

ESTABLISHED JUNE 19, 1871.

OMAHA, SUNDAY MORNING, JULY 8, 1894—SIXTEEN PAGES.

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MILITARY IN CHARGE

Pacific Railroad System Taken Under Control of the War Department.

WILL NOW BE OPERATED BY SOLDIERS

All Trains to Be Under Guard of Detachments of Regulars.

ALL LABOR TO BE ORDERED OUT MONDAY

Every Organization of Labor Will Be Asked to Assist the Boycott.

ORDER STILL HAS TO BE APPROVED

If it Goes Into Effect One Hundred and Fifty Thousand Men Will Quit Work in Various Parts of the Country.

Blood was shed yesterday in the name of the law at Chicago. Acting under the orders of General Miles, who directed that any assault or opposition be met by resistance with firearms, one company of Illinois National guards fired on a band of straggling rioters, killing one man and wounding several others, four of whom will die.

Some trains were moved under the protection of troops who are instructed to see that mail and interstate commerce trains are not obstructed.

One of the novel features of the situation is the taking of the Pacific railroad system under the control of the War department, placing General Brooke of the Department of the Platte at the head of the Union Pacific.

Troops have been ordered from the various western army departments to points along the line of the Pacific roads, where all movements of trains can be amply protected.

Desultory rioting continued till late at night in Chicago, the most serious conflict being at Twenty-second street, where one man was bayoneted and three others arrested by regulars.

In Colorado the strike is practically over. No opposition to the movement of trains was offered.

One train on the Santa Fe was run out of Los Angeles, and at other points on that system the embargo seems to be loosening.

At San Francisco, Sacramento and other points on the Southern Pacific the tie-up is as tight as ever, and no effort is being made to move trains.

General Mester Workman Sovereign and President Debs have addressed a letter to President Cleveland, laying their side of the controversy before him, and arguing that he should afford the men the same protection he has afforded the employers.

It was announced that the arrest of Debs was contemplated by the Chicago authorities, but at a late hour last night it was given out that the plan had been abandoned.

At a cabinet conference the action of the War department in taking charge of the Pacific roads was endorsed.

The federated board of the Union Pacific employees announced that it would not strike in sympathy with the A. R. U. The men prefer to remain loyal to their promise given to Judge Caldwell.

At Hammond, Ind., a serious riot took place late last night when the Monon and Michigan Central were stopped and one fireman, who refused to desert his engine, was dragged off by the mob and severely beaten.

The South Omaha packers that had laid off their hands yesterday will start up again today.

If Debs' and Sovereign's determination is endorsed, all organized labor in the United States will be struck tomorrow. It is probable that all union men in Chicago will go out anyhow.

ENCLAVE SAM IN CONTROL.

Pacific Railroads Taken Possession of by the War Department.

For the first time in the history of the government of the United States, in time of peace, the strong military arm of the federal power has taken possession of a great railway system. The Union Pacific railway, by virtue of the order of the War department at Washington received shortly after 4 o'clock yesterday afternoon, is now under the personal control of General John R. Brooke, commander of the Department of the Platte, with headquarters in Omaha.

From Omaha to Ogden the Union Pacific is in the hands of the government, and any man or number of men who in any way interfere with the running of trains will be treated and punished as a prisoner of war.

It was late yesterday afternoon when the military authorities at Washington decided upon this important step. Once decided upon, General Schofield issued orders to General Merritt at St. Paul and to General Otis at Vancouver to take possession of the lines to assume military control of the Northern Pacific and to open communication through the entire length of the system.

The War department bases its action upon the theory that the Northern Pacific is a military and a mail line, and that its free and unobstructed operation was necessary for the safety of the government's interests.

Within an hour after the above order was issued a further order was sent to General Brooke of the Department of the Platte and to General Ruger of the Department of California, instructing them to assume a similar control of the Union and Central Pacific railways respectively.

RECEIVERS FIRST NOTIFIED.

The first news of the action of the War department was received in Omaha a few moments after 4 o'clock, the information coming in the form of a dispatch to the receivers of the Union Pacific. The news was at once telephoned to General Brooke from Union Pacific headquarters. A moment later the officials were also handed the Associated press bulletin received at The Bee office.

to Cheyenne. Two more companies of infantry were also ordered to Cheyenne from Fort Niobrara. The troops will make Cheyenne their first objective point, but as soon as possible companies will be stationed at various points along the line of the Union Pacific. Troops from Fort D. A. Russell and Fort Washburn have also been called out.

It is General Brooke's intention to enforce his orders to the letter. No troops will be moved from Fort Omaha at present, the wild rumor that the Omaha soldiers had been ordered to Chicago being contradicted most emphatically at the department. It is stated as positive that the War department will withdraw no more troops from the west in order to reinforce the army at Chicago.

All such reinforcements will be drawn from the east, even to the extent of taking the troops now stationed along the Canadian border. The government has too many interests widely scattered west of the Missouri to permit a general movement of troops from the west to the east.

TRAINS WILL BE OPERATED. In operating the Union Pacific Trains General Brooke states that he has but one settled policy. He will operate them, if necessary he will place troops on every train and these troops will be given explicit instructions to see that no one interferes in the slightest degree with their progress.

Any one attempting to prevent the arrival or departure of trains at any station along the Union Pacific will be placed under arrest and treated as a prisoner of war. This means a court martial trial and speedy justice to all offenders.

General Brooke anticipates no trouble on the Union Pacific between Cheyenne and Omaha. Trains are running without interference on this part of the road, and no trouble is looked for unless a general strike should be ordered at Omaha. In view of the action of the Federated Board, printed elsewhere in this issue, no such strike is looked for.

The following is the full text of General Brooke's order received from the War department at 5:30 o'clock yesterday afternoon:

WASHINGTON, July 7.—Brigadier General Brooke, Commanding Department of the Platte, Omaha: In view of the fact, as a result of the communications received from the Department of Justice, from military reports and from other reliable sources, that by reason of unlawful obstructions and combinations, the movement of persons and property on this system and the interstate commerce and the Union Pacific railway and the Central Pacific railway, and to secure to the government the use of the same for postal, military and other purposes, as contemplated by the act of July 1, 1861, and other acts amendatory thereof, you are directed by the president to employ the military and naval forces of the United States to remove obstructions to the mails and to execute any orders of the United States courts for the protection of property in the hands of receivers appointed under such orders and for the protection of interstate commerce and to give such protection to said railroads as will insure to the government the use of the same for postal, military and other purposes.

Major General Commanding, General Brooke and Adjutant General Schwan held a long conference at the former's residence yesterday evening to discuss the details of the proposed campaign. These details were not divulged, but it was stated that the movement of troops would not require the presence of any of the officers of the department at present.

Another order received from the War department later stated that the post at Fort Douglas, near Salt Lake City, which belongs to the Department of Colorado, had been transferred to the command of General Brooke during the continuance of his orders to open the Union Pacific. The western terminus of the Union Pacific being in such close proximity to Fort Douglas, it was deemed best by the War department to add this post temporarily to the Department of the Platte.

TROOPS HAVE A JOB.

Herculean Task to Guard All the Transcontinental Lines. WASHINGTON, July 7.—The president today dealt another and a heavy blow at the spirit of lawlessness abroad in the west, by causing the issue of sweeping orders to the commanders of the great army departments to open up and maintain free communication over the transcontinental railroad lines from the Mississippi river to the Pacific ocean. Such orders are unique in times of peace and in themselves clothe the military commanders with great power.

As explained in their text, the basis for this action, which may involve the use of United States troops in at least ten states, is the organic law under which these railroads were aided by the government and incorporated, whereby they were made post and military roads and required to be kept open at all times. The task before the military commanders is one of great magnitude, for at many points on these lines traffic is stopped by angry and turbulent mobs, and the force at command is so small that it will require the most skillful handling to cover the thousands of miles of line. Perhaps the reason which has most strongly impelled the administration in making these orders is the fact that the strikers have prevented the movement of United States troops when they were needed to reinforce army posts. The conference at the white house, which has become a regular thing, is again in session tonight. It is not held so for the purpose of arriving at any action, but the officials spend the evening with the president so as to receive news by special wires. General Miles and others in command of troops report at stated intervals, and these reports are read and considered.

DECIDED ON SENDING MORE MEN.

It was after 12 o'clock before the conference began to break up. In view of the serious state of affairs it was decided to send more soldiers to the storm center of the trouble, and orders were issued by which it is calculated almost a thousand more soldiers will be added to the federal army near Chicago.

The conclusion reached by the conference was embodied in the following statement given out by Secretary Lamont at 12:35 a. m.:

"General Miles has been authorized to order to Fort Sheridan, near Chicago, the batteries of artillery under Major Randolph, from Fort Riley, and four troops of cavalry from the same point. General Brooke has already been directed to send four troops of cavalry from his command, and the Ninth regiment of infantry, stationed at Sackett's Harbor, N. Y., has received like orders."

SALES FEELERERS WILL NOT STRIKE.

GALESBURG, Ill., July 7.—The general grievance committee of the Brotherhood of Railway Trainmen of the Santa Fe concluded its conference with the officials here today. The division includes all the Santa Fe system between La Junta, Col., and Chicago. A resolution for publication says a series of resolutions were adopted to be presented to the members, the most vital one being that they have no direct grievance against the company; that they prepared to perform their usual duties and that they recognize the authority of no labor organization above the Brotherhood of Railway Trainmen. It is believed this action will keep the Santa Fe men from going out on a strike and influence those that have gone out.

THEY WILL NOT STRIKE.

Federated Board Loyal to Company and to the Court. At the meeting of the federated board of the Union Pacific system held in Cheyenne Friday, with representatives of the Brotherhood of Locomotive Engineers, the Brotherhood of Railway Trainmen, Order of Railway Trainmen, Switchmen's Mutual Aid association, Knights of Labor and Order of Railway Telegraphers present, the following resolutions were adopted and ordered telegraphed to Judge John A. Riner at Greene, Ia.

CHEYENNE, Wyo., July 6.—The members of the Brotherhood of Locomotive Engineers, the Brotherhood of Railway Trainmen, Order of Railway Trainmen, Switchmen's Mutual Aid association, Knights of Labor and Order of Railway Telegraphers present, the following resolutions were adopted and ordered telegraphed to Judge John A. Riner at Greene, Ia.

We, the undersigned, general chairmen of the above-named organizations in session assembled, believing that by Judges Caldwell and Riner's decision, organized labor has for the first time in the history of jurisprudence, been recognized as the equal of organized capital, and since by decree of the United States court the receivers of the Union Pacific system were forced to recognize all contracts with their employees, and as these contracts have not been violated by said receivers, we deem it our duty to again assert our determination to abide by the rulings of the honorable court; and

Whereas, a strike has been inaugurated on many of the railroads of the country and has in a degree affected the employees of the Union Pacific, who were parties to said court proceedings, therefore be it

Resolved, by the authorized representatives of said organizations, that we advise and earnestly appeal to members to stand by their contracts and agreements on this system and thus redeem our pledges of honor to the court.

Resolved, that while we believe the Pullman employees are justified in resisting the offensive methods used against them, and believe labor should assist them wherever it reasonably can, in justice and in equity and in view of the position taken by the United States court, we deem it unwise for them to recede from the position that they are legally in and which may be the means of sacrificing all that has been gained for labor everywhere by the effect of the Caldwell decision.

GEORGE W. VROMAN, Chairman Brotherhood of Locomotive Engineers. CHARLES A. M. PETRIE, Chairman Brotherhood of Railway Trainmen. JOHN L. KISSICK, Chairman Order of Railway Conductors. S. D. CLARK, Secretary Federation Board and chairman Brotherhood of Railway Trainmen.

G. M. PALMER, Switchmen's Mutual Aid Association. HENRY BREITENSTEIN, Chairman Knights of Labor. R. E. GILLILAND, Order of Railway Telegraphers.

WORD FROM RINER.

Yesterday Judge Riner arrived in Omaha and after preparing his answer to the resolutions adopted at the meeting Friday telegraphed the federation board as follows:

OMAHA, July 7.—George W. Vroman, Henry Breitenstein, John L. Kissick, Charles A. M. Petrie, S. D. Clark, Cheyenne: Your telegram containing resolutions passed by your board at Cheyenne yesterday was received by me on the train last night too late to answer. The action taken by you is unquestionably right, and, in view of what has occurred in the past, is the only course, in my judgment, which can consistently be taken by the employees of the Union Pacific system. I am specially glad to note your statement that the receivers have observed and obeyed the orders of the court heretofore made affecting the employees in the service of the court. The course taken by the receivers relieves them, as you must concede, from any responsibility whatever for the present difficulties, and leaves the employees, who have quit the service, without any justification for the course pursued by them. I am gratified to see that you, as representatives of employees engaged in the service, appreciate this fact and propose to aid in the supremacy of the law.

Although a new procedure on the part of the receivers in the west, the resolution is highly commendable, and it is to be hoped that the officials about the Union Pacific headquarters, showing at least a profound regard for law and for the court which made possible the condition of things as found by the federated board.

Judge Riner left last night for Cheyenne with his family.

DEBS ADDRESSES THE FRE IDENT.

One Rule for the Companies and Another for the Employees. CHICAGO, July 7.—The following letter was telegraphed to President Cleveland tonight by Messrs. Debs and Sovereign of the American Railway union, and Knights of Labor:

CHICAGO, July 7.—To Hon. Grover Cleveland, President of the United States, Washington, D. C.: Dear Sir: Through a long period of depression, enforced idleness and low wages, resulting in widespread poverty and in many cases actual starvation, the working people have been patient, patriotic and law-abiding, and not until the iron heel of corporate tyranny was applied with the intention to subjugate the working people to the will of arrogant monopolies, did they make any effort to stay their oppressors. The Pullman strike was not declared until the employees of the Pullman company were driven to the verge of starvation, their efforts spurned with contempt and their grievances denied a hearing. No refusal to handle Pullman cars was declared by any railway employee until all propositions looking toward arbitration and conciliation were rejected by the Pullman company. Notwithstanding the facts set forth above were known to the public and the national authorities, you have seen fit under the guise of protecting the mails and federal property to invoke the services of the United States army, whose very presence is used to coerce and intimidate peaceable working people into a humiliating obedience to the will of their oppressors.

By your acts in so far as you have supplanted federal and state authorities with the military power, the spirit of unrest and

destruction has been so far augmented that a deep-seated conviction is fast becoming prevalent that this government is soon to be declared a military despotism. The transmission of the United States mails is not interrupted by the striking employees of any railway company, but by the railway companies themselves, who refused to haul the mails on trains to which Pullman cars were not attached. If it is a criminal interference with the United States mails for the employees of a railway company to detach from a mail train a Pullman palace car contrary to the will of the company then it holds true that it is the same criminal interference whenever a Pullman palace car is detached from a mail train in accordance with the will of a railway company, while said mail train is in transit. The line of criminality in such cases should not be drawn at the willingness or unwillingness of railway employees, but at the act itself and inasmuch as it has been the common practice of railway corporations to attach and detach from mail trains Pullman cars at will while said cars are in transit and carrying the mails of the United States, it would seem an act of discrimination against the employees of the railway corporations to declare such acts unlawful interference with the transmission of the mails when done by the employees with or without the consent of their employers.

In view of these facts we look upon the far-reaching decision of Attorney General Olney, the sweeping, unamendable injunction against the regular army, as employing the powers of the general government for the support and protection of the railway corporations in their determination to degrade and oppress their employees. The present railway strike was precipitated by the desire of the railway corporations to destroy the organization of the employees making the working employee subservient to the will of their employers, and as all students of governments agree that free institutions depend for their perpetuity upon the freedom and prosperity of the common people it would seem more in consonance with the spirit of democratic government to defend the rights of the falling masses to life, liberty and the pursuit of happiness. But, on the contrary, there is not an instance on record where in any conflict between the corporations and the people the strong arm of the military power has been employed to protect the working people and the industrial masses from the ravages or persecution of corporate greed. The measure of character has been in the line of declaring the corporations always good and in the right and the working people always bad and in the wrong. Now, sir, we pledge to you the power of our respective organizations, individually and collectively, for the maintenance of peace and good order and the preservation of life and property to aid in the punishment of all criminals. In the present contest between labor and the railway corporations we shall use every peaceable and honorable means at our command consistent with the law and our constitutional rights to secure for the working people just compensation for labor done and respectable consideration in accordance with the inherent rights of all men and the spirit of democratic government. In doing so we appeal to all liberty-loving people to unite to aid and support us in this most just and righteous cause.

EUGENE V. DEBS, President, American Railway Union.

J. R. SOVEREIGN, Master Workman, Knights of Labor.

WERE ORDERED TO KILL.

Troops Directed to Resist Assault by Shooting Down the Mobs. CHICAGO, July 7.—"And it is further ordered that if any act of hostility be committed, such as firing upon railroad trains, or the destruction of property, or the throwing at them rocks, pieces of iron, or other missiles, those assaults shall be repelled by the use of firearms."

So wrote General Nelson A. Miles in his order issued this afternoon detailing federal troops to assist United States marshals in preventing obstruction to the movement of mail and interstate commerce trains. It was in short, a notice to all soldiers participating with them had ceased, and that thereafter the policy of the government would be to put an end to their rioting, arson and pillage, by shooting to kill whenever and wherever necessary.

As chances would have it, however, it did not fall to the lot of the national troops to be the first to carry out the spirit of this order. Company C, Second regiment, Illinois National Guard, had that distinction. The story of the encounter between the thirty-seven young militiamen composing this company and a vicious mob at Fifty-seventh street and Loomis street is told elsewhere.

Up to 4 o'clock in the afternoon the day had been comparatively quiet, though small mobs had been going through the district west of State street and south of Thirty-ninth, burning a few cars here and there and threatening to fire railroad shops and the like, but it was more in the nature of bushwhacking than anything else, and not at all like the massed bands of strikers who gathered along the railroad tracks yesterday and the day before, abominably blocking all movement by sheer force of numbers. This state of affairs was doubtless the outgrowth of various conditions, such as the presence of a vastly increased force of soldiers, and the fact that yesterday's wrecking and firing of cars had left a large share of the tracks impassable, so that all it was possible to do was in the shape of wrecking trains, endeavoring to bring order out of the chaos which existed all through that region. The disturbed section today embraced a space of about twenty-five square miles, not to mention the sporadic bit or incendiarism on the Burlington road at Crawford and at Western avenues, the latter having the distinction of being the work of women and children. It is estimated that in the district mentioned not less than 15,000 strikers were on the line and another during the day, but the ground was so thoroughly patrolled by the police, the marshals and the military that they found little opportunity for gathering in large numbers, as they have been doing heretofore. Still some of them at the stock yards found time for indulging in the grim humor of laying out a graveyard in due order and erecting headstones at the graves, bearing the names of their pet aversions, including that of the president of the United States.

STREAM FITTERS CALLED OUT.

One feature of the day was the showing of its teeth by the Building Trades council of the city in calling out the steam fitters in the big packing houses at the stock yards, with the threat that it was merely a preliminary to calling out its 25,000 members and the tying up of all building in the city. Another feature of the day was the patrolling of the sentries before the federal sub-treasury, in whose vaults lie some \$15,000,000 of Uncle Sam's money, which General Miles

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thought might prove a temptation to some of Debs' followers, especially in view of the fact that they are not flush just now.

For the first time since the strike opened there were several distinct notes of improvement in the situation, and these were not confined to Chicago. Here the postal authorities reported a noticeable improvement in the movement of the mails. Outside of Chicago it was to be noted that the strike, while it made no progress worthy of mention at any point, gave many evidences of having reached its culmination and of failing. To begin with, the promise that the seaboard trunk lines would be tied up at Buffalo was not fulfilled. The strike was not extended to Pittsburgh, as was predicted at a number of points in the tied up district. The strain was lightened at one or two points, men who had agreed to go out failing to do so; but, most significant of all, perhaps, was the refusal of the A. R. U. at Louisville, Colorado Springs and Denver to obey Debs' order to strike. Joliet also reported a defection from the ranks there, the employees of Joliet, Elgin & Eastern returning to work. On the other hand, the friends of law and order had occasion to be pleased on account of the massing of troops here and at the ordering of the moving of troops by the president with a view of lifting the embargo on Pacific coast business, both by the Northern and Central routes. To this end he ordered General Merritt at St. Paul and General Otis at Vancouver barracks to see to the opening of the Northern Pacific lines and General Ruger at San Francisco and General Brooke of Omaha were similarly instructed to set things to moving on the Central and Union Pacific systems.

To all this the only foil which the managers of the strike were able to show was an arrangement between President Debs and Grand Master Workman Sovereign of the Knights of Labor to call out the members of that organization, some 150,000 in number, to start without orders from their superiors. The executive committee would agree to the order calling them out. It is estimated that Debs has now got 75,000 men, so that if the agreement goes, it will be no small addition to the forces of idleness.

There has been a rift in the cloud, but the cloud is still there.

BROKE LOOSE AGAIN AT HAMMOND.

Michigan Central and Monon Trains Stopped and Laborers Beaten. HAMMOND, Ind., July 7.—Just after dark this evening a mob of 1,000 people gathered in the yards here and proceeded to blockade trains. Two Michigan Central trains were stopped and the engines killed. The fireman of one train disobeyed the order to leave the engine and was dragged to the ground and severely injured. Most of the passengers have left the cars, fearing violence. About 8 o'clock a Monon train pulled in from Chicago and was immediately surrounded by the mob. The two Pullmans were detached by the crowd and run into a siding. Then the leaders ordered the engine to pull out with the remainder of the train. Up to this time he has declined to start without orders from his superiors. The telegraph operators of all the roads in the country has been warned to keep inside their offices and give no information on pain of having their heads broken. It is stated that the manager of the Postal was chased out of town. The mob have run all the Western Union operators from the Michigan Central offices and the Monon night operator has just fled for his life, pursued by a howling mob.

CHICAGO, July 7.—At 11:10 p. m. word comes from Hammond that the Michigan Central operator has just been caught by the mob and beaten nearly to death. The Erie operator has just fled for his life. All communication with Hammond is now cut off.

At 11:30 the crowd is rushing down the Erie tracks, throwing switches and extinguishing lights to indicate that the tracks are clear.

In all forty-one shot and bayoneted men were taken to the drug store at the corner of Forty-eighth and Loomis. There a hospital was improvised and those hurt were attended to.

TROOPS READY AT FORT OMAHA.

Expecting to Be Moved Into Action at Any Moment. Debs' Letter Not Yet Received. At 2 o'clock this morning all soldiers at Fort Omaha were under arms, distributed in such a manner as to be ready for service on a five-minute call. They were expecting to be brought into action at a moment's notice, but in what direction was a matter the officers would not reveal.

Shortly after 2 o'clock an effort was being made at the fort to secure telephonic communication with a number of local railroad officials with a view to the immediate movements of troops in some direction, though no train was under steam for that purpose at that time.

It is now definitely known that Fort Omaha will not be left without soldiers and if those here at present are moved others will be sent to take their places.

At 4 o'clock this morning a train was getting ready on the Elkhorn and preparations made to move four companies of the Second infantry to some destination which could not be learned, as the movement was carried on with great secrecy.

Freight Shipments the Smallest in Years.

CHICAGO, July 7.—Less than 12,000 tons of freight were sent east for the week ending Thursday. One must go back thirty years or more to find a week when the east-bound shipments were so small.

MILITIA SWORN IN AS DEPUTIES.

INDIANAPOLIS, July 8.—After a long conference between Governor Matthews, Federal Judge Baker, United States Attorney Burke and United States Marshal Hawkins the governor at 1:30 this morning ordered out six companies of militia from the

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At 4 o'clock this morning a train was getting ready on the Elkhorn and preparations made to move four companies of the Second infantry to some destination which could not be learned, as the movement was carried on with great secrecy.

Freight Shipments the Smallest in Years.

CHICAGO, July 7.—Less than 12,000 tons of freight were sent east for the week ending Thursday. One must go back thirty years or more to find a week when the east-bound shipments were so small.

MILITIA SWORN IN AS DEPUTIES.

INDIANAPOLIS, July 8.—After a long conference between Governor Matthews, Federal Judge Baker, United States Attorney Burke and United States Marshal Hawkins the governor at 1:30 this morning ordered out six companies of militia from the

TROOPS OPEN FIRE

Illinois National Guards Use Their Guns with Telling Effect.

STRIKERS RETREAT BEFORE THE FIRE

No Accurate List of the Casualties Can Be Obtained.