

TIE-UP FOLLOWS TIE-UP.

THE GREAT RAILROAD STRIKE RAPIDLY SPREADING.

ROCK ISLAND SYSTEM PARALYZED.

Reports of Walk Outs Are Pouring In From All Over the West—Every Switchman in Kansas City Ordered Out—Santa Fe Hiring New Men and Calls for More Deputy Marshals.

CHICAGO, July 2.—The apparent lightening of the boycott of the American Railway union on Pullman cars yesterday was seemingly but a mere temporary rest in the gigantic movement. To-day the reports from all points indicate that the struggle has been renewed with fresh force by the union and that the strike is involving fresh lines and more seriously crippling the railroad business of the West than ever.

None of the general managers of the various systems now make any positive predictions as to the immediate future. Mr. Frye of the Santa Fe declares that the prospect on his line



EUGENE DEBS, PRESIDENT OF THE A. R. U. is a little brighter but the facts so far as they can be obtained hardly bear him out for the passenger service is by no means in even fair shape and freight traffic is paralyzed. The managers of the system so far affected are plainly nervous or no one can tell what will be the next move of the strike directors.

In Kansas City the Santa Fe is sending out passenger trains, but the freight service is completely paralyzed. All Kansas City switchmen who belong to the A. R. U. have received an order to strike at noon Sunday, and if it is obeyed, as it doubtless will be, the local situation will become serious.

In Chicago the stock yards switchmen are all out and the business of the yards and the packing houses is completely paralyzed. The Rock Island is tied up tightly to-day and the Illinois Central is paralyzed worse than ever. Strikers have begun reporting more or less to violence and the general situation is more serious than at any time since the boycott began.

In St. Louis, 2,000 yardmen have struck and only passenger trains are being run with officials of the roads in charge. The freight business on every road in St. Louis and East St. Louis is at a standstill.

On the Pacific coast there is not the slightest improvement and on the Northern Pacific the promised lifting of the tie-up has not been accomplished.

From many points in the West and Northwest come fresh reports of strikes and the outlook is generally growing darker, particularly at smaller towns before unaffected.

That the American Railway union has more strength than had been supposed is now unquestioned, and where it has been weak it has been materially assisted by sympathizers in other railroad orders, many of these latter acting in direct defiance of their chiefs. Both sides are evidently preparing for fresh moves, and the next day or two is likely to have sensational developments.

ROCK ISLAND TIED-UP.

That Big System Almost Paralyzed at the Chicago End.

CHICAGO, July 2.—The packing houses and stock yards district is paralyzed, all of the switching crews, 300 men, having quit work last night. Only one engine was in service to-day, and it was used to handle packing house products for roads which do not use Pullman cars. No stock was delivered to consignees this morning by many of the roads, and several have declined to accept shipments. All was quiet at the yards to-day.

The tie-up of the Rock Island road was almost complete at the Chicago end to-day. The switchmen, switch tenders and tower men went out almost to a man, over 400 stopping work at 7 o'clock this morning. They were not expected to go out until noon and their unexpected action left the road in bad shape.

General Manager Kegan of the general managers' association bureau and General Manager St. John of the Rock Island road were in consultation to-day with Sheriff Gilbert at the latter's office. The result was that the sheriff soon began swearing in deputies.

When the Monon rail train reached the state line at Hammond, Ind., at 10:42 o'clock last night, it was signaled to stop. The engineer had scarcely done so when a crowd of strikers surrounded him. Then a striker took the place of the regular Monon men and while the strikers yelled the train was pulled slowly into the city. It was run on a switch and will be left there until the strike is ended.

The Western Indiana trucks at the state line in Indiana are

passenger trains are standing there one behind the other—four trains belonging to the Erie and one to the Monon. The first train has been there since 4:40 yesterday. The passengers are tired and hungry.

The Illinois Central suburban service is completely tied up. The engineers and firemen to-day refused to take out their engines.

Employees of the Fort Wayne railroad began quitting work in the suburban district to-day. One or two trains were manned by officers of the road and kept in service, but traffic was practically suspended.

Vice President Howard of the American Railway union to-day issued an order tying up the Milwaukee and St. Paul road in all branches at 6 o'clock this evening. An order was also issued to tie up the Big Four at Cairo.

The Chicago and Northwestern reports to-day that its passenger service is moving without interruption.

Sheriff Gilbert sent forty special deputies and many regular deputies to the border of the county at the Indiana state line and near Hammond, Ind. There is considerable suffering among the passengers on the trains held at Hammond which have not been moved to-day. There is no water on the trains nor any to be found near the trains. Women and children are complaining bitterly.

Twenty deputy sheriffs who started for Blue Island were stalled a long time at Fifty-fifth street. Superintendent Hubbell threw the switches but the strikers threw them back and forbade any interference by officers of the road. The deputies walked around and viewed the situation but took no action. A large crowd gathered but no violence was offered. The last train to reach the blockade was a mail train, and some of the strikers advised that it be allowed to proceed, but the switchmen were firm and the train was held.

WHAT THE MANAGERS SAY.

The General Managers' association issued the following to-day: "There is no attempt made to deny that the strike is widespread and is serious. This embarrasses the freight traffic of the West to the most serious extent of any strike since the Eastern labor troubles in 1877 and 1878. The companies have no idea of entering into a compromise with the strikers, on any basis whatever. The railroad companies fail to see the justice of the position taken by the A. R. U. of fighting Mr. Pullman over the heads of the railroad companies, who have no control over Mr. Pullman's movements or his manufacturing business.

The men who are now on a strike are considered as employees who have resigned their positions and who are not anxious for work. Any men who desire employment under the railroad companies centering in Chicago and who are competent will be furnished positions and will be afforded all the protection that lies in the power of the companies, police of the city of Chicago, sheriff of Cook county and the state of Illinois. Men are now being hired in the East and brought to Chicago to take the places of men who will not work. I have been charged by the A. R. U. that the general managers' association is importing men from Canada. This statement is absolutely false. The railroad companies do not propose to employ any men to take the places of the men now on strike, unless such men are American citizens and where ever we can find a man who wants to work, to take the place of a man who will not work, whether the substitute comes from New York or California we propose to give him a job and see that he is protected."

ON THE SANTA FE.

General Manager Frye Thinks the Situation is Improving.

TOPEKA, Kan., July 2.—General Manager Frye says that the strike situation on the Santa Fe system shows a decided improvement over yesterday, and he believes that it will grow better hourly until the final dissolution of the strike, which he is confident is not far off. Passenger trains were reported moving on time this morning except in Colorado and New Mexico, where the strikers still have possession, although last night the company moved three trains with Pullman equipment out of La Junta. The management is not undertaking to move freight trains, and their agents are instructed to accept freight only subject to delay and no perishable freight at all.

Referring to the statement that 10,000 men were out on the Santa Fe system, Mr. Frye said that he did not estimate the number of actual strikers on the entire system at to exceed 1,000 men. An entire train crew could be forced out by the refusal of a single fireman to perform his duty, but only the fireman could be classed as a striker.

DENVER, June 30.—Train No. 8 on the Santa Fe, after a wait of twenty-four hours, left last night, a fireman willing to fill the deserted post having been found. All A. R. U. men on the Santa Fe road at this point have stopped work on the order of President Debs. No trains with Pullmans have arrived on the Santa Fe. The Santa Fe California train over the Colorado Midland was sent out today but is not likely to get beyond Colorado City where the Midland employees have joined the strike.

FLORENCE, Kan., June 30.—All the Santa Fe employees here except the station agent, cashier, roadmaster and roadhouse foreman are out. Twelve federal officers are here, but all is quiet.

OTTAWA, Kan., June 30.—The American Railway union shopmen here are out and the Santa Fe shops are idle. The yard crew have not yet struck, but they have nothing to do as no trains are moving.

SWITCHMEN TO STRIKE.

These are all the names entering Kansas City to to-morrow.

KANSAS CITY, Mo., July 2.—To-day an order was given for a strike of the switchmen in all the Kansas City railway yards at noon to-morrow. The men will not strike as members of the Switchmen's Mutual Benefit Association of North America, of which was a branch at Kansas City is chief

but as members of the American Railway union.

The general switchmen's strike, if carried into effect, will be by far the most important phase of the strike has assumed since its beginning. It will include switchmen in the employ of the Chicago and Alton, Rock Island, Union Pacific, Missouri Pacific, Burlington, Milwaukee, Memphis and Chicago Great Western railroads and will probably draw in switchmen from the Kansas City, Pittsburg and Gulf, Osceola and Southern and other smaller lines.

There are probably 400 switchmen employed in all the Kansas City yards and it is pretty safe to say that 300 are A. R. U. members. It is certain there are enough switchmen to practically stop all switching in case the strike order is obeyed.

The Santa Fe company to-day asked United States Marshal Neely at Leavenworth for forty more deputies to assist in protecting property at Argentine.

The company began to-day hiring new switchmen and firemen and as soon as the number is sufficient an effort will be made to move freight trains.

PULLMAN TALKS FREELY.

The Trouble Now Beyond the Car Company—The Fight of the Roads.

CHICAGO, July 2.—George M. Pullman, president of the Pullman Palace car company, who is now at his home here said last night of the great boycott: "The strike is no longer a fight against the Pullman company alone. It has spread and grown beyond us until now the Pullman strike is a subordinate feature. The railroads are now trying whether or not they have the right to control their own roads and manage their own property. While the strike was confined to our company we at no time asked the railroads to assist us, and when, a few days ago, the general managers of the great roads centering in Chicago decided to oppose the American Railway union they asked neither advice nor assistance from the Pullman company. It was plainly, distinctly and decidedly their fight, as was patent to everybody. In reality this movement is a demonstration of anarchy. Here are men organized and banded together attacking and endeavoring to crush institutions which are necessary and are operated for the welfare and convenience of the general public. We have done all that could be done—all that we could do at least—for the comfort and welfare of our employees. As high wages were paid as could possibly be afforded in those hard times. So far as I can see, there was nothing left undone for the good of the men which it was in our power to do."

"Were the men employed at the Pullman car shops paid enough so that they could live without getting into debt?"

"That is something I do not care at this time to discuss."

ST. LOUIS MEN IDLE.

Two Thousand Employees Out—Freight Business Paralyzed.

ST. LOUIS, Mo., July 2.—The strike of the American Railway union is on here in all its force and traffic is rapidly coming to a standstill. The Terminal men struck last night and as a result of conferences held and orders from headquarters the switchmen on both sides of the river refused this morning to handle any cars whatsoever and freight movement immediately stopped. Passenger traffic, however, moved as usual, all trains leaving on time, not with the assistance of the striking American Railway union men, however, but with the aid of the Terminal association yardmaster and assistants, who had never been allowed to join any labor union.

The strikers at this point now number in the neighborhood of 2,000 men. These include the switchmen of the Terminal association, 200 in number, and also those in all the individual railroad yards, between 1,500 and 1,800 in number. As the strike became general the idle men began to gather in knots in the various yards and discuss the situation.

ON THE NORTHERN PACIFIC.

Two Trains So Far Sent From St. Paul—Engineer Refuses to Come Out.

ST. PAUL, Minn., July 2.—No trains came in on the Northern Pacific to-day, but the regular morning train went out after twenty-seven minutes' delay. A vigorous attempt was made to get the engineer to go out but he refused, and the train left here at 9:27.

CINCINNATI TIED UP.

Only Passenger Trains Moving—No Freight Received on Any Road.

CINCINNATI, Ohio, July 2.—The railroads are paying off the strikers here to-day and employing new men, but only passenger trains are moving. At the stock yards the yardmaster is running the only switch engine and with new switchmen is unable to relieve sufficing live stock. No live stock or freight has been received.

No Change on the Coast.

SAN FRANCISCO, July 2.—There has been no improvement in the situation on the Southern Pacific since yesterday. Passenger and freight business is paralyzed. No trains are running, north or south, and from Ogden, heading and El Paso west not a wheel is turning.

Midland Men Out.

COLORADO SPRINGS, Col., July 2.—The order calling out the A. R. U. men employed on the Colorado Midland was received here last evening and the road is tied up.

The Equitable Pays the Fracker Claim.

LIBERTY, Mo., July 2.—The New York Equitable company has settled its insurance of \$10,000 in the De G. W. Fracker case. Other companies are negotiating for settlement.

REPORTED TO THE SENATE.

THE TARIFF BILL READY AT LAST FOR A VOTE.

SENATOR PEPPER'S AMENDMENT LOST.

He Offered a New Section to Levy a Tax of \$50 per Head on all Aliens Landing in the United States to Engage in Industrial Occupations—Other Washington News.

WASHINGTON, July 2.—At the opening of the senate the joint resolution appointing Charles M. Anderson of Greenville, Ohio; Sidney G. Cooke of Herington, Kan., and A. L. Pearson of Pittsburg, members of the board of managers of the national home for disabled volunteers was passed. Mr. Sherman's resolution directing the committee on interstate commerce to inquire into the advisability of regulating by law the use of sleeping or parlor cars, was also adopted.

The joint resolution continuing the annual appropriations thirty days after June 30 was adopted.

The tariff bill was taken up, and Mr. Vest moved an amendment to the clause repealing the reciprocity feature of the McKinley bill. Agreed to.

Senator Pepper offered as a new section the amendment levying a tax of \$50 per head on all aliens landing in the United States to engage in industrial occupations. Tabled 46 to 12.

Mr. Jones then asked unanimous consent to make a number of amendments overlooked as the bill was being considered. The amendments were agreed to as fast as read. Most of them were unimportant.

The duty on silk (paragraph 298), partially manufactured from cocoons, was fixed at 30 per cent; thrown or spun silk, 30 per cent; velvets and other pile fabrics, \$1.50 per square yard; plush \$1 per square yard.

The reciprocity provision relating to the duty on petroleum was changed so as to make the duty to be levied against petroleum imported from countries imposing a duty on American petroleum 40 per cent. Section 9 of the internal revenue was amended so as to prohibit liquors made of sugars and molasses being entered in the bonded warehouses. The duty on precious stones, cut but not set, was fixed at 25 per cent; of set, 30 per cent; uncut precious stones, 10 per cent.

The tariff bill was reported to the senate at 5:45.

Mr. Manderson moved to adjourn until Monday. Lost, 25 to 35. In the executive session which followed the motion was agreed to, and at 6:10 the senate adjourned until Monday.

But Little Business in the House.

WASHINGTON, July 2.—With the exception of a short time the day in the house was consumed by a filibuster over the contested election case of Watson against Black, of the Tenth Georgia district. The filibuster was led by Representative Pence, Populist, who contested every inch of ground even after the aid of the committee on rules had been invoked. The tangle was finally straightened out and the resolution of the committee on elections declaring Mr. Black elected was agreed to, only the Populists dissenting.

HOPEFUL PROSPECTS.

A More Favorable Outlook in the Business.

NEW YORK, July 2.—Bradstreet's review says: While there is no actual improvement in business throughout the country, there are more favorable prospects and a better feeling among merchants, with an increased number of instances where trade has been stimulated. The bituminous coal strike is promptly followed by a sympathetic strike of railway employees, which threatens disastrous effect on business by reason of interference with distribution and travel. Losses on perishable freight in transit are already reported. Other unfavorable features include a conference of Rhode Island cotton millers as to the advisability of closing down, owing to the slowness of the market. There is a sharp restriction in the volume of general trade at Chicago, where the railway strike centers.

BROOKLYN HAS A BLAZE.

Two Big Warehouses Destroyed by Fire and Two Men Killed.

BROOKLYN, N. Y., July 2.—Shortly after 4 o'clock yesterday fire broke out in Woodruff's stores on Furman street. The firemen were enabled to prevent the flames from communicating to adjoining stores and the Union Ferry company's buildings. The storehouses saved contained the most valuable portion of merchandise. Two men were killed. The burned buildings were valued at \$75,000, while the value of their contents was \$1,000,000, making a total loss of \$1,075,000, said to be fully insured.

Order of Railway Conductors.

CHICAGO, July 2.—The Order of Railway Conductors held a mass meeting to decide what action the organization should take in the strike of the A. R. U. A resolution was introduced providing that the order should side with the general managers' association, but it raised such a storm that the man who offered it was compelled to withdraw it. The only action taken by the meeting was the announcement relating to the attitude of the order toward the strike, which will be formally announced by the order as a body, and that the order will refrain from committing the organization in any manner.

Iron Mountain Too.

ST. LOUIS, Mo., July 2.—At a meeting which adjourned soon after midnight, the employees of the Iron Mountain road in this city decided to strike immediately, and as a consequence, everything on that line is

Proceedings of Last National Council.

Those desiring copies of the proceedings of the last supreme Council of the National Alliance and amended constitution, can get them at 5 cents a copy, bound together, by addressing Col. D. P. Duncan, Columbia S. C.

BOOKS FOR THE MASSES.

Get these books and our paper as fast as you can into the hands of the people, friends. Buy, read and circulate. Address all orders to the WEALTH MAKERS PUB. CO., Lincoln, Neb.

- The New Redemption.....\$0.75
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The Dugs and the Fleas......50
A Social Vision......50
Co-Operative Commonwealth......50
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Driven From Sea to Sea......25
London Money Power......25
Errors in Our Monetary System......25
Six Centuries of Work and Wages......25
Seed Time and Harvest......25
Bond-Holders and Bread-Winners......25
A Better Financial System, or Government Banks......25
The Duties of Man......15
Ten Men of Money Island......10
Stockwell's Bad Boy......10
Seven Financial Conspiracies......10

SHERIFF SALE.

Notice is hereby given, that by virtue of an order of sale issued by the clerk of the district court of the third judicial district of Nebraska, within and for Lancaster County, in an action where the Rebecca A. Weber and John M. Weber are plaintiffs and Charles C. Munson et al. are defendants, I will, at 2 o'clock p. m., on the 28th day of July, A. D. 1894, at the east door of the court house, in the city of Lincoln, Lancaster county, Nebraska, offer for sale at public auction the following described real estate to-wit: Lot number one (1) in block number nine (9) in Mount Forest, within the corporate limits of the city of University Place, in Lancaster County, Nebraska.

Given under my hand this 10th day of June, A. D. 1894. FRED A. MILLEN, Sheriff.

Pearl Steel Mill and Tower. SIMPLE, STRONG, DURABLE. Will run 20 years without oil. Will stand them on 30 days' test trial, and if not satisfactory to the purchaser it can be returned to us and we pay freight both ways.

SPRAY YOUR FRUIT TREES & VINES. Double acting Exterminator Spray. Kills all insects, cures all diseases, and keeps them from coming back.

C.O.D. \$2.98. FREE! An EXTRAORDINARY OFFER! \$10.00 FOR \$2.98.

Laundrying Shirts MADE EASY. with Orewiler's spring and Hatcher's Resonator. A shirt front is stretched like a drum head and as straight as a ribbon.

F. M. WOODS, Fine Stock Auctioneer. 1203 G St., Lincoln, Neb.

BUY DIRECT AND SAVE DEALER'S CUT AND AGENT'S PROFITS. OXFORD MFG. CO., 208 Wabash Avenue, CHICAGO, ILL.

From Plains to Peaks. There's a description in a nut-shell of the journey to Hot Springs, S. D. via the Burlington Route.

Harvest Excursions. Via the Missouri Pacific Route. On the second Tuesday in December 1893, January, February, March, April and May 1894, the Missouri Pacific Route will sell round trip tickets to all stations in Texas, with final limit to return in thirty days from date of sale.

R-I-P-A-N-S TABLETS. REGULATE THE STOMACH, LIVER AND BOWELS AND PURIFY THE BLOOD.

Lightning-Plate. \$5 to \$15 per day, at home, writing. LIGHTNING-PLATE and printing jewelry, watch and repairing jewelry, watch and repairing jewelry, watch and repairing jewelry.

MIXED Paints. AT WHOLESALE PRICES, Delivered Free. For Houses, Barns, Roofs, all colors, & C. V. E. Kilduff's formula. In use 51 years. Endorsed by Grange & Farmers' Alliance.

LOCAL RAILROAD TIME TABLES. STANDARD CENTRAL TIME. Arrival and departure of trains carrying passengers at Lincoln, Neb. Traffic suspended Daily, 7 days a week, Sunday, Monday & Tuesday except Saturday (Sundays only), Tuesdays, Thursdays and Saturdays on Monday, Wednesday and Friday only.

Table with columns: Station, Leave, Arrive. Rows include Plattsmouth, Va. Bend and Louisville, Wahoo and Schuyler, Omaha and Chicago, etc.

Table with columns: Station, Leave, Arrive. Rows include Plattsmouth, Crete, Hastings and Deadwood, Lowell and Kearney, St. Francis and Oberlin, Holyoke and Cheyenne, Burlington Special, etc.

Table with columns: Station, Leave, Arrive. Rows include Chicago, Rock Island & Pacific, Passenger station corner O and Twentieth St. City office, 1045 O Street.

Table with columns: Station, Leave, Arrive. Rows include Fast express to Topeka, Valley, Kan., and all points in Kansas, Oklahoma, and Texas, etc.

Table with columns: Station, Leave, Arrive. Rows include Union Pacific Railway, Depot corner O and Fourth street. City ticket office 1844 O Street.

Table with columns: Station, Leave, Arrive. Rows include Omaha, Co. Bluffs, Chicago, Valley, Kan., and west, etc.

Table with columns: Station, Leave, Arrive. Rows include Missouri Pacific Railway, Tickets office at depot and corner of Twelfth and O Streets.

Table with columns: Station, Leave, Arrive. Rows include Auburn and Nebraska, City Express, St. Louis and Chicago, etc.

Table with columns: Station, Leave, Arrive. Rows include Chicago and east, Fremont, Omaha, St. Paul, Duluth, etc.

Via the Missouri Pacific Route. On the second Tuesday in December 1893, January, February, March, April and May 1894, the Missouri Pacific Route will sell round trip tickets to all stations in Texas, with final limit to return in thirty days from date of sale.