

THE STRIKE WANING.

THE RAILROADS SLOWLY RESUMING TRAFFIC.

No New Walkouts Recorded—Considerable Improvement Generally Reported on all the Great Systems—A General Tie-Up of the Gould System Threatened—Judge Phillips Issues a Sweeping Order—The Situation at Various Places.

Progress of the Strike.

CHICAGO, June 30.—The American Railway union's boycott on Pullman cars in behalf of the striking shopmen of that company at Pullman, Ill., and St. Louis, Mo., has not fulfilled the expectations of President Debs who ordered it. Instead of extensions of the strikes involving new interests, as was prophesied by the leaders of the union yesterday, the tie-ups are being slowly but surely broken in Chicago, Kansas City and California and along the Northern Pacific. Indeed, railroad managers predict that the boycott movement will disappear even more quickly than it appeared.

In Kansas City to-day Santa Fe passenger trains with Pullman cars attached were sent out on schedule time, but freight business was totally tied up. The strikers remained away from the yards and there was no trouble of any character. United States officers were present in force, but were not needed. No other roads are affected in any way.

In Chicago suburban service has been resumed on several lines, and the Illinois Central has succeeded in getting its perishable freight delivered. The threatened trouble at the stock yards did not materialize and in other respects the situation was brighter.

In California one train was sent East last night with Pullmans and others who follow. The firmness of President Huntington of the Southern Pacific and the fact that the United States authorities have been ordered to see that mails are carried on regular trains, are having their effect.

The Santa Fe system in Colorado and the far West is still tied up, and at Raton, N. M., there has been some trouble, but the courts will enforce their orders and service will soon be resumed.

A SWEEPING ORDER.

Judge Phillips Admonishes the Santa Fe Men Not to Strike.

KANSAS CITY, Mo., June 30.—Judge Phillips, in the United States circuit court this morning, issued an order restraining the Santa Fe employees from interfering with the running of Pullman cars. The order was made on the application of the receivers by Gardiner Lathrop and Samuel W. Moore of Kansas City. The application states that the strikers have threatened to stop the company's trains, and have done so, in their efforts to prevent the running of sleeping cars. It asks that they be enjoined from congregating on the company's property, and from crippling the service in any way.

It also asks that they be restrained from quitting the company's employ by preconcerted action.

The order differs from those issued by other courts in that it admonishes the employees not to quit the service of the company. A direct order not to quit a company's service is something that no court has ever attempted to enforce and the order by Judge Phillips is as sweeping as any that has been made.

MUST DO THEIR WORK.

Engineers and Firemen So Instructed—Ample Protection to Be Furnished.

TOPEKA, Kan., June 30.—The following bulletins were posted here last evening: To all Members of the Brotherhood of Locomotive Engineers, Divisions on the Atchison, Topeka and Santa Fe Railway System. Topeka, Kan., June 30.—In the present difficulty on the Santa Fe system relative to the order to boycott Pullman cars, issued by the officers of the American Railway union, we say that the Brotherhood of Locomotive Engineers, as an organization, is not taking any part whatever in this boycott on Pullman cars, and our members are expected to do their work as members of the order as far as possible, the receivers of this road to furnish them with ample protection and do their work wherever it is required. Notify all interested.

Chairman General Committee on Adjustment. IRVING WILLIAMS, Secretary.

A similar bulletin was issued by the firemen.

Senator Sherman Introduces a Bill Prohibiting Charges for Their Use.

WASHINGTON, June 30.—Senator Sherman yesterday introduced a resolution, which went over under the rules, instructing the committee on interstate commerce commission to inquire into the expediency of regulating by law the employment and use of sleeping and parlor cars not owned by railroad companies engaged in interstate commerce, the cost of operating them, the charges made for their use and what ought to be reasonable charges for the seats, berths and sections in such cars.

THE PULLMAN STATEMENT.

A Plain History of the Strike and the Conditions Leading to It.

CHICAGO, June 30.—The Pullman company has issued a statement to the public. It gives, among other facts, a history of the trouble at Pullman which has led up to the trouble all over the West. Inasmuch as it is not so stated in the Pullman statement, be it known that the immediate cause of the strike was a reduction of 33 1/2 per cent in wages at Pullman for certain "piece" work. In part the Pullman statement follows:

"In the first week of May last, there were employed in the car manufacturing department at Pullman, Ill., about 3,100 persons. On May 7, a committee of the workmen had an interview by arrangement with Mr. Wickes, vice president, at which the principal subject of discussion related to wages, but minor grievances as to shop administration were also presented, and it was agreed that another meeting should be held on the 9th of May, at which all the grievances should be presented in writing. The second meeting was held. As to the complete solution of all matters except wages it was arranged that a formal and thorough investigation should be made by Mr. Wickes, to be begun the next day, and full redress was assured to the committee as to all complaints proved to be well founded.

"The absolute necessity of the last reduction in wages, under the existing condition of the business of car manufacturing, had been explained to the committee and they were insisting upon a restoration of the wage scale of the first half of 1893."

"During this second meeting George M. Pullman made an address to his men in which in substance he said at the beginning of the business depression last year the company employed 5,816 men at Pullman who were paid \$305,000 a month. Unfilled orders for cars from various railway companies were canceled. Work decreased, men were laid off and November 1, 1893, only about 2,000 men were employed at Pullman. Mr. Pullman said he realized that work must be provided, not only to provide the means of living to his men but to permit the 700 or 800 employees who had purchased homes to complete their payments. He then canvassed the situation, he said, and found that competition for what work there was would be sharpened by the hard times, but that he had determined to keep all of his men at work if possible, though he must do the work for less money. Therefore he was compelled to ask the men to do their work for less money, and the result was the reduction of 'piece' work prices. He said there was no objection from the men and he supposed they would accept the reduction sensibly and as one means of self-preservation.

"While those conditions existed he personally took up the work of bidding for car building contracts, and by low bids was able to get work so as to increase the number of his men from 2,000 to 4,200, the number employed in April, 1894, in all departments at Pullman. This increase in work, Mr. Pullman said, was not accomplished by reducing pay, and therefore reducing prices, but by a reduction of the company's profits as well. The interest on the use of capital and machinery was eliminated from the estimate of investment.

"The company even took work at a loss, and here are Mr. Pullman's own words on that point:

"The order for fifty-five Long Island cars which was the first large order of passenger cars let since the great depression, was sought for by practically all the leading car builders in the country. My anxiety to secure that order, so as to put as many men to work as possible, was such that I put in a bid for more than \$800 less than the actual cost to the company. The 300 stock cars built for the Northwestern road and the twenty-five just built for the Lake Street Elevated road show a loss of \$70 per car. I mention this not so that you may understand what the company has done for the interest and to secure for the people at Pullman and vicinity the benefit of the disbursement of the large sums of money involved in these and similar contracts, which can be kept only by the procurement of new orders for cars, for, as you know, about three-fourths of the men must depend upon contract work for employment. I can only assure you that if this company now restores the wage scale of the first half of 1893, as you have asked, it would be a most unfortunate thing for the men, because there is less than the cost of contract work in sight in the shops under all orders, and there is absolutely no possibility in the present condition of affairs throughout the country of getting any more orders for work at prices measured by the wages of May, 1893. Under such a scale the works would necessarily close down and the great majority of the employees be put in idleness, a contingency I am using my best efforts to avoid."

THE TAYLORS IN ST. JOSEPH.

Taken From Macon to Prevent a Possible Lynching Raid.

ST. JOSEPH, Mo., June 30.—William and George Taylor, the alleged murderers of the Meeks family, arrived in this city this morning in charge of Sheriff Barton of Linn county. The prisoners were brought here direct from Macon, on the Santa Fe road, and their arrival was wholly unexpected. When they left the cars at the union depot, very few people in the crowd knew who they were as they appeared to be ordinary travelers, no attempt at confining the freedom of their movements being made. They were taken direct to the county jail and locked up.

William Taylor expressed great satisfaction at their safe arrival here as he said he certainly expected to face a mob at Macon. "We are all right now," he said. "I do not think any mob will attempt to get at us here and when our trial comes off we will prove in very short order that we had no hand in the killing."

Fire at Yates Center.

YATES CENTER, Kan., June 30.—Eight of the best business buildings in this city were destroyed by fire yesterday morning, causing a loss of nearly \$30,000.

R. G. Hurd Nominated for Congress.

PHILLIPSBURG, Kan., June 30.—The Democratic congressional convention of the Sixth district met in this city yesterday. The resolutions condemn Democratic senators who are delaying the passage of the Wilson bill, declare against woman suffrage and commend Hoke Smith for his "just and liberal construction of the pension laws." The convention then proceeded to the nomination of a candidate for congress which resulted in the selection of Hon. R. G. Hurd of Mitchell county, on the second ballot.

STRIKE UPON STRIKE.

THE PULLMAN BOYCOTT GOES VIGOROUSLY ON.

Fourteen Roads Leading Into Chicago Tied Up—The Santa Fe System Badly Crippled All Along the Line—It Places Itself in the Hands of the Federal Courts—No Trains on the Eastern Division of the Northern Pacific.

The Pullman Boycott.

KANSAS CITY, Mo., June 29.—The American railway union, the organization of railroad employees to which a majority of the shopmen who worked for the Pullman Palace car company belong, decided at its national meeting last Saturday to inaugurate a general boycott against Pullman cars this week unless the company should consent to arbitrate the strike of its men at Pullman, which has been on for over a month.

The company refused and the boycott was put into partial force Tuesday on the Illinois Central railroad and on the Santa Fe in Colorado and New Mexico, was extended yesterday and is growing to colossal proportions to-day, extending all over the West and affecting many of the greatest systems in the country.

The boycott order forbade members of the American Railway union to handle Pullman cars or to allow them to be run in connection with passenger trains. Switchmen, firemen, engineers and other railroad men obeying the order, and in consequence each hour brings fresh reports of trouble in various portions of the country. The situation is being further complicated by the discharges of members of the various brotherhoods for active sympathy with the Railway union men, and no one can tell what will be the ultimate extent of the trouble.

The tie-up is already unquestionably the greatest ever known in this country and it is growing so rapidly that even with the best telegraph facilities it is almost impossible to keep pace with it. Whole systems are being tied up, and the business of many cities will soon be seriously affected.

In Kansas City the Santa Fe system alone has been affected so far, but there is no telling how soon other roads will be. The Santa Fe was compelled to abandon part of its trains yesterday because of General Manager Evey's determination not to run them without Pullman cars. The first direct effect in Kansas City was the refusal of Santa Fe switchmen to handle a Pullman car in the Argentine yards this morning, thus delaying through trains. No through trains had arrived on the Santa Fe from the West at noon.

The entire Santa Fe system is virtually tied up west of Kansas City, but the United States courts have been appealed to and trains will be run under federal protection if it be possible. United States judges in each state have issued positive orders to that effect and marshals are preparing to enforce these orders.

All but the Pacific division of the Northern Pacific is tied up completely and that division will be before night.

Fourteen great roads in Chicago are more or less affected—the Illinois Central, the St. Paul, the Northwestern and the Panhandle completely and others less so. The strike is spreading every moment and the greatest trouble is expected.

Not a through train is running in California and not a person can come East.

The tie up is expected to reach St. Louis and other Western points to-night and may extend to the East tomorrow.

FOURTEEN ROADS TIED UP.

Strike Follows Strike in Rapid Succession in Chicago—The Outlook Dark.

CHICAGO, June 29.—Railroad after railroad is being tied up in this city as the result of the Pullman boycott and it is almost impossible to keep the run of the strikes.

Up to noon to-day the Illinois Central, Chicago, Milwaukee and St. Paul, Northwestern, Panhandle, Great Western, Northern Pacific, Western Indiana, Grand Trunk, Baltimore and Ohio, Wisconsin Central, Monon, Wabash and Eastern Illinois had been more or less tied up, and each hour was bringing new sensational developments.

The entire day crews on the Milwaukee & St. Paul and Panhandle roads quit work this morning and there is no wheel turning under any passenger car on either road that is not manned by officials. The men are in an ugly mood and violence is predicted.

No trains, through or suburban, were running on the Illinois Central into or out of Chicago to-day.

By 10 o'clock the Galena and Wisconsin divisions of the Chicago and Northwestern were at a standstill. Eight hundred men employed in the Northwestern shops near West Fort street struck this morning.

Four engineers of the Northwestern road, who called on the officials of the American Railway union last night, were discharged to-day. This is considered by the union an important factor in the trouble.

After a prolonged conference with the officials of the American Railway union, General Master Workman Sovereign of the Knights of Labor sent a committee to the Union stock yards with the instructions to call out all employees at the yards. These include all the employees of the great packing houses and every other industry at that place. The order is peremptory and will go into effect at once. It is declared that it will not be obeyed.

Restraining Order Against Strikers.

DENVER, Col., June 29.—Judge Hallett of the United States circuit court has issued an order restraining the Pullman strikers or other persons from interfering with the operations of the Santa Fe railway company, or with employees within the confines of Colorado.

Electric Railway Project.

WASHINGTON, June 29.—A project for an electric railroad between Washington and New York city has been brought before congress in a bill for the incorporation of the National Rapid Transit Railway company.

SANTO ACCOMPLISHES.

One of Them Disembowels Himself.

PARIS, June 29.—Anarchist Cesarro Santo, who assassinated President Carnot of France in Lyons Sunday night, has persistently claimed that he had no accomplices, but the police formed a different opinion and began work Monday at Cotte and Montpelier where the wretch had been stopping before he made his journey of murder.

Yesterday the officers at Montpelier received notice that an anarchist named Granier had said last Sunday afternoon: "By this time Carnot must have received his quitos." Last night the officers surrounded Granier's house, burst in the door and summoned him to surrender. Granier, who was seated at a table eating his supper, sprang to his feet and for a moment stood motionless with surprise.

Before the detectives could reach him the man picked up a long and sharp knife and plunged it into his abdomen, and with a few short turns of the wrist disembowelled himself and fell to the floor, where he expired almost immediately.

The police then commenced a thorough search of Granier's lodgings. A quantity of anarchistic literature was discovered, together with documents which established beyond a doubt that Santo and Granier and a man named Labor, who was arrested on Monday, and others not yet in custody, plotted the death of President Carnot in order to avenge the deaths of Ravachol, Valiani and Henri, all of whom, before dying, announced that their deaths would be avenged.

Santo will be tried July 23 at Lyons, but the charge against him will be paricide, instead of murder, article XIII of the penal code decreeing that an attempt against the head of the state is to be so described and punished. When Santo shall have been condemned to death and the hour for the carrying out of the sentence shall have arrived, he will be conducted to the place in his shirt alone, barefooted and with his head covered by a black veil. The condemned man will stand on the scaffold while an officer of the law addresses the people and refers to the enormity of the crime committed. He will then be guillotined.

THE SANTA FE'S STAND.

Protection of the Federal Courts Secured—The Tie-Up in Colorado.

TOPEKA, Kan., June 29.—At 11 o'clock this forenoon, upon the application of the receivers of the Santa Fe railroad, United States District Judge Foster granted the following order:

"In the circuit court of the United States for the district of Kansas, in the Eighth civil case, No. 1,000, the United States Trust company of New York as trustee, complainant, vs. Atchison, Topeka and Santa Fe Railroad company, defendant. This day filed, wherein it is set forth that various persons formerly in the employ of said receivers and divers persons now in the employ of said receivers, and other persons styling themselves the 'American Railway Union' and others, their associates and sympathizers are interfering with the operation of said railroad by said receivers, and the operation of trains of the same by said receivers at the towns of Argentine, Emporia, Florence and Dodge City, in said state and district and on said line of railroad, and threaten to so interfere with the operation of said railroad and the trains thereof by said receivers at other points than as above stated within said state and district above stated, by forcibly removing from the passenger trains of said receivers sleeping cars thereto attached, and by force, threats and intimidation preventing the operation of the passenger trains of said receivers with such sleeping cars being attached thereto, to the great annoyance and inconvenience of the traveling public, and in violation of the orders of the court appointing said receivers and the receivers having by their said position prayed an order of this court directing the United States marshal for the district of Kansas to protect the trains and property of said receivers from the interference of all persons who may be necessary or proper to the operation of said receivers and the court being fully advised and well informed in the premises, it is hereby ordered that the United States marshal for the district of Kansas be and hereby is directed to protect the trains and other property in charge of said receivers in said state and district from any and all attempts of the persons above mentioned or other persons in any manner interfering with the operation of said receivers or the operation of any trains operated by said receivers on said line of railroad, and to prevent all persons from interfering with the right of way, property, yards or depot grounds of said company in the hands of said receivers in any manner, by any means, by threats or intimidation, or by force or otherwise, preventing the operation of said receivers without molestation or hindrance, and that he appoint such force of deputy marshals as may be necessary or proper to carry this order into effect. Such marshals are further directed to arrest and hold in custody, under order of this court, any and all persons who may interfere with the movement of trains being operated by said receivers or with the operation of said railroad by said receivers, either directly or indirectly in any manner as aforesaid."

Dated this 28th day of June, 1894.

General Superintendent H. U. Mudge looks for the Santa Fe to be tied up from end to end as a result of the American Railway union's strike. How long it will last he cannot venture even a guess, but he hopes the trouble will be at an end in a day or two.

THE NICARAGUA CANAL BILL.

Important Amendments Made by the House Committee on Commerce.

WASHINGTON, June 29.—The house committee on commerce approved the Nicaragua canal bill drawn by the sub-committee and ordered to be reported to the house. One important amendment to the bill reported by the sub-committee was made by the full committee, giving the government a first lien upon the canal so there can be no chance for loss through its guarantee of bonds.

To exactly define the relations between the government and the company another amendment was inserted, stating the \$70,000,000 of stock to the government shall be issued in consideration of the guaranty of bonds by the United States and shall be regarded as fully paid for and non-assessable.

SOUTHERN PACIFIC TIED UP.

No Trains Except Local Ones Running in California.

SAN FRANCISCO, Cal., June 29.—The American railway union men in the employ of the Southern Pacific have asserted their power. As a result of their attempt to enforce the Pullman boycott, passenger trains are tied up at every railroad center of the state.

At Los Angeles the boycott has resulted in the tying up at that point of all overland passenger trains on both the Southern Pacific and Santa Fe roads.

REPUBLICAN DOCTRINE.

A WARNING TO THE FARMERS.

Senator R. Pettigrew of South Dakota in the Senate, June 13, 1894.

These are words of wholesome instruction and if the farmers of the great northwest read intelligently what the senator has here explained, they will be wiser concerning their interests as agriculturalists than by the following of the vagaries of those who believe in fiat money.

The senate has disposed of about all the items in this bill which are produced by the farmer, and what is the result? The duty on live animals is reduced to 20 per cent ad valorem; buckwheat, wheat, rye, corn, oats, oatmeal, corn meal, eggs, broom corn and many other farm products are practically on the free list, and the duty on barley is so much reduced that at least 10,000,000 bushels will be imported as against less than 2,000,000 last year.

Free eggs will bring in from sixteen to twenty million dollars as against a little over 1,000,000 last year. It fact, the market for \$15,000,000 worth of farm products is thus turned over to Canada and taken away from the American farmer. Sixteen million dozen of eggs thrown upon the market of the United States will break the price and eggs will decline several cents a dozen.

Last week three car loads of South Dakota butter and eggs were shipped to this city, a thing that cannot be repeated if this bill passes, for the nearer Canadian farmer will have this market. With free corn the starch makers of New York will import their corn from the Argentine Republic, and within one year after this bill passes corn from South America by the cargo will be sold in New York, for the freight placed upon it will be less than the rate per bushel from Dakota or Nebraska, and the farmers of Dakota and Nebraska will be buying protected starch made of South American corn. It will not do to say we export corn and it can not come here from other countries. We export vast quantities of cotton, and I presume few people know that 43,000,000 pounds, valued at \$4,650,000 was imported last year; yet such is the case. Of this cotton 28,000,000 pounds came from Egypt and is long, fine, staple; yet every pound of it could be raised in North and South Carolina if a duty was placed upon it sufficient to compensate for the difference in wages. Why do you not put a duty on cotton and save this market to our own people? The sugar bounty is repealed, giving the death blow to the budding industry in Nebraska and Dakota, which would have soon given employment to thousands of people in those states.

A duty has been placed upon raw sugar of 1 1/2 cents a pound, which equals a tax on the people of South Dakota of 8 1/2 cents per capita, as each person consumes seventy pounds of sugar per annum, making a total tax of \$550,000 per annum on the 400,000 people who reside within her borders; and an additional tax of 4 1/2 cents on each 100 pounds of refined sugar, which is a direct donation to the trust and amounts to a tax of 3 1/2 cents per capita, or a tax of \$140,000 on the 400,000 people who reside in South Dakota as a direct contribution, per year, to the sugar trust.

The population of Nebraska is 1,050,000, and their contribution will be a tax of 8 1/2 cents per capita, or \$875,000 on the 1,000,000 people who reside in that state, which goes into the treasury of the government, at 3 1/2 cents per capita on refined sugar, levied for the benefit of the sugar trust, or \$325,000 per annum from her 1,000,000 people.

I take these two states as examples, as the two populist senators in this body assisted in doing all this, and want to give them a chance to explain to the people why they did it.

A populist farmer with a family of five would pay \$1.60 per year to the trust, just four bushels of wheat at 40 cents a bushel. I imagine I see a Nebraska or Dakota populist farmer, filled with joy, hatching up his team and starting to market with four bushels of wheat, selling it for 40 cents a bushel, and sending the money to the sugar trust as his contribution to help maintain the gang of vampires that have hung around this capital for the past five months, disgracing the name of Heart with elastic step and swelling with filled with joy, will this farmer return home with an empty wagon and an empty pocket to bless God in his prayers that he has had the privilege of sending a populist to the United States senate who has assisted by his vote in conferring upon him and the people of his state the blessed chance to make this contribution. I hope the populists of my state will not take this too much to heart, for this bill places millions will be saved to the people by having their lumber free.

Coinsage of Silver.

The following is a copy of the bill introduced in the senate by Senator Squire of Washington, to regulate the coinsage of silver, etc. We print it without comment, in order that the people may read for themselves some prominent ideas entertained by leading senators:

53d CONGRESS, 2d SESSION, S. 2115.

In the senate of the United States, June 13, 1894. Mr. Squire introduced the following bill; which was read twice and referred to the committee on finance.

A BILL.

To provide for the regulated free coinsage of silver bullion into standard dollars of the United States, and for the preservation of the parity of value of the various kinds of coined money of the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in congress assembled, that any owner of silver bullion the product of mines or refineries located in the United States may deposit the same at any mint of the United States, to be formed into standard dollars of the present weight and fineness, for his benefit, as hereinafter stated; but it shall be lawful to refuse any deposit of less value than one hundred dollars or any bullion so base as to be unsuitable for the operation of the mint; provided, however, that there shall be delivered or paid to the person depositing such bullion only such number of silver dollars as shall equal the commercial value of said silver bullion on the day of deposit, as ascertained and determined by the secretary of the

treasury; the difference, if any, between the mint or coin value of said standard silver dollars and the commercial value of the silver bullion thus deposited shall be retained by the government as seigniorage, and the gain or seigniorage arising from such coinsage shall be accounted for and paid into the treasury. The amount of such seigniorage or gain shall be retained in the treasury as a reserve fund in silver dollars, or such other form of equivalent lawful money as the secretary of the treasury may from time to time direct, for the purpose of maintaining the parity of value of every silver dollar issued under the provisions of this act with the gold dollar issued by the United States; provided, that the deposits of silver bullion for coinsage into silver dollars under the provisions of this act shall not exceed the sum of four million dollars per month; provided further, that the coinsage of silver dollars provided for in this act shall not be further continued when the aggregate amount of lawful money of all kinds in the United States shall equal the sum of forty dollars per capita of the population of the United States; but such coinsage may be resumed whenever the aggregate amount of lawful money in the United States shall fall below forty dollars per capita, to the end that the aggregate amount of lawful money in the United States may approximately equal and be kept equal to the sum of forty dollars per capita, and no more; provided further, that the secretary of the treasury may, in his discretion, cause to be coined two silver half dollars of the present weight and fineness in lieu of each of the standard silver dollars to be coined under the provisions of this act, and all the provisions of this act shall equally apply in maintaining every two such dollars at a parity with the gold dollar issued by the United States.

Sec. 2. That the said silver dollars and silver half dollars shall be a legal tender in all payments at their nominal or coin value.

Dana and Cleveland.

What must the people of other governments think when they read the utterances of Charles A. Dana, editor of the New York Sun, the most pronounced democratic paper in the United States, the following being a part of an article which appeared in the columns of that paper June 13, 1894:

June 11.—Bridge blown up with giant powder at East Greenville, Ohio. Another bridge burned near Navarre, Ohio. Tracks directly in front of Coxe's residence at Massillon wrecked with dynamite. At Toluca, Ill., shot fired by rioters through passenger car. At Wheeling, W. Va., bridge burned. Attempt to destroy tracks and wreck trains at Zanesville, Ohio. At Birmingham, Ala., a great iron railway bridge blown up with dynamite.

"This completes the record up to yesterday. It is a practical commentary of a dreadful sort upon the sentiments and precepts with which Cleveland's speeches and writings have been thickly strewn during the few years since he first appeared in public life. We advise every good citizen and friend of law and order to read again his utterances in connection with the story of the last month's disturbances. That Mr. Cleveland has deliberately intended to provoke rioting, arson and murder, no man believes; but it is not the less true that the tendency of his pessimistic and most dangerous teachings has been in that direction, and that he is to a certain extent responsible. He has implanted socialistic and anarchistic ideas solely with a view to a momentarily favorable effect upon his own political fortunes; and the fruit is seen in the torch, the bomb, the bloodshed, and the countless acts of violence of the last four weeks of widespread rioting." Comment is unnecessary.

Tariff Inquiries.

The following extract is taken from bulletin No. 5 of the office of the tariff inquiries sent out by the finance committee of the United States senate. It is instructive and practical and may be read with profit (See p. 31, bulletin 5).

Reply of James Tully of Philadelphia, Pa., Manufacturer of Soap. Established in 1854. Capital invested, \$50,000:

I have in my employ about ten men whose wages range from \$10 to \$20 per week, which has been steady for the last four years and up to the time the tariff bill I was sent agitated. Since that time I may say I have not had anything for my men to do as their wives and children have been compelled to find food and clothing from some of the many charitable institutions which have been formed in our city. With regard to imports, I do not use much except alkalies, such as caustic soda, and on this, I believe, the bill has made a reduction of one-half cent per pound, but as this is so low in price it will not make much difference. What will and has affected me most is the woolen industries being so dull, and if the bill passes in the shape it is, as regards woolsens, it will be a great deal worse. I am now 73 years old and have been in the soap business for forty years and in all this time I have never seen as much misery about me as at the present time. I voted and elected for the democratic ticket for fifty years. I am sorry to see that my party brought such trouble on the country in my old days. If you want to complete the ruin of the country and party pass the tariff bill.

Only One Democrat, Only One.

Air: Only one Democrat elected in Springfield, Illinois. Only one man elected here. Only one democrat to cheer. Only one who knows where he is at. Only one—primfield democrat. Only one—whose soul is lifted up. Only one—whose spurs the bitter cup. Only one—whose silver didn't kill. Only one—who got there just the same. Only one—to jump the tariff bill. Only one—whom silver didn't kill. Only one—who was not snugged on L.L. Only one—that magwumps didn't get. Only one—who paid his party debt. Only one—saved from the wreck. Only one—was not slugged in the neck. Only one—who seemed to know the ropes. Only one—on whom to hang our hopes. Only one—man elected! H—

Consumption of Sugar Per Capita of Population in the World.

1 pound. Pounds.

Germany..... 22.9 Spain..... 9.2
Austria..... 16.1 Portugal and Mac-
France..... 15.5 deria..... 12.5
Russia..... 9.5 England..... 7.3
Holland..... 2.0 Bulgaria..... 4.1
Belgium..... 2.0 Greece..... 10.5
Denmark..... 2.0 Turkey..... 4.4
Sweden and Nor- Turkey..... 4.4
way..... 2.1 Switzerland..... 3.4
Italy..... 2.1 North America..... 2.1
Roumania..... 5.1 North America..... 5.1

Kitty—She says they're engaged, and he says they are not. Now, what do you think of that? Tom—I think it will take a jury to decide.