on the main track, another locomotive that was to haul the train to San Francisco appeared on the scene. United States Marshal Baldwas in the cab as the engineer. At this juncture an ominous shout went from the strikers and their sympathizers, and before any resistance could be offered a mob came up and passed the guards sta-tioned around the depot. The rioters bore down upon the train in the yards. The officers and guards made little attempt at re-sistance. In the tumult that followed the police and deputies were driven from ositions, Marshal Baldwin was dragged cab, thrown upon the ground and trampled upon, and the train was cut and

With the greatest effort Baldwin regained his feet and drew two revolvers. Though he was unable to shoot, the rioters being upon him and having him all but at their mercy, he managed to force his way through the angry strikers, many of whom were loudly demanding his life, to the diviion superintendent's office. This ended the attempt to move the train out of Sacra-mento, and the strikers then applied their efforts to disabling engine and cars.

REGULARS ARE STALLED. SAN FRANCISCO, July. 3.—With rioting in progress at Sacramento and three regiments of state militia under orders to proceed to that point, with six companies of United States infantry en route to Los Angeles, another center of disturbance, and with a horde of strikers in Oakland ripe for riotous action, the whole people of California

are in the midst of great excitement.
Such events as the railroad strike has developed have heretofore been unknown in California. Tonight the tie-up on the Southern Pacific and Santa Fe systems is as comolete as it has been at any time during he five days since the blockade was inst tuted, and, owing to the disturbances that have arisen, the situation is graver than it has been at any time heretofore. Out of akland and San Francisco a few suburban trains are running. In this city a force of 190 policemen and half as many deputy sheriffs prevent trouble in the railroad yards.

At Oakland, notwithstanding a strong po lice patrol, the strikers became riotous today and seized two trains. They also took possession of the station and railroad yards Sixteenth street, effectually blockading for a time all railroad business in and out of the city. A conductor who attempted to run his train past Sixteenth street was so verely beaten. The police were unable to cope with the rioters. More serious trouble is feared there. When six companies of the United States infantry were called into action and ordered to Los Angeles it was believed the strikers would offer no resist-ance to their passage. Tonight, however, the train bearing the troops is stalled at Bakersfield, this side of the Mohjave desert, and it is not known how soon they car transported over the Tehachapi grade I the desert. When the train arrived at Bakersfield at 1:30 this afternoon, the en-gineer deserted, leaving his train on the nain track, and tonight the train is still

TOOK MRS. STANFORD THROUGH. Mrs. Jane Stanford, widow of the late Le and Stanford and executrix of the great Stanford interest in the Southern Pacific, continues to play a remantic, or at least a picture sque part in the desperate struggle now being waged between the company and the A. R. U. Today Mrs. Stanford, borne by the A. R. U. men, had a triumphal entry into the city. Her car, decked with flags and bright bunting, came into Oakland this afternoon, and at Sixteenth street yards was lustly cheered, though the very mob of strikers had stalled a passenger train on a parallel track. The determined committee f fourteen A. R. U. men that had brought Mrs. Stanford's engine and car from Duns muir, on the Oregon branch, saw that her car went straight through to the ferry. Several division officials at Oakland attempted board the car, but were thrown to to board the car, but were thrown to the ground. They were sternly informed that that was an A. R. U. train. Interviewed tonight, Mrs. Stanford said: "I never passed through anything like this before, but never in my life was I treated more kindly than I have been by these men. I hope for their sakes that the difficulty will soon be set-tied. The fourteen men who brought me to the city were as gallant as possible. Up at Willows they escorted me to a hotel. They had been so kind that I told the hotel pro-

prietor not to let them pap a cent for their accommodations. I said I would settle the bills. He told me that the A. R. U. men had paid everything. Everywhere they were so kind, saying they did it in remembrance of the manner in which my husband had treated them."

FIREMEN AND SWITCHMEN RESIGN. LOS ANGELES, July 3.—Nothing new developed in the strike today and everything is quiet. No attempt was made to move trains. The grand jury has found several indictments, but they will not be made pub-lic until arrests are made. The trial of Conductor Heartt, who is charged with contempt of court in resigning his position after he had accepted his running orders, was commenced. Heartt said he resigned because the crowd was threatening when he started to take the train out. He said he had re ceived no instructions to strike from Presi dent Debs. The Western Union Telegraph company was called upon to produce certain telegrams alleged to have been sent by Debs. but refused. Judge Ross will rule on the matter tomorrow.

Late this afternoon the switchmen and fire men of the Southern Pacific company resigned in a body and the car men went to headquarters for the same purpose, but their foreman was not present and their resigna-tions will be presented later. It is expected the engineers will also resign when formal orders to report for work reach them.
General Ruger, with the United States troops, has not reached the city yet.

DEPUTIES ARE NO GOOD.

General McCook is Ready to Call Out All the Regulars in His Department.

DENVER, July 3 .- General McCook preparing to use all the soldiers in his department if necessary to aid in the moving of railroad trains. In addition to having sent five companies from Fort Loran to Trinidad he has moved two companies from Santa Fe, N. M., to Raton.

General McCook says deputy marshals are worthless as fighters and that the presence of regular soldiers will have greater effect in mieting disturbance and moving trains that

The situation here was unchanged up to All the railroad companies sen out their morning passenger trains. Denver & Rio Grande was unable to movits trains west of Salida last night. The road's employes at Pueblo, Salida and Grand Junction are on strike and it is presumed that Debs' order for a strike at Denver and other points on the line will be obcyad, is also expected that the local assembly Knights of Labor will order a strike on the roads which the A. R. U. is trying to the up, as General Master Workman Sovereign has telegraphed that he will support Debs.
One train from the east came in over the Santa Fe last night and another today. The

Santa Fe will send a train west today.

President Jeffery is circulating constantly among the employes of the Denver & Rio Grande road and striving in every possible manner to induce them to remain loyal to the company. The fact is a hot battle is in progress between President Debs and President Jeffery, the one trying to break the Rio Grande's transcontinental connection and the other endeavoring to keep the system open and the trains in operation. The American Railway union has succeeded in shutting off transcontinental traffic, but the Rio Grande is a distributing channel for the Burlington, Alton, Kansas Pacific and North western rallways and covers a large territory. The Rio Grande has no men in line at Pueblo except volunteers and there is tie-up at Salida. Between Denver and Pueblo the trainmen are taking out their runs regularly.

The Gulf road is operating north of Den-

ver and is preparing, with the protection of United States troops and deputy marshals, to open up the southern line. Seventy-five more deputies were sent today to Trinidad, where it is intended to make wholesale an

Santa Fe trains are running to and from the east and an attempt will be made to the line west as soon as the troop arrive at Raton. At last accounts the troops from Fort Marcy, enroute to Raton, were near Las Vegas. where their train stalled, owing to the desertion of the engineer and fireman.

Union Pacific, Burlington and Rock Island rains to and from Denver are running regularly. As no freight trains are run, All perishable goods are received at he sender's rick

Denver's coal supply is short and it is doubtful if the cable company's cars can be kept running another day.

WILL ENJOIN THE STRIKERS.

Railroads Passing Through Iowa Will Ask the Protection of Courts. DUBUQUE, July 3 .- (Special Telegram to

The Bee.)-The Chicago Great Western, Chiago, Milwaukee & St. Paul and Illinois Central will apply to Judge Sanborn at St. Paul tomorrow for an injunction against the strikers. The bill was prepared here tonight and is similar to that presented to Judge Grosscup in Chicago yesterday United States District Attorney Sells in structs United States Marshal Desmond tha he will prosecute those interfering with the mails. Desmond has refused a request from Stoux City for deputies, as he has structions from Attorney General Olney to appoint any.

The Great Western brought two freights from Chicago this afternoon. One crew de serted here. Sells and Desmond have gone to Sloux City,

where the latter will apply to Judge Wool-son for an injunction to restrain the strikers in lowa from interfering with the

mail trains. REGULARS ORDERED OUT.

Tr ops from Fort Russell to Re Used in Colorado.

CHEYENNE, July 3 .- (Special Telegran The Bea.)-Two companies of the Seveneenth infantry, United States regulars, have been ordered from Fort Russell to Colorado. train consisting of three coaches and a baggage car is now at the fort and will soon

on its way to Denver. A telegram sent to the officials here from Rawlins is to the effect that the city council here met this morning and ordered United States Marshal Rankin and his deputies to leave the city at once. In view of the facthat Rawlins is the strike center in this news has created a profound sensation here.

IN SOUTH DAKOTA.

Cattle for Omaha Stock Fards Delayed by

YANKTON, S. D., July 3 .- (Special Telegram to The Bee. A freight crew on the Chicago, Milwaukee & St. Paul railway abandoned their train at this point at o'clock last evening, upon an order to strike from President Debs. The train contained nine cars of cattle and one of hogs belonging to a large shipper of live stock and con signed to the Omaha stock yards. The cattle were unloaded here and will be taken care of by the railroad company. Today's west-bound St. Paul express had Roadmaster bound St. Paul express had I Malone of Stoux City as fireman.

Moving Trains at Rawlins.

RAWLINS, Wyo., July 3 .- (Special Telegram to The Bee. Two passenger trains with mail arrived at 9 last night and renained until 9:30 this morning, shop officials firing until the train was well out of town it is presumed "scab" firemen took places. A train of empty coaches, inheir places. United States marshals, under Hasford, are here. Everything is No opposition will be made by strikers to the running of trains manned by union

Palmer Opposes Kyle's Measure

WASHINGTON, July 3 .- Senator Palmer today telegraphed A. J. Smith, one of the leaders at Danville, Ill., saying that he could not vote for the Kyle resolu tion, as it proposes federal protection for interstate commerce.

OMAHA HAS ITS STRIKERS

Firemen on the Line to St. Paul Left Their

SEVERAL TRAINS THEREFORE ABANDONED

Engines Yesterday.

But the Trouble Looked for Last Night

Never Came-General Local Situation More Serious-How it Appears in Detail.

If anything, the situation in Omaha was more strained yesterday than at any time since the Pullman-American Railway union strike was inaugurated, the trouble experienced by the Omaha road at Sioux City being transferred to this city, though in a minor degree. While a number of the firemen connected with the Chicago, St. Paul, Minneapolis & Omaha road refused to take their places on the engines, thereby tying up travel to a large extent, the officials of the company managed by dint of herculean efforts to get several loaded trains out o the yards. No. 2, which is scheduled to leave the Webster street station at 12:15 p.m., managed to clear the yards at 12:55, but the delay, according to the authorities, was due to the loading of a large amount of express matter.

Trouble was looked for last evening the departure of train No. 22 for St. Paul, which leaves here at 5:30 p. m., but the anticipated difficulties failed to materialize, for the reason that No. 22 was abandoned, no equipment being available, inasmuch as the loux City & Pacific train, No. 21, which is due to arrive in Omaha at 9:40 a. m., had

been abandoned at Sloux City.

There was a considerable crowd about the platform of the Webster street station, evidently drawn thither to see a conflict be-tween the employes of the company and the strikers, but it became noised around about ten minutes before the time for the depart ure of the train that it would not be sent forward, and, shortly after, the crowd dwindled to a few passengers waiting for other trains out of the same depot, On the Council Bluffs side the St. Paul

train was sent out via Manilla instead of the usual route last night, notwithstanding that the train on the Sloux City road, due at 9:22 a. m., had not reached the Bluffs at a

late hour last night. Concisely, the situation on the Omaha line at this point is threatening, and there seems to be a well founded rumor that the strikers here will follow the tactics of their brethren n Sioux City. It was also rumored that on Thursday morning an order would be issued from the general offices of the company in St. Paul laying off all superfluous help pending the settlement of the strike difficulties. This is in line with the action of the North-western, taken yesterday through General Manager Whitman, whereby 10,000 men get a lay off because of no work to do. LAY OFFS ALL AROUND.

But the Northwestern is not alone in the eduction business, both the Milwaukee and Rock Island having decided upon the same policy, and the freight forces of both roads were given notice that it would be a goo-time to take a vacation until they were

Freight Agent Denton of the Rock Island at Council Bluff's is holding down his office all alone, his subordinates being laid off for want of work to do. The office and platform forces at the Union Pacific transfer were each cut in half yes terday morning, and will take turns in

vorking, a day at a time. This is probably a forerunner of what will be the policy of the Union Pacific at all points, and a general order from Mr. Dick-inson may be looked for at any time should

he strike continue over Thursday South Omaha packers were feeling jubilant last evening over the information from the Missouri Pacific that it would take pack no louse product for St. Louis and so ern points, General Manager Doddridge hav succeeded in lifting the boycott Louis yards, the strikers at St. ind Carendolet having gone back to work.

While Omaha continues to be exceedingly fortunate in the matter of the strike, it was rumored last night that the A. R. U. would attempt to enlist all Western Union and Postal Telegraph operators in the cause, and if 75 per cent of the lightning manipulators in this city could be induced to join the union they would be called out with their Chicago and St. Louis brethren.

Headquarters of the Omaha lines will be closed today, but while the small boy fires his cannon crackers the heads of depart ments will be found at their several deskvatching the progress of the strike and ad ising with subordinates as to the course pursued in dealing with the strikers. will be an anxious day for every railroad magnate in the country, and for some of them it may prove a sorry Independence

President Clark, General Manager Dickinon, Assistant Solicitor Kelly, Car Accountant Buckingham, Superintendent P. J Nichols and Secretary Orr were in consultation at Union Pacific headquarters until a late hour last night, the serious condition of affairs at Rawlins requiring close attention from this end of the Overland system. Freight train No. 378 will be the only freight train sent out on the Missouri Pa-cific today. It will leave at 7:05 a.m. This is but carrying out the usual Sunday

program. HOW TRAINS MOVED.

Difficulty in the Omaba Yards - Time Tables Knocked to Pieces

Hoping against hope, railway officials had thought that being situated so peculiarly as to the make-up of trains the tie-up might not extend to this city, but Monday night and yesterday ten firemen on the Chicago, St. Paul, Minneapolis & Omaha line left their engines, almost tying up the busi-

ness in the Omaha yards.

The trains affected were Nos. 1, 2, 3, 4, 15, 16, 17 and 18, and two switch engines, on switch engine doing the work that has to be one in the way of setting in and taking out freight cars.
At 8 o'clock yesterday the fireman on

No. 4 refused to go out, and Superintendent Jaynes hustled around for some one compe-tent to fire the engine, finally succeeding in getting a blacksmith from the Union Pacific shops. With the engineer, the newly appointed fireman, and Superintendent Jaynes n the cab, No. 4, a mixed train, pulled out through the yards, but when the crossing was reached at Locust street, the Union Pacific blacksmith deserted his post and took a street car for town, leaving the train dead although Superintendent Jaynes attempted o shovel coal, but not with any apparent Later one of the firemen on the switch en-

o'clock No. 4 cleared the yards.

The Sloux City express was one hour late in starting, owing to a delay in securing the services of a fireman. At 1 o'clock in the afternoon the train pulled out of the yards, the engine in charge of one of the oldest engineers on the road, while with him he had a nonunion fireman. As the train started some twenty of the striking firemen started from the rear of the train, going toward the engine, but they were pressed back by a squad of police who had een detailed for duty at the depot. On the Sioux City & Pacific the train that should have reached Omaha at 9:40

gine volunteered to make the trip, and at 1

in the morning did not arrive until 1:15 in the afternoon, it being held in the yards at Sioux City by a howling mob. SWITCHMEN STILL WORKING. Monday morning a notice was posted in the Omaha round house for the firemen to go out, but the order was not obeyed until

The switchmen and yardmen are still at work, although Monday night several mer-chandise cars were removed from the freight platform, the switchmen refusing to set them back. The crew yesterday, hewever, set them into their former places. How soon the awitchmen will go out is a much

debated question, the impression being that not a wheel will be turning in the Omaha yards by this morning.

A bulletin was posted in the Omaha round house yesterday to the effect that engineers should hold their places until further orders from the chief engineer, but one of the throttie workers told a Bee reporter yesterday that rather than see the strike go against the forces of labor the engineers or the Omaha system would quit their engine as individuals and not as members of the Brotherhood of Locomotive Engineers.

At headquarters it was stated that the engineers had given notice that they would take out their trains with any experienced fireman and would be found loyal to the

General Manager Dickinson in reviewing the situation on the "Overland" said: "We succeeded in moving two delayed trains from Laramie to Rawlins with the assist-ance of United States marshalls yesterday afternoon. But these trains were again held up at Rawlins from 9 p. m. last night until 9 this morning, when they were started forward on their way to Green River. No. 7 of July 1 was laid up at Laramie last night, but we expect that it moved forward at noon today, providing that firemen were secured. Local trains between Ogden and Salt Lake are moving all right and on the We have had no trains out of Ogden since Jone 30, but with the assistance of United States marshals we hope to get an Overland train east today. Every wheel is dead on the Idaho division and there are no freights of any kind moving west of Cheyenne." "Generally speaking," said Mr. Dickinson, all firemen between Rawlins and Green River are out.

ON THE ROCK ISLAND. The situation on the Rock Island is stated y General Northwestern Passenger Agent

Cennedy as follows: Train No. 7 went out on time yesterday terning. Train No. 1, due here at 6:50 a.m., ar-

rived at 2 p. m.

Trains Nos. 4 and 5 have been abandoned.

Train No. 6 was made up here and started east on time, 4:40 p. m.

No. 6 of July 1 and 6 of July 6 are between Joilet and Blue Island and in the

thick of the fight at that point.

General Agent Nash of the Milwaukee
smys of his line: "We are not receiving stock or perishable freight for delivery at Chicago, St. Paul or Minneapolis, nor are we receiving freight for lines reached by the Chicago Belt Line. Passenger trains generally over the system are moving reg-

ularly and with full equipment." The Northwestern people stated that No due here at 9:50 a. m., arrived about noon, but some difficulty was experienced in getting the train out of Council Bluffs. No. is reported on time and will leave for the

west at 2:15 p. m.

Traveling Passenger Agent Teedrick of
the Pennsylvania line received a telegram
from Assistant General Passenger Agent H. R. Deering at Chicago stating that not-withstanding reports to the contrary the Pennsylvania is taking care of its business n good shape, trains arriving and departing

The situation on the Missouri Pacific has not materially changed. Not a man is out between Omaha and Kansas City, and Mr. Phillippi is authority for the statement that the men show little disposition to join the strikers, being generally satisfied with their positions. From very reliable sources it was ascertained that all passenger trains on the Missouri Pacific were leaving on time.

SIOUX CITY'S MOB CONTROLS. United States and Municipal Authorities

Unable to Render Assistance. SIOUX CITY, July 3 .- (Special Telegram o The Bee.)-The strikers control the situaion here tonight. At 6 o'clock the engineers and firemen joined the strike on the Chicago, Milwaukee & St. Paul road, making the tie-up of that line complete. The Sloux City & Pacific and Sioux City & Northern were the only roads to get freights out tolay. The strikers, 2,000 strong, have been in the yards all day, and as a result no freight or passenger trains got out on the Omaha or Illinois Central. No freights were permitted to go on the Milwaukee, but the passenger trains went out with "scab

The strikers openly defied the United States marshal and refused to permit railroad men to open spiked switches and let nail trains pass. Tonight the United States narshal and deputies and sheriff and deputies tried to get a mail and passenge rain out on the Sloux City & Pacific. nob swarmed around them and drove them the tracks. The train had to be

The sheriff and police are powerless to prevent the mob from spiking switches holding trains and ditching cars. The Fourth regiment of the state militia has een in the barracks since last night ready move, but Governor Jackson has so far refused to order them out. It is believed the scenes of tonight will bring out the militia in the morning and possibly some

regulars from Fort Omaha. The railroad companies here all served se county and city with notices today that they will hold both responsible for all damige to property and business. Business of all kinds is at a standstill, and hundreds of through passengers, who were held on the get out.

May involve the Burlington

CRESTON, Ia., July 3 .- (Special Telegram to The Bea.)-The action of the Burlington officials at this point in discharging two brotherhood brakemen for refusing to go to Chicago to take the place of strikers is to precipitate trouble. The local held a meeting to investigate the matter, but refused to make known its action. is understood that Chief Wilkinson of Galesburg has been asked to have the men rein tated. If this request is not complied with the Brotherhood of Railway Brakemen is likely to become involved in the difficulty.

Men Laid Off at Perry.

PERRY, Ia., July 3 .- (Special Telegram to The Bee.)-The Milwaukee road has cut he train service down to one passenger and one way freight each way dally. This move forces into idleness 200 trainmen at this place. All employes of the shops and yards except six have been laid off. A heavy fruit train went east today, with orders to put it cold storage at Savanna. The inclination of the men here belonging to the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Order of Railway Conductors is not to strike.

State Ready to Assist.

PASADENA, Cal., July 3 .- Governor Markham tonight affirmed the report that Marshal Baldwin had asked for state troops at Sacramento. He said he had instructed Major General Dimond to send the troops from San Francisco to Sacramento, using his own discretion as to the number necessary. The instructions are to report at Sacramento and wait further developments. The governor is in constant communication with the militia officers all over the state. He considers the situation grave and is giving his whole attention to it.

Laying Off Men at Boom

BOONE, Ia., July 3 .- (Special Telegram to The Bee.)-At the Iowa division headquarters of the Chicago & Northwestern this morning all freight crews were discharged until further notice. The shops here were also closed indefinitely at noon today by order of Prezident Hughitt, as were also all the other shops on the division. All freight trains have been abandoned and freight handlers and helpers along the line have been laid off.

Being Felt at Cedar Rapids.

CEDAR RAPIDS, Ia., July 3.—(Special Telegram to The Bee.) -- The effect of the Pullman boycott is beginning to be felt here Today all Chicago & Northwestern employes were laid off, and the Burlington, Cedar Rapida & Northern shops were closed until next Monday. Over 500 men are af-

THROUGHTHESENATE

Tariff Bill Has Passed Another of the Stages in Its Enactment.

VOTE WAS THIRTY-NINE TO THIRTY-FOUR

Hill Voted with the Republicans and Allen with the Democrats.

NEBRASKA'S JUNIOR MEMBER BAITED

His Charges of Pad Faith Met with Irony and Earcastic Sympathy.

WILL TAKE EFFECT ON AUGUST FIRST

Last Amendments Added to the Measure and Date Fixed for Its Operation to Begin-Sensation at the Close of the Debate.

WASHINGTON, July 3 .- In the midst of intense excitement, at 10:45 tonight, after having been debated for three months and one day, the tariff bill, amended to take effect August 1, 1894, passed the senate by a vote of 34 to 39, a strict party vote, except Mr. Hill, who voted with the republicans against the measure. The populists divided their strength, two, Messrs, Kyle and Allen, voting in favor of the bill, and

two, Messrs. Peffer and Stewart, against it. At the very opening of the last day of the great struggle Mr. Harris, the veteran parliamentarian in charge of the bill, announced that it would pass today, the 3d of July, or there would be no Fourth of July for the senate of the United States. Until evening there was no sensational incidents. A hard, but hopeless fight was made by the republicans under the leadership of Mr. Sherman to place wool on the dutiable list. Through the instrumentality of Mr. McLaurin of Misthe instrumentality of Mr. McLaurin of Mis-stasippi the action of the committee of the whole in exempting the salaries of United States findges and the president of the United States from the operation of the income tax was preserved in the senate. A very im-portant piece of legislation in the shape of an anti-trust law was placed on the bill as a rider without even as much as a division. a rider without even so much as a division. It was designed, as Mr. Voorhees, chairman of the finance committee, said, to insure integrity in the execution of the law," being admitted that any tariff system af-forded abundant opportunity for the forma-tion of trusts and combines. The galleries were filled to overflowing, many prominent hades and gentlemen being present to wit-ness the final disposal of the bill and the scene was truely a brilliant one. Half a hundred members of the house were on the

HAD ALLEN ON THE RACK. It was amid such surroundings that the climax occurred, when Senator Allen, the Nebraska populist, smarting under the sting of a double defeat, in thunderous tones de-nounced the democratic members of the finance committee and charged them with had faith in taking advantage of his ignor-ance of parliamentary procedure to induce him to offer the amendment, thus releasing their democratic colleagues under the caucus agreement for voting for them. He harangued the senate and the galleries, and intimated that he had been tricked.

behalf of the committee hotly denied the charges and upbraided Mr. Allen for delivering his phillipic while in pique over his own defeat. Mr. Manderson seemed to enjoy the plight of his associate, and, with an irony that burned and a sarcasm that withered, he extended his sympathy and warned him to be ware before he again allied himself

democrats. He found too late that he was unhorsed. Mr. Jones of Arkansas also drove the iron nto the Nebraskan's soul. He challenged the truth of his statements and scored him unmercifully for attempting to place the committee in a false light. For an hour

after the excitement caused by this exchange of criminations occurred the proceedings were extremely dull. Mr. Power made a final effort to secure Mr. Pettigrew tried to get through a pro-

vision for a tariff commission. Mr. Mander-son made a last attempt to substitute a diminishing bounty for the sugar schedule Mr. Shoup of Idaho, in an almost inaudible voice, read a speech in support of a duty on mineral waters, and Mr. Smith explained why he should vote for the bill, income tax and all. Meantime the senators, with coats and vests off and with paim leaf fans in their hands, sat languidly in their seats or saun-tered about the chamber, waiting for the final moment. As the hands of the clock drew towards the hour of 10 the final speeches began. Mr. Allen, somewhat to the wonderment of the galleries, after his outbreak early in the evening, told the senate

why he had concluded to vote for the bill. LAST SCENE OF ALL. The most dramatic incident occurred when he took his seat and Mr. Hill arose and in ringing and fervid tones entered an eloquent protest against the "populistic income tax" and arraigned his party associates for being false to their party piedges and their country. The republicans drew around him as he spoke, the galleries leaned over as he dealt his sledge hammer blows. When, in conclusion, he declared that he would not support the bill, a wave of applause, quickly checked by the vice president, swept over the gallery. A final word of protest folthe gallery. A final word of protest followed from Messrs. Aldrich, Chandler and Manderson, and the supreme moment was at hand. The bill was placed upon its passage

and the roll was called. the first roll call and Mr. Caffery, the other Louisiana senator, voted against it, a shudder ran through the democratic side of the chamher. The fate of the bill might depend upon the vote of Mr. Irby. When his name was reached the democrats heaved a sigh of re-lief as he voted "yea."

After the completion of the roll call, although it was apparent that the bill would carry without the vote of either Mr. Caffery r Mr. Blanchard, Mr. Caffery changed his vote to "yea," explaining that he had voted no as a protest against the bad faith of the finance committee in abandoning the sugar bounty provision, and Mr. Blanchard joined his colleague. Upon the announcement of the vote, 34 to 39, the galleries cheered, democrats threw bills high in the air, and amid a scene of jubilation the senate adjourned, the lights in the dome were tinguished and the tariff bill had passed.

ROUTINE OF THE DAY. Mr. Harris promised at the opening of the senate session that a final vote on the tariff bill should be reached during the day, if there were no factious obstructions, Aldrich virtually pledged republicans to permit the bill to progress. The expected amendnents to the paragraphs on buriaps, ect., and collars and cuffs were quickly adopted. Mr. Sherman moved for the transfer of raw wool and hair of the camel and goat to the free ist. Lost, 32 to 38,

The senate has fixed the date when tariff bill goes into effect as August 1, 1894. Mr. Harris asked unanimous consent that further debate on the wool schedule be under the five-minute rule, but Mr. Power objected. Mr. Faulkner asked that the committee amendment on the wool schedule as a whole be agreed to, and it was done, the commit-tee amendments to the silk schedule being

taken up, and then copying paper, filtering paper, tissue paper, etc., were raised from 30 a 35 per cent ad valorem.

When bituminous coal was reached Mr. Hill renewed his motion made in committee of the whole to place coal on the free list,