THE LABOR COMMISSION.

Concluding Testimonies Submitted to It About the Strike.

President Gompers Says Strikes Do Good—George M. Pullman Is Heard—Railroads Count the Cost—Mayor Hopkins and His Story.

SAYS STRIKES DO GOOD.

CHICAGO, Aug. 28.—President Samuel A. Gompers, of the American Federation of Labor, being called to testify, told the commission about the Briggs house conference of July 12, at which there were present representatives of all the prominent national labor organizations. This conference was called upon by a committee from several Chicago unions asking that a general strike be ordered as suggested. The request was considered carefully, and the conference of the American Federation of Labor came to the conclusion that the president of the United States should be called upon to do whatever there was in his power to bring the great labor trouble to an amicable settlement. To that end a telegram was sent to the president asking that he either come to Chicago or send some one to act for him in a conference with the executive council of the American Federation of Labor. The president did not reply to the telegram. The council decided that it would be detrimental to the cause to indorse a general strike, as the American federation had no such authority, even were its members so disposed.

Mr. Gompers said he had no scheme for the abolition of strikes, boycotts and industrial disturbances. He said that he did not join in the denunciation of strikes. So long as the present system of labor and trade exists there would be strikes. The strike shows that the workingman has left yet some honor, manhood and courage. Strikes have forced the employing classes and the rest of the world to pay some attention to the labor question. Strikes were not the failures they were usually written down to be. More than two-thirds of the strikes were victories for the laborers involved. Mr. Gompers said that strikes bettered the condition of the people generally, even when they failed. Employes of a railroad strike. The corporation hires other men. These new men certainly elevate their economic condition, else they wouldn't make the change. Mr. Gompers said his observations had led him to believe that the men who strike are not lowered; do not take relative positions with the other men. So that even failing strikes benefit the community. He did not advocate strikes where it was possible to do without them. He believed in voluntary arbitration.

He was not prepared to say that state socialism would be the remedy; he did believe in the government ownership of railways and all means of transportation and communication. He said:

"The government already operates a great number of railroads. If it can operate a bankrupt road I do not see why it could not operate it before it becomes bankrupt.

Mr. Gompers thought the beneficial outcome of the recent strike was the appointment of the commission before which he was testifying, only it would have been better if the commission had been sent to Chicago earlier—during the strike. He thought that it would have been able to bring the General Managers' association and the leaders of the labor organizations together.

The witness had some things he wanted to say about the injunctions issued by court. He held that these injunctions were not rightly based on the inter state commerce law, that that law was not intended to apply to labor organizations. He said the injunctions were based on court-made law, upon decisions given in the absence of law. He held further that "old musty laws" made a hundred years ago, before the application of steam and electricity to industry had ever been dreamed of, were not pliable enough, elastic enough to deal with the problems of to-day. Conditions had changed so that the laws should be changed. A humane and beneficial law, when passed, was not infrequently pronounced unconstitutional.

George M. Pullman Appears.

CHICAGO, Aug. 29.—George M. Pullman appeared before the national labor commission Monday as a voluntary witness.

As president of the Pullman company he told about the organization of the corporation, its financial standing, and answered questions regarding the manner in which its affairs are conducted. The object in establishing the town of Pullman, he said, was that convenient homes might be provided for the workmen and that they might enjoy better accommodations than were obtained elsewhere for the same outlay on their part. The advantages gained by residence in the model town were set forth at length by the capitalist. Asked about the rent paid by tenants, Mr. Pullman said it was just 6 per cent. on the investment.

The capital of the Pullman company, he stated, is $36,000,000. Being asked about the report that the company had a surplus of $16,000,000, he said that it was more than that. The dividends are based upon the capital of $36,000,000, and are 2 per cent. quarterly. He was then asked about the reductions of employes' wages. He replied:

"I am not familiar with the daily workings of the town of Pullman. I will have to refer the commission to the second vice president for these details. I will say, however, that for entire months we did not have an order for a car. I realized that unless something was done there would be suffering at Pullman, and after a consultation with Vice President Wickes I determined to make bids under the actual cost of construction. We did this, and I remember the first order was for fifty-five cars. I put in a bid for these cars at from $300 to $400 below the cost a car, making up my mind to make this contribution rather than see my men idle. I believe many other car builders in the country felt the same way. As evidence of this the next lowest bid to mine was only $24 higher than mine. On another occasion I bid for a lot of 250 cars at a loss of $15 on each car, preferring to do this rather than see the freight shops closed. I underbid the next competitor only $1 a car. It cost us about $50,000 to keep the men in work as long as I did. I explained all this to Mr. Heathcote, the leader of the strikers, who said to me: 'We want the wages of '93.' I informed him that was impossible: I told him it would be a most unfortunate thing if the wages of '93 were restored; that there was only six or eight weeks' work here as it was, and there was none in sight at the rate on which the wages of '93 were based."

He admitted that the company taking the whole year through had made money, and paid its regular dividends, which amounted to about $2,800,000. In explaining why the company chose to reduce wages while paying large dividends Mr. Pullman said:

"The manufacturing business is separate from the business of the sleeping car company. I see no reason why I should take the profits of the 4,200 stockholders in the Pullman Sleeping-Car company and pay men a higher rate of wages than was paid in other parts of the country for the same work, or than was paid by other companies for the same work. Because we have been careful and accumulated a surplus I do not see that it is a reason we should take the surplus now and pay it out for exceptionally high wages."

Concerning arbitration he said: "There are some matters that are proper subjects for arbitration, such as a disputed title. But there are others that are impossible of arbitration. I cannot arbitrate on a question where I know the facts to be thus and so. The question as to whether our shops should continue to run at a loss is a thing that could not be arbitrated."

Q. "Why was it impossible?" A. "Because it violates the principle that a man has a right to manage his own business."

"We make it a condition of return to work that the member of the American Railway union shall surrender his card. That is the only union we have ever discriminated against, although I believe our men have belonged to other organizations. It is the fixed policy of the Pullman company to retain no one connected in any way with the American Railway union."

"Were rents reduced when wages went down?" asked Judge Worthington.

"They were not. So little income was coming from rents that we could not afford to reduce them further."

"Were your wages and those of the other officers of the company reduced?"

"They were not."

"Why was this not done?"

When Mr. Pullman fully recovered from the effect of the audacity of the questions he said it was not good policy to reduce the salaries of high officials, because men of their caliber were not easily replaced and would not stand a reduction of any considerable amount.

Losses Occasioned by the Strike.

CHICAGO, Aug. 29.—When the labor commission assembled for Tuesday's session several railroad officials who had been summoned to furnish statements of the losses caused to various roads by the strike were heard. Summarized their statements show that the aggregate loss of the Chicago & Alton road was $286,300; the Lake Shore, damage to cars, $5,154; the Chicago & Eastern Illinois, $123,706; the Burlington, $115,000; the St. Paul, $190,026; the Northwestern, $562,690.31; Chicago & Erie, $144,788.77. The same statement showed a total loss of wages to employes of $333,935.93.

Then Mr. Wickes took the stand. Questioned by Chairman Wright, he said that the cost to the company of building the cars under contract at the time of the strike was about $1,400,000. The labor would cost about $240,000. The contracts were taken on a basis of a reduction of 20 per cent. and thus under the old prices the labor would cost about $310,000. On this basis Mr. Wright said that, according to the testimony of Mr. Wickes, the company had contributed $62,000 for the purpose of securing these contracts and keeping the people employed and the wage earners $69,000.

The wages of workmen had been raised, Mr. Wickes said, time and again where there had been no request from the men. The company's officers were always ready to pay every man for his skill; but, too, they were entitled to just profits occurring from the use of improved machinery. Witness had been in close touch with labor men for the past twenty-six years. He thought the present principle of operation had worked admirably until last May. In the works of the Pullman company at Wilmington and at St. Louis there had never been any trouble of any kind. He thought that if there had been no outside interference there the men would not have gone on strike. The company was preparing an investigation and a statement of its actual condition to set before the men when the strike was called. That statement would have been identical with the one given in evidence before the commission.

The subject of arbitration and the Pullman company's refusal to arbitrate with its former employes was taken up by Commissioner Kernan. The witness thought that the question of wages could not be submitted to arbitration. An employer knew what he could afford to pay for the work needed and that was a fixed amount. It could vary only as profits to the manufacturer change. The Pullman company had never objected to unions except in one instance. The objection to the American Railway union was that the company would not treat with its men through any union. It would treat with them individually only.

Gen. Nelson A. Miles took the stand when the commission met after luncheon. In answer to questions he said his occupation was major general of the United States army. He denied flatly the story that on his arrival here from Washington he had at once consulted with the general managers. On July 2, when this conference was said to have taken place, he was in Washington, and he arrived here on July 4. Asked if it was true that he had declared he had broken the backbone of the strike, the general said this was not quite exact. What he said was that he had broken the backbone of the opposition to the federal troops. The commissioners wanted to know if the troops forced railroad men to work at the point of the bayonet. Gen. Miles said that while this might have happened in some instances, he had not been aware of it and had issued no orders to that effect. He said he knew nothing about the strike. That the troops were ordered here by the president to see that the decrees of the United States courts were enforced, and beyond carrying out such instructions he had nothing to do with the strike.

More Testimony Taken.

CHICAGO, Aug. 31.—Chairman Wright has announced that all the witnesses on both sides who had been suggested to the commission had been examined, and there remained no more evidence to be heard, except what testimony may be added in rebuttal which either side may care to offer. The testimony given on Wednesday was brief and comparatively unimportant.

The first witness was Town Agent Hoornbeck, of Pullman, who was questioned by Mr. Kernan. He said that he had charge of the houses and real estate in the model town. The witness said that he signed the leases of the houses for the company, and produced a form of the lease.

The agent said that in the matter of repairs the company paid all the bills. The repairs on the houses last year amounted to $42,000. The repairs were not charged to the tenants. He could not say why the lease provided for the charging of repairs to the tenants. He only knew that the company did not charge the tenant with repairs.

The Rock Island road furnished about thirty witnesses from Blue Island to show the character of the strike meeting at the village on that road. There were tailors, painters, carpenters, storekeepers and railroad men, but most of them knew nothing and were dismissed. Their testimony showed that of about 400 men who attended the meeting less than one-third were railroad men.

Each testified that Vice President Howard, of the American Railway union, had used most violent language in the speech he made at the Blue Island meeting, suggesting violence and calling Mr. Pullman and the railroad managers hard and vile names. These witnesses said that Howard caused the strike on the Rock Island—Debs helped only incidentally to bring it on.

H. R. Saunders was recalled after the others had testified. He said that in his speech Mr. Howard had said that Pullman ought to be hanged, and that he, Howard, would like to help hang him. Howard had also said the men who would take the places of those on strike should be killed with a coupling pin.

CHICAGO, Aug. 31.—After hearing the testimony of Mayor Hopkins Thursday afternoon Chairman Wright announced that the work of the labor commission in Chicago was at an end.

Mayor Hopkins being called testified that Mr. Wright, counsel for the Rock Island road, claimed on July 5 that mobs were interfering with the operation of trains. At that time the main line was clear to Thirty-seventh street, but at that place about 3,500 persons, mostly women and children, had congregated. A car had been overturned north of Thirty-seventh street, and the wrecking crew was working on it.

He continued:

"That same evening I learned that the First regiment was going into camp at Springfield. I wired the governor that they ought to be kept here, as they might be needed within twenty-four hours. At my suggestion he had them report at their armory for duty instead of going to Springfield. About 10.30 o'clock that night I learned that the Diamond special on the Illinois Central was stalled at Kensington and had the police clear the way for it. Friday morning, July 6, information came that crowds were gathering on the Rock Island tracks, and after consultation I decided to call on the governor for five regiments of state militia, which he ordered to report to me immediately.

"I believe the police did their full duty all through the strike. I have been assured by a number of railroad officials that the protection of the police was all they needed. General Superintendent Sullivan, of the Illinois Central, President Thomas, of the Western Indiana, and Superintendent Ashby, of the Union Stock Yards & Transit company, have all congratulated the city authorities on the conduct of the police and the management of the disturbances.

"In all the evidence produced before the commission, so far as I could discover, I have seen no instance where a charge has been made against the city police that they have failed to do all that could have been expected of them. I suppose Mr. Egan might have made some complaint, but he was continually putting the police force to unnecessary trouble and effort by alarms of violence where there were none."

"Would you say, Mr. Mayor, that the police had shown no sympathy for the strikers or had not let their sympathy influence their conduct?"

"I would not like to say the police had no sympathy with the strike. Doubtless some of them had. I am free to say that so far as the strikers at Pullman were concerned I was in sympathy with them myself. What I do mean to say is that no policeman let his sympathies keep him from doing his full duty during the strike so far as I have been able to discover. The police were on duty for ten days without going home. They lived at their posts or at the stations, and I think they did all that could have been expected of them."

The mayor told about the failure of his efforts to secure arbitration or other settlement of the trouble. July 12 the witness had accompanied Mayor Pingree to call on Mr. Wickes, Mr. Bunnells and Mr. Brown, but they persisted in their statement that there was nothing to arbitrate. On July 13 came the communication from Debs and Howard to the general managers which the mayor agreed to take to the general managers.

"I took it to their headquarters and found Mr. St. John, who said that the general managers did not wish to consider any communication coming from those men. He said, however, that since I had brought it he would consult the members of the association personally. He did, and the result was a letter returning the communication."

"It has been intimated that I protested against the presence in the city of federal troops. That is not so. I was not consulted with nor advised that federal troops were to be sent here. I had not up to that time been advised that anybody or any corporation needed protection of any kind that was not already supplied. I did not protest against the sending of federal troops, although I might have felt that the persons desiring protection should have called first upon municipal and state authorities for protection before they called for United States troops."

The commission then adjourned.

BIG DEAL FOR PAPER MILLS.

English Syndicate Buys All the Plants in Wisconsin for $14,000,000.

APPLETON, Wis., Sept. 1.- An English syndicate represented by Frank Butterworth, Chicago, has practically closed a deal for the purchase of all the paper and pulp mills in Wisconsin. The mills in the deal number thirty-four and the price agreed upon is $14,000,000. The transfer will be made March 1. Half the price is to be paid in cash and half in bonds secured by mortgage. The deal has been on foot several weeks, but information has just leaked out. The facts as stated are admitted by interested parties. Most of the property involved is located on Fox river and fifteen of the mills are at Appleton. The deal, if consummated, will be the largest transfer of manufacturing property ever made in the northwest.

CELIA THAXTER DEAD.

The Well-Known Authoress Passes Away at the Isles of Shoals.

BOSTON, Aug. 28.—A telegram from the Isles of Shoals says that Celia Thaxter, the authoress, died there suddenly Sunday night. Celia Leighton Thaxter was born in Portsmouth, N. H., June 29, 1836. Her father, Thomas B. Leighton, took her when she was a child to the Isle of Shoals, where she spent most of her life at Appledore. She married there Levi Lincoln Thaxter, of Watertown, Mass., in 1851. Among the finest of her single poems may be mentioned "Courage," "Kittery Churchyard," "The Spaniards' Graves," "The Watch of Boon Island," "The Sandpiper," "A Tryst" and "The Song Sparrow."

SWAMPS ON FIRE.

Crops and Timber Lands Destroyed Near Waterloo, Tenn.

WATERLOO, Tenn., Aug. 28.—The air in this vicinity is full of a dense smoke. It comes from the burning tamarack swamps surrounding the city and the fire has encroached upon the farming and timber lands. Some crops have already been destroyed and if rain does not soon come great loss will result to the community. Farmers are digging large trenches to protect their property and every effort is being made to check the fire.

DROWNED AT A FORD.

Ex-County Commissioner Parratt, Wife and Children Perish Near Portsmouth.

PORTSMOUTH, O., Aug. 28.—Word has reached here of the drowning of four persons 12 miles north of this village. Adam A. Parratt, ex-county commissioner, and his wife and three children riding in a spring wagon, attempted to ford the Scioto river, it being very low, but the team struck a sinkhole and all the occupants of the wagon were drowned except a 12-year-old boy, who managed to get to shore.

GERMANY DON'T LIKE IT.

She Takes Umbrage at Our Increased Tax on Sugar.

LONDON, Aug. 31.—The Standard's correspondent at Berlin says:

"The new American tariff law gives umbrage in Germany, especially the proviso which increases the duty on sugar from countries giving bounties. This change is felt more keenly here, as the amount of increase is the same for all bounty-giving countries regardless of the amount of the bounties. The effect of this, according to German opinion, will not be to induce such countries to abolish the bounties, as the American senate wishes, but on the contrary to raise them."

His Life Crushed Out.

ERIE, Pa., Aug. 28.—A Lake Shore freight train was wrecked near this city on Monday. Brakeman William Lohr, of Collinwood, O., who was on the top of the caboose at the time, was thrown against the cupola so violently as to inflict very serious injuries. The crew found a young man of very respectable appearance, well-dressed and wearing a jockey cap, crushed to death between two large stones on a flat car.

Lumber Yard Destroyed.

ST. PAUL, Minn., Aug. 31.—Fire started in the Brooks Bros.' lumber yard, Union park, Wednesday afternoon. A representative of Brooks Bros. estimates that there were 10,000,000 feet of lumber in the burned yard at Union park. This would make the loss $110,000. It is fully insured.

Congress Adjourns.

WASHINGTON, Aug. 29.—The first regular session of the Fifty-third congress is a thing of the past. It became a matter of history at 2 p. m. Tuesday. Compared with previous adjournments, it was a very tame affair. There was not a quorum in either house.

REFUSED TO SIGN IT.

President Cleveland Allows the Tariff Bill to Become a Law.

It Does So Without His Indorsement—He Explains His Attitude in a Letter to Mr. Catchings—End of a Long Struggle.

NEW TARIFF GOES INTO EFFECT.

WASHINGTON, Aug. 28.—At 12 o'clock Monday night the McKinley tariff law, which had been in operation since October 30, 1890, practically four years, died on the statute books and the new democratic tariff bill passed by the Fifty-third congress became a law without the signature of President Cleveland.

"EXECUTIVE MANSION, WASHINGTON, Aug 27.—Hon. T. C. Catchings—My Dear Sir: Since the conversation I had with you and Mr. Clark, of Alabama, a few days ago in regard to my action upon the tariff bill now before me I have given the subject further and most serious consideration. The result is, I am more settled than ever in the determination to allow the bill to become a law without my signature.

"When the formulation of legislation which it was hoped would embody democratic ideas of tariff reform was lately entered upon by this congress nothing was further from my anticipation than a result which I could not promptly and enthusiastically indorse. It is therefore with a feeling of the utmost disappointment that I submit to a denial of this privilege

"I do not claim to be better than the masses of my party nor do I wish to avoid any responsibility which on account of the passage of this law I ought to bear as a member of the democratic organization; neither will I permit myself to be separated from my party to such an extent as might be implied by my veto of tariff legislation, which, though disappointing, is still chargeable to democratic effort. But there are provisions in this bill which are not in line with honest tariff reform and it contains inconsistencies and crudities which ought not to appear in tariff laws or laws of any kind.

"Besides, there were, as you and I well know incidents accompanying the passage of the bill through congress which made every sincere reformer unhappy, while influences surrounded it in its latter stages and interfered with its final construction which ought not to be recognized or tolerated in democratic tariff reform councils.

"And yet, notwithstanding all its vicissitudes and all the bad treatment it has received at the hands of its pretended friends, it presents a vast improvement to existing conditions. It will certainly lighten many tariff burdens that now rest heavily upon the people. It is not only a barrier against the return of mad protection, but it furnishes a vantage ground from which must be waged further aggressive operations against protected monopoly and governmental favoritism.

"I take my place with the rank and file of the democratic party who believe in tariff reform and who know what it is, who refuse to accept the results embodied in the bill at the close of the war, who are not blinded to the fact that the livery of democratic tariff reform has been stolen and worn in the service of republican protection, and who have marked the places where the deadly blight of treason has blasted the councils of the brave in their hour of might.

"The trusts and combinations—the communism of pelf, whose machinations have prevented us from reaching the success we deserve, should not be forgotten or forgiven. We shall recover from our astonishment at their exhibition of power, and if then the question is forced upon us whether they shall submit to the free legislative will of the people's representatives, or shall dictate the laws which the people must obey, we will accept and settle that issue as one involving the integrity and safety of American institutions.

"I love the principles of true democracy because they are founded in patriotism and upon justice and fairness toward all interests. I am proud of my party organization because it is conservatively sturdy and persistent in the enforcement of its principles. Therefore, I do not despair of the efforts made by the house of representatives to supplement the bill already passed by further legislation and to have engrafted upon it such modifications as will more nearly meet democratic hopes and aspirations.

"I can't be mistaken as to the necessity of free raw materials as the foundation of logical and sensible tariff reform. The extent to which this is recognized in the legislation already secured is one of its encouraging and redeeming features, but it is vexatious to recall that while free coal and iron ore have been denied a letter of the secretary of the treasury discloses the fact that both might have been made free by the annual surrender of only $700,000 of unnecessary revenue.

"I am sure that there is a common habit of underestimating the importance of free raw materials in tariff legislation, and of regarding them as only related to concessions to be made to our manufacturers. The truth is, their influence is so far-reaching that if disregarded a complete and beneficent scheme of tariff reform cannot be successfully inaugurated.

"When we give to our manufacturers free raw materials we unshackle American enterprise and ingenuity, and these will open the doors of foreign markets to the reception of our wares and give opportunity for the continuous and remunerative employment of American labor.

"With materials cheapened by their freedom from tariff charges, the cost of their product must be correspondingly cheapened. Thereupon justice and fairness to the consumer would demand that the manufacturers be obliged to submit to such a readjustment and modification of the tariff upon their finished goods as would secure to the people the benefit of the reduced cost of their manufactures and shield the consumer against the exactions of inordinate profits.

"It will thus be seen that free raw materials and a just and fearless regulation and reduction of the tariff to meet the changed conditions would carry to every humble home in the land the blessings of increased comfort and cheaper living. The millions of our countrymen who have fought bravely and well for tariff reform should be exhorted to continue the struggle, boldly challenging to open warfare and constantly guarding against treachery and half-heartedness in their camp. Tariff reform will not be settled until it is honestly and fairly settled in the interest and to the benefit of a patient and long-suffering people. Yours very truly,

"GROVER CLEVELAND."

The placing of the bill upon the statute books ended one of the longest and most remarkable struggles in the parliamentary history of the government. It was practically a year ago that the compilation of the new tariff was commenced. The extraordinary session of congress was called August 7, 1893, for the purpose of repealing the Sherman silver-purchasing law. Two weeks later the ways and means committee of the house, with Mr. Wilson, of West Virginia, as chairman, was appointed, and almost immediately the work of framing the democratic tariff-reform measure began. Months were spent in its preparation, and it was not reported until after the holidays during the regular session beginning in December. For three weeks it was debated in the house, passing that body January 29, seventeen house democrats voted against it. The bill went to the senate, and, after being considered until March 20, was reported, greatly changed from the house bill. The debate which began in the senate April 2 lasted until July 3, when the bill passed by a vote of 39 to 34. The crisis occurred when the bill reached conference. On August 13 the house yielded and accepted the senate bill in toto. Two days afterward, Wednesday, August 15, it went to the president, and Monday night at the expiration of the constitutional days (Sundays not counted) it became a law without Mr. Cleveland's approval

FOR A NATIONAL PARK.

Gen. Sickles Wants the Government to Acquire 4,000 Acres at Gettysburg.

NEW YORK, Aug. 28.—Gen. Daniel E. Sickles has a scheme for the creation of a grand national park which will include the battlefield and other historic points of interest at Gettysburg. The purchase of something like 4,000 acres in and around Gettysburg is embraced in the plan. The government already owns several hundred acres at the scene of the decisive battle of the war, and Gen. Sickles proposes to acquire about 2,500 acres more.

A KNIGHTLY ARRAY.

Pythians' Parade in Washington Reviewed by the President.

WASHINGTON, Aug. 29.—The feature of the Pythian encampment was the grand parade of the uniform rank Tuesday afternoon. Fifteen thousand knights were in line, marching by State brigades, and the procession was more than two hours passing the presidential reviewing stand. Pennsylvania avenue was crowded with more than 100,000 people, a large proportion of them visitors from out of the city.

The president reviewed the procession from a small stand erected on the curbing just in front of the white house.

The conclave of the supreme lodge was called to order by Supreme Chancellor W. W. Blackwell in Builders' exchange hall at 10 o'clock. Great secrecy was observed and the entrances were carefully guarded. The roll call was answered by delegates from nearly every state and territory. Supreme Chancellor Blackwell and Supreme Keeper of Record and Seal R. L. G. White read their biennial reports. The supreme officers wore crape badges on their arm as a token of respect to the late Past Supreme Chancellor Shaw, of Wisconsin.

In view of the action of the supreme lodge at Cincinnati in 1888 the supreme chancellor advises the abrogation of the edict of the Kansas City session, which placed under the ban the order of Pythian Sisters.

The saloon question is not unnoticed. Many lodges, the report says, have under act of grand lodges permitting a vote on the subject excluded saloonkeepers from membership in the order. This, the chancellor thinks, is a grand thing, as it will have a tendency to elevate the character of the lodges. He holds that quality, not quantity, is what is wanted. He says:

"I heartily commend that saloon keepers, bartenders and professional gamblers be pronounced ineligible to further membership in our order and that the supreme lodge firmly plant itself upon this moral and progressive platform, that all the world may know just where we stand."

WASHINGTON, Sept. 1.—The supreme lodge Knights of Pythias elected officers as follows:

Supreme chancellor, Walter B. Riche, Ohio; supreme vice chancellor, Philip T. Colgrove, Michigan; supreme prelate, Albert Steinhart, Alabama; keeper of seals and records, A. S. C. White, Tennessee; master-at-arms, A. D. Gardiner, New York; inner guard, James Moulson, New Brunswick; outer guard, John W. Thompson, Washington, D. C.; chairman board of control, John A. Hinsey, Wisconsin.

SIGNS OF IMPROVING BUSINESS.

Large Orders Coming in from the South and Southwest.

NEW YORK, Aug. 29.—Merchants here say the best indication of improving business comes from the south and southwest, where the orders for goods are almost normal and the buyers say the merchants see an outlet for all they are buying and expect to increase their orders. Two large houses have sent their drummers out again through the southwest, and particularly through Texas, where the orders have been particularly good. In the west and northwest they say this condition is reversed, and the buying is only about 25 per cent. of what it is in nominal years, the merchants saying that the people will be too poor to buy heavily. A prominent dry goods merchant says he has given up his vacation, arranged for the latter part of this month and early in September, because he is compelled to remain and attend to buyers who are coming here in large numbers. He further says the demand for drummers exceeds the supply, and those already on the road are sending in satisfactory orders. If retail trade is what is expected fall business will be large in dry goods.

THE NORTHWEST STRANDED.

A Big Steamer Strikes a Bar on Lake Erie—Many Passengers Hurt.

AMHERSTBURG, Ont., Aug. 31.—The new passenger steamer Northwest, of the Great Northern railroad line, stranded at Bar point light on Lake Erie, about 2 miles from the mouth of the Detroit river, at 4 o'clock Wednesday afternoon. Dense smoke from forest fires lay on the surface of the water, completely obscuring the lightship maintained by the government at that dangerous point. The steamer ran out 10 feet forward, and as she draws but 14 feet of water astern her bow is practically lifted in the air by the tremendous shock of her stranding.

The shock felt on board was terrific. When the great hull of the steamer was brought to a dead stop in an instant all the movable objects on her decks—including the people—which had been carried along at nearly 20 miles an hour—kept their momentum and were all thrown heavily to the deck. Tables, chairs, camp stools and people were all thrown in one indiscriminate mass on the decks. People in the cabins were dashed against the bulkheads with terrific force, and not a few were dazed and stunned by the heavy blows they sustained.

MOB OF WOMEN RULES.

They Drive Away with Clubs Milwaukee's Health Officers.

MILWAUKEE, Aug. 31.—The women in the smallpox-infected district ran riot unchecked all day Wednesday. Quarantine officers have been driven from the houses which they were guarding and no attempts have been made to check the infuriated mobs. These women seem to be organized and are determined to resist all efforts of the health department to remove patients or quarantine affected houses. The women are all armed with baseball bats and wear white caps. About 400 paraded through Fifteenth, Sixteenth and Seventeenth avenues and drove the quarantine officers from their posts. At 2 o'clock Wednesday afternoon the health department temporarily abandoned the attempt to quarantine and remove patients to the isolation hospital or to investigate new cases in the district where.

Took Thousands of Ballots.

DALLAS, Tex., Aug. 31.—J. O. Abbott was nominated for congress by the democrats of the Sixth Texas district on the 3,398th ballot.

BLOOD IS SHED.

Blight of the Breckinridge Canvas Falls on Two Families.

An Argument Over the Scandal Feature of the Contest Ends in a Duel with Knives in Which One Is Killed.

A KENTUCKY TRAGEDY.

LEXINGTON, Ky., Sept. 1.—A duel to death with knives occurred in Clark county, near Boonesboro, over the scandal feature of the Ashland congressional contest. John King, a Breckinridge man, living in Fayette county, met on the highway his old friend George Cook, who lives in Clark county. Cook said any woman who went to hear Breckinridge speak was no better than a courtesan. King dismounted from his horse, saying his wife and daughters had heard Breckinridge. Cook insisted it was a shame. He also dismounted. Both drew knives and blood flowed freely until Cook dropped, having three stabs in the breast. King has escaped.

A NEW YORK DISASTER.

Two Fires on the East Side Result in Four Fatalities.

NEW YORK, Aug. 31.—Three men dead, a fourth, a fireman, dying, and a dozen families homeless is the awful record of two fires in the tenement-house district of the East side. The flames broke out at 2 a. m. Wednesday in a six-story sweatshop at 225 Riverton street. At 31 Goereck street a six-story tenement was burned, a dozen families were driven out panic-stricken and $17,000 damage was done. The Riverton street house was occupied almost solely by sweatshops. The second floor was used as a synagogue and a portion of the third floor as a Hebrew school for boys. It is claimed that nobody lived in the house, but there were at least eight men in the building when the fire broke out. If they were watchmen, as it is claimed, they did their work badly, for three of their number are dead and a fourth cannot be found. He ran away when the alarm was sounded.

WORK FOR PULLMAN MEN.

Ex-Employes to Build Cars on the Co-operative Plan at Hiawatha, Kan.

HIAWATHA, Kan., Aug. 28.—A company of ex-employes of Pullman, Ill., backed by Chicago capitalists, has been organized to build car and general manufacturing shops at Hiawatha, Kan. Local men have taken $50,000 in stock and Chicago capitalists $200,000. Louis Meyer, president, and C. O. Allen, secretary, will arrive in Hiawatha Tuesday to select the site and complete arrangements to begin work on the plant at once. The company will be managed on the cooperative plan, though the capital is guaranteed 6 per cent. on the investment before the laborers come in for their share. The company has control of five patents and will manufacture all kinds of railway equipment. Eight hundred ex-employes of the Pullman shops will begin the building of the works as soon as the preliminary arrangements are made.

TOWN WIPED OUT.

Forest Flames Driven in on Vesper and the Place Is Soon Licked Up.

MARSHFIELD, Wis., Aug. 31.—The Port Edwards train arrived here at 4 o'clock Wednesday morning bringing additional news of the burning of Vesper. The town is practically wiped out, entailing a loss of about $140,000, as follows: About 9,000,000 feet of lumber and the large saw and planing mill belonging to the Sherry Cameron Lumber company, seventeen dwelling houses, two box cars and the depot of the Chicago, Milwaukee & St. Paul railroad and three box cars of the Port Edwards, Centralia & Northern railroad. Seventeen families, employes in the mills, are homeless, and as the timber contiguous to the town is used up the place will never be rebuilt. A relief train was made up here, but could get no nearer than a mile from the doomed village, the flames overlapping the road further on.

CRIPPLE'S TERRIBLE DEED.

Kills a Woman Who Would Not Marry Him and Cuts His Throat.

BONHAM, Tex., Aug. 30.—At 5 a. m. the dead bodies of Mrs. Rose Martin and Edward McNitt were found lying on the floor of Mrs. Martin's room. Their throats were cut and their bodies saturated with blood. A blood-stained razor lay on the floor and a bloody ax was lying on a chair. The circumstances indicate that McNitt murdered the woman and then killed himself. Mrs. Martin had promised to marry McNitt, but had discarded him on account of his dissipated habits and he had threatened to kill her. McNitt, who has lost both legs and one hand, has lived in Bonham for a year past, and has earned a living by peddling candy on the street.

SCANDAL IN THE 400.

Mrs. W. K. Vanderbilt to Begin Proceedings for Legal Separation.

NEW YORK, Aug. 31.—Reports from Paris are to the effect that Mrs. William K. Vanderbilt is about to make application for divorce. If she does, she will ask for an allowance of $300,000 a year, the custody of the children and the three homes which the family occupies at different seasons of the year. The white marble palace at Newport, that cost $1,000,000, was deeded to Mrs. Vanderbilt some time ago. The husband's relations to Nelly Neustretter, a well-known woman in Paris, are said to be the immediate cause of Mrs. Vanderbilt's impending action, though other women will doubtless be dragged into the case as co-respondents.

An Outlaw Caught.

NEW ORLEANS, Aug. 31.—A posse surprised and captured Jim Murray, alias "Greasy Jim," at Mississippi City. Murray is a desperado who has killed several men. He wantonly murdered Officer Crotter in this city July 28.

of potatoes for the best looking on the grounds.
Dwyer, attorney, Plattsmouth,
departed Tuesday morning for a month's visit at Ashland.
Don't buy a bicycle until you see us.
Constipation and sick headache permanently cured, and piles prevented
BEESON & ROOT,
Attorneys at Law,
EVERYBODY USES
SHILOH'S CURE
SCHWELLS & CO. PROP. & MFG. LEROY, N.Y.