THE OMAHA DAILY BEE.

FIFTEENTH YEAR. OMAHA, TUESDAY MORNING, MARCH 9, 1886. No. 12

THOUSANDS OUT ON STRIKES.

Master Workman Powderly Deprecates Hasty Action by Hotheads.

THE BOYCOTT A LAST RESORT.

The Great Gould System Strike Goes On, With the Number Increased to Ten Thousand Men—Strike Notes.

Master Workman Powderly's Views.

PHILADELPHIA, March 8.—Grand Master Workman Powderly, head of the Knights of Labor organization, who is in this city attending a meeting of the general executive board, said to-night to a representative of the Associated press that he had received no summons to go to St. Louis to settle the difficulties between the strikers and the Gould system of railroads. That there is no significance in the fact that so many strikes are now in progress in the United States by assemblies of the Knights of Labor. "It is a coincidence, merely," he said, "and there is no concerted action contemplated by the order as has been suggested, the strikes being incidental, and I think chiefly owing to the fact that this is just the beginning of spring trade and the opening of a period of prosperity in business."

Powderly, upon being asked whether he did not think that the increase in the number of strikes just now was owing to the knowledge of an increased power by the organizations of labor, said: "I doubt it, and I think that I can speak for the general executive board. They do not think that it is wise to inaugurate so many strikes unless it can be shown that there is an extreme necessity for them. If many of the men who are striking would display a little more common sense and use a little more patience they would get all they are striking for and save their time and money in the bargain. If they would exercise proper moderation in their negotiations with their employers and submit their claims fairly made and properly represented, to arbitration, I am free to say that I am sure that nine out of ten cases which end in a strike could be as satisfactorily arranged without resorting to such extreme and generally doubtful expedients. Indeed, in nine cases there would be no necessity for a strike. There is a feeling now that labor must be recognized by employers; that the employer must listen to the employes, and the time has come when the shopman, mill owner, and manufacturer in every department of trade must be ready to listen to the demands of his men and to yield to them when these demands are reasonable. Organization, discipline, and the realization of the right and the might in the case had brought about this change, and these advances on the part of the employer should not be repulsed by hasty and inconsiderate action on the part of workingmen."

"Arbitration, then, and not strikes is the theory of the order?" said the reporter.

"Yes, arbitration always when it is possible, a strike only as a last resort; but when that point is reached, strike hard, strike in earnest, and never surrender except to just concessions. Why, this board," pointing to the members who were listening, "has since the first of January settled by arbitration 350 cases, which would otherwise have resulted in strikes without the gain of a single point by the strikers. The Knights of Labor and other labor organizations in sympathy with its plans, constitute at the present time the most powerful organization of workingmen ever known in the history of the world. Its strength is increasing every day and its influence is felt every day in every branch of trade in this country. It is dangerous to abuse this power. It can always insist upon just demands carefully considered and thoughtfully digested. It cannot afford to fritter itself away upon every little pretense of wrong, hastily formulated and pigheadedly insisted upon. The growth of the power of labor should be an occasion for calm deliberation and moderation. Workingmen should be careful to see to it that they do not sap and undermine their strength by extreme demands and unreasonable assumptions of importance and power. It is as some one has said before me, a good thing to have the power of a giant, but it is an evil thing to use it like a giant. It was this disposition on the part of the employer, to refuse to treat with his workmen, that made labor organization a necessity to them. Now that we have the power which comes from organization, we must use that power wisely and moderately, and be careful that we do not change position with the employer and refuse to treat with him, except at the point of a pistol, or a strike, which is about the same thing. A strike should be the last thing when every thing else has failed, and not an everyday expedient, which used as such loses its power as it increases in frequency. In old assemblies which are familiar with our plans and purposes, strikes were infrequent. It is the new, as yet not fully informed, organizations which upon sometimes insufficient and frequently trivial causes make this final and desperate appeal. As our organizations grow there will be less strikes, because there will be less necessity for them. Our power will in time be greater than men think. It will last so as long as we use it wisely, and it will be so used, as a power no less important than the constitution."

"Is the strike the last resort of the Knights of Labor?" asked the reporter.

The master workman smiled. "I see," said he, "what you are driving at. A strike is a bad thing, but a boycott is worse in its result. A strike stops production; a boycott kills it. The strike of a week is only the loss of a week's business; a boycott for a week can be the utter ruin of the business itself. We have never failed in a boycott which has been ordered by the general committee. Its effectiveness is undoubted, but it is the extreme power which we use with caution."

"Is there not danger," said the reporter, "that your order may become involved in politics and thus lose its power?"

"I have no fear of that. The matters involved in the existence and works of the Knights of Labor are never to its members matters of partisan politics. We have here, as you see, on this committee members of the two old parties—a greenbacker, with a smile, and other cranks like myself. We are not politicians here. We have a method of dealing with those who, as some have, entered our ranks to serve political ends. We turn them out. We have had no part in politics. It is bread and butter, the rights of the employed, the material and concrete things of everyday life, that constitute the elements which do now and always will hold us together, and those are stronger than partisan political ties. That is why I do not fear the intrusion of politics. When people talk, as sometimes they do, about using the Knights of Labor as a political engine, they utter the most arrant nonsense. It is not worth while to discuss the matter with such a man. He is either a liar or an empty-headed fool."

In conclusion Powderly said the Knights of Labor, as an organization, had nothing to do with the strike in the bituminous coal region, as the men were in a separate order, but he thought the day was near when all the labor organizations of the country would be united under one general supervision and control. He will remain in Philadelphia with the general committee several days, until called away, as he thinks possible, to the west to arrange the difficulties there.

THE GOULD STRIKE.

Ten Thousand Out, No Violence, No Trains Moving.

ST. LOUIS, March 8.—The strike on the part of the Knights of Labor on the Gould southwestern system of railways Saturday was followed yesterday at various points by a general suspension of work by all knights employed in any position on the railroads until the number has reached between 8,000 and 10,000, and includes switchmen, shopmen, trainmen, brakemen and firemen. The engineers, none of whom have joined the strike formally, are prevented from working by lack of strikers' assistance upon their engines, and are counted in among themselves by the knights so far as their value to the road is concerned. Another general order is expected from the executive board in Marshall, Tex., which it is predicted will call from their work all knights left on the road, and will still further cripple the company. All Missouri Pacific employes who are knights have struck, and a number of them who are not knights have joined the order and left their work. No freight or passenger trains went out of St. Louis on the Missouri Pacific yesterday, and its business in every department is at a standstill. The knights have been holding quiet and peaceful meetings in their hall, while the executive committee is in session and is waiting to hear from the railroad authorities, to whom they are looking for a proposition for a conference by which all of the differences can be arranged.

It is probable that unless some proposition of this kind is made to-day the strike will assume greater proportions, and will injure the roads more than it has already. The strikers exercise care that the delay of mails shall not be attributed to them. They have appointed a delegation from their numbers to prepare the mail cars for their trips, switch them into position and attach them to engines. This precaution makes it impossible for the United States government to make charges against them for delaying the mails, and thus the government can find no pretext to interfere unless violence is reported to.

It was with the greatest difficulty that any Missouri Pacific trains could be moved this morning from the Union depot, as the officials could persuade none of the strikers to assist in making them up. Assistant Superintendent Stillwell of the Union depot, assisted by three yardmen, started all passenger trains on time, the strikers offering no resistance to their efforts. Not a freight car on the Missouri Pacific has been sent from this city since Saturday night, and the probabilities are that none can be moved until the present difficulty has been settled or unless the railroad company fills the positions of the striking knights by non-members of that organization. Members of the board of directors of that road have arrived in this city, but whether they come to assist in settling the strike or simply to attend the regular annual meeting of the board on next Wednesday is not known. The Brakemen's Brotherhood met this afternoon in Theil's hall. As near as could be learned their grievance is that their wages are too small They receive $30 per month. They want $70 or Chicago prices, together with extra pay for extra work. A committe of the knights called on the brakemen yesterday afternoon and conferred with their committee.

Alarming rumors are abroad this morning regarding the contemplated action by the knights to force the railroads of the Gould southwest system to accede to their demands. It is stated that at 12 o'clock the knights employed by the St. Louis Bridge company will strike in support of their already striking brethren. This will cause a total stoppage of all railroad traffic conected between the union depot in this city and the relay depot in East St. Louis, and no passengers or freight can be transferred by rail across the river. To avoid the possibility of the railroad using the ferries for transportation purposes the central committee has, it is stated, ordered out all men engaged by these companies and this will sever all connection with the east side of the river. The knights are dumb when questioned about these rumors, and refuse to either deny or affirm them. Officials of the railroads, bridge company and ferries are equally reticent. Nothing can be positively known in regard to the future policies of either side. The strike upon the Missouri Pacific road had the effect of rendering it impossible for the St. Louis & San Francisco railroad to handle any freight delivered at the union depot, as the latter company uses the tracks of the former from the depot to Grand avenue, a distance of two miles, and no men can be found to assist in moving up freight trains intended to pass over these tracks.

ST. LOUIS, March 8.—Contrary to expectations, the knights employed by the St. Louis Bridge company are still at work and trains to and from East St. Louis are running regularly. It is confidently stated, however, by knights, that this will be the next move ordered by the strikers. All through passenger and mail trains have left up to this hour (1:50) on time and there is no serious delay along the routes. The Post-Dispatch's special from Sedalia states that the central committee of the knights will order that after to-day all members of that organization employed on passenger trains on the Missouri Pacific railroad shall cease work, but that mail cars must not be interfered with. Notice was posted on the Missouri Pacific railway depot this morning announcing the suspension of all brakemen on the St. Louis & Kansas City and Lawrence & Kansas City branches of that road. The brakemen are now holding a meeting at which their future course will be determined on. Their discussions are held in strict secrecy and nothing can be learned as to their nature.

A dispatch from Nevada, Mo., says no serious trouble growing out of the knights' strike at this point has yet occurred. The district superintendent at the Missouri Pacific at this point this morning attempted to attach a Missouri Pacific stock car to an outgoing train, but the strikers forced him to abandon his attempt.

A special from San Antonio states that the local differences between the Knights of Labor and their employers on the Southern Pacific railroad have been settled, and that the strike there is at an end.

KANSAS CITY, March 8.—There is no change in the Missouri Pacific strike this morning. No freight trains are moving, but passenger trains are not interrupted. The rumor of impending strikes on other roads has not been substantiated. About seventy-five Missouri Pacific freight handlers employed here have been laid off on account of the suspension of business.

SEDALIA, March 8.—There is absolutely no change in the strike situation this morning and everything is remarkably quiet. The strikers side tracked trains and locomotives and let the water out of them. There seems to be no disposition on the part of the company to resist the movements made by the strikers. The accommodation train due here from Pleasant Hill at 9:40 a. m. did not arrive on account of the impossibility of procuring any engine to pull the train.

GALVESTON, March 8.—Up to noon to-day no general strike of the knights had taken place here, but there is no knowing what an hour may bring forth. The knights admit that a general strike has been ordered by the executive committee. Work on the Mallory wharf and about the railroad is progressing as usual

ST. LOUIS, March 8.—A Post Dispatch special from Marshall, Texas, states that no work is being done by the mechanics of the Texas Pacific railroad in the shops at that point. A special guard has been appointed by the Knights to guard the company's property from acts of violence. The light at this point now consists of a demand by the Knights that the organization be recognized by the railroad officials. All other grievances have been practically settled.

A rumor is current here that 16,000 additional Knights will be ordered out to-morrow, and this will absolutely stop all passenger and freight traffic on the Gould southwestern system. It is learned from a railroad official that there will probably be no further trouble in making up passenger trains at this point, and an effort will be made to keep the passenger traffic of the entire system moving regularly and promptly.

3:15 p. m.—No late developments regarding the strike. Powderly, grand master workman of the Knights of Labor, has not yet arrived. Up to this hour the bridgemen have not gone out. All is quiet.

ATCHISON, March 8.—The Missouri Pacific shopmen employed here—250 in number—went out to-day on orders from Sedalia. All Central branch freight trains were stopped, though a train of live stock was permitted to come through. Patrol committees guard the company's property and permit only passenger trains to run. The strikers have prepared a schedule of grievances which simply incorporates the demands made by the Texas strikers.

ST. LOUIS, March 8.—All the men employed at Carondele, six miles below here, quit work this morning. This is an important point, as it is the river terminus of the Kirkwood branch of the Missouri Pacific road, and large quantities of freight for the east are transferred across the river there. The Iron Mountain road also passes through the place, and the yards of the two roads are quite extensive. Over 500 freight cars, many of them laden, stand on the tracks. The men are holding meetings and discussing the situation.

FIVE THOUSAND OUT.

The Anticipated Walk-Out of Miners in Federation No. 3.

PITTSBURG, March 8.—The miners of Federation No. 3 struck this morning for an advance of 10 per cent. In the district are over 10,000 men, and at 11 o'clock the report showed at least 5,000 of them out.

PITTSBURG, March 8.—The strike inaugurated for the uniform scale of wages which was adopted at the convention at Cumberland, on February 19, involving a general advance of 10 cents per ton, began at 11 o'clock this morning. Dispatches received from the Maryland regions reported that all the miners numbering 5,000 men are out. Nothing has been received as yet from the other points.

At Irwin 2,500 miners employed by the Pennsylvania Gas and Westmoreland County Coal companies came out this morning for the increase and are now holding a mass meeting at the opera house.

CUMBERLAND, MD., March 8.—In compliance with the orders of the executive committee of the Federation of Miners and Mine Laborers, which organization includes all employes in the several bituminous coal regions, the 5,000 laborers in the Cumberland region struck to-day for an advance of from 40 to 50 cents per ton.

PITTSBURG, March 8.—Reports from various points in Federation No. 3 of the Coal Miner's Amalgamated association, indicate that the strike inaugurated this morning is widespread, and that nearly 10,000 men are now out. Two thousand men quit work in the Elk Garden district.

MINOR TROUBLES.

Four Thousand Wood Workers Strike in New York City.

NEW YORK, March 8.—Four thousand members of the United Order of American Joiners and Amalgamated Society of Carpenters and Joiners stopped work here to-day. The journeymen complain of low wages, paid at the rate of $2 per day for ten hours, the rate for first class workmen being $3.50, which very few receive on the plea that they are not first class. The strikers now demand that the average wages paid to journeymen shall be $3.50 per day.

Six hundred shops are affected with this movement, and at noon eighty-six bosses had agreed to the demand. As presented the men in these shops will at once resume work. The men are confident of carrying their points, as nearly all the larger shops have given in. About twelve hundred men will resume work to-day.

The Roumelian Agreement.

CONSTANTINOPLE, March 8.—All the powers have given assent to the Roumelian agreement as modified by Russia. The original agreement stands, except that the clause relating to a military alliance between Turkey and Bulgaria has been eliminated, and that the title of "Prince of Bulgaria" has been inserted in place of "Prince Alexander." The agreement is being drafted and will soon be submitted to the conference.

Milwaukee Shoe Strike Ended.

CHICAGO, March 8.—Inter-Ocean's Milwaukee special: The boot and shoemakers' strike, inaugurated two weeks ago, is practically at an end. To-day the Page company signed the strike scale. The remaining two firms, it is believed, will sign within a few days.

A Cigar Boycott Off.

DAVENPORT, Iowa, March 8.—The Knights of Labor boycott against Nicholas Kuhnen, cigar manufacturer, is at an end. This afternoon T. J. O'Meara, president of the Tri-City Labor congress, and Mr. Kuhnen signed articles of agreement to that effect.

Voluntary Increase of Pay.

HARTFORD, Conn., March 8.—The New York & Hartford Railroad company has decided to raise the pay of laborers on all divisions from $1.35 to $1.50 per day, beginning April 1.

WYOMING WAIFS.

Robinson's Victim Dead—County Bill Defeated—The Veto Put On.

CHEYENNE, Wyo., March 8.—[Special Telegram.]—Bariant, shot on Box Elder creek by Robinson on Friday, is dead. Robinson has given himself up. Two stories of the tragedy are told—one that Robinson and one McCracken followed Bariant into his own house, shot and clubbed him, the other that Bariant put a shotgun under Robinson's nose, but the weapon did not discharge, when Robinson shot twice.

The legislature defeated the bill providing for the organization of new counties. This was the only crumb the Northwestern Railroad company asked from the legislative table. Much surprise is expressed that the Northwestern had no one here when so much legislation affecting its interests was pending, but as far as known not a representative of the road has been on the ground. The county bill was quite an important measure to the corporation named. Governor Warren vetoed the bill which passed the legislature by a good majority providing for weighing coal without the thorough screening it is now subjected to. The principal reason for the veto is that it would work an injury to the public, as bad coal would be forced on the producer, and competition be established which would close up the Union Pacific mines.

THE FIRE RECORD.

The Loss by the Jersey City Dock Blaze Reaches $300,000.

NEW YORK, March 8.—When the flames on the Monarch line dock were discovered at 2 o'clock this morning, all the firemen in Jersey City and Hoboken were summoned to the scene. It soon became evident that they could not handle the fire, so assistance was asked for from this city. The large iron steamer Egyptian Monarch was on fire before the tugs could get her from the burning dock. The flames burned so furiously that the firemen had no chance of subduing them. The heat was so intense that the workers could get nowhere near her, and after her masts and spars were consumed the flames made their way into her cabin first, then to her hold, where it caught what there was of her cargo, and in a short while she was a raging furnace of flame that heated her sides to a white heat and made her hull at the water line to throw off clouds of steam caused by the heat within. The loss on the ship will be $100,000, and later estimates placed on the cargo, which is a total loss, of about $200,000. The Lydian Monarch also took fire, but was hauled out into the stream before much damage was done. The milk depot of the Erie road was also destroyed, entailing a loss of about $25,000 upon that company. The Monarch line docks were entirely destroyed. Total loss is now estimated at $300,000.

Among the Railroads.

CHICAGO, March 8.—Representatives of the roads that formed the Pacific Coast association held an informal meeting here to-day and decided to make rates on all classes of freight 40 cents for carloads and 50 cents for less than carloads. The ruling figures have been a uniform 50 per cent off from the old tariff.

The Inter Ocean's Galena, Ill., special says: Judge Brown of the circuit court denied the application of the Illinois Central railroad for an injunction to restrain the Chicago, Burlington & Northern railway from using the Illinois Central right of way.

Death of Mrs. Horatio Seymour.

UTICA, N. Y., March 8.—Mary Bluker, relict of ex-Governor Seymour, died at the residence of Mrs. Roscoe Conkling at 8:30 to-day. The late governor removed Mrs. Seymour from his country home to Mrs. Conklings' on account of her illness, and while attending her was attacked with his fatal illness.

WEAVER'S BUTTERINE BILL

The Falls City Statesman Wants the Article Labelled for Shipment.

WITH FINES FOR VIOLATION.

An Iowa Insurance Shark's Mail—Dawes' Sioux Reservation Bill—Measures By Iowa Members—Capital Notes.

Nebraska Members on Bill Day.

WASHINGTON, March 8.—[Special Telegram.]—Representative Weaver of Nebraska introduced a bill in the house to-day to prevent the shipment of any article or articles made in imitation of butter or cheese from one state or territory or the District of Columbia to another state or territory or the District of Columbia, or from any place in the United States to any foreign country, unless they be plainly labelled by some name that shall show that they are not butter or cheese. The penalty is a fine of $500 for each offense and an amount equal to the price of the article shipped.

Other bills introduced by the Nebraska delegation are as follows:

By Mr. Dorsey—To pay John F. and Mark M. Coad $19,815 for property destroyed by the Sioux, Arapahoe and Cheyenne Indians, the money to be deducted from any sums due these Indians. Also, to Mark M. Coad $5,000 from the same fund for the same kind of claim.

By Mr. Weaver—To pension Geo. W. Padgett and Chas. H. Walford.

AN IOWA INSURANCE CROOK.

In the case of Marcus E. Waiser, of Des Moines, charged with fraud in conducting an insurance business, the assistant attorney general and law clerk of the postoffice department, who have been conducting the prosecution from this end of the line, informed your correspondent to-day that letters addressed to Waiser would not be delivered to him till there was a trial and a decision rendered, nor would money orders be cashed for him till there was a decision in the case, as the company he represents has been declared fraudulent and mail matter for it condemned. They stated that it was not necessary that the postmaster at Des Moines should be instructed to withhold his mail, the fact that the business conducted by the company has been condemned by representatives of the postoffice department being sufficient authority upon which that officer can act pending trial.

DR. BLAND PERNINST IT.

The house committee on Indian affairs will take up the Dawes bill throwing open the Sioux reservation to settlement to-morrow. It is expected that the bill will be favorably reported to the house this week in spite of the opposition of Dr. Bland, the professional philanthropist, who for some reason or other has taken very advanced ground in opposing the measure. The Dakota delegation now here is very actively at work in support of the bill, and they believe that it will go through without any very great difficulty.

UNPAID NORTHERN PACIFIC SURVEYS.

The house committee on Pacific railroads will report a bill this week compelling the Northern Pacific railway to pay the cost of surveying the lands within their grant. The bill makes these lands subject to taxation, and is designed principally for the purpose of compelling the railroad companies to offer their lands for sale at a reasonable figure, thereby insuring the more rapid settlement of the country within the limit of their grant. It is believed that if they are compelled to pay taxes on their land they will become anxious to put them upon the market at low figures, instead of holding them for a future advance, as they are now doing.

MEMORIALS WITHOUT WEIGHT.

A large grist of memorials from various religious organizations in Iowa and Nebraska were dumped into the senate to-day, praying congress to pass the bill providing for the preservation of peace among nations by arbitration. The churches throughout the whole country are asking for the passage of this bill. They represent that it will avoid the necessity of constructing a navy and bring about a security for peace which will assist foreign trade. There is not much thought about it, however, among statesmen.

HOUSE MEASURES BY IOWA MEMBERS.

Bills were introduced in the house to-day by the Iowa delegation as follows:

By Mr. Fuller—To pension Alexander Dalconer.

By Mr. Conger—To pension John Rosenberg.

By Mr. Lyman—Removing the charge of desertion against the military record of William Reed.

OPPOSED TO WILSON'S BILL.

Petitions are arriving in considerable numbers from all parts of the country against the passage of the bill introduced by Senator Wilson of Iowa, increasing the postage on fourth class mail matter and intended to protect merchants in the west from competition with those of the east. Several petitions have been received from Hawkeye citizens.

PERSONAL.

J. J. Patrick of Omaha, and Thomas O'Day and H. W. McClure of Neligh, are at the Ebbitt.

SORROW IN THE CAMP.

Weeping, Wailing and Gnashing of Teeth Among District Democracy.

WASHINGTON, March 8.—[Special.]—Just one year ago the democracy of the District of Columbia could be found in groups in all parts of the city, loaded down with badges covered with little roosters and generally jubilant over the prospect of the fat offices which they expected to get with the incoming administration. The Democratic Jackson association, the Jefferson democracy, the Columbia Democratic club, and various other organizations of the "trooly loyal" were about that time holding harmonious meetings and dividing up the spoils of victory among themselves. They expected that within three months the district of Columbia would be in democratic hands again, and that they would be called upon to advise the president in making the appointments to fill the positions then held by the republicans. The city of Washington is governed by a different system from that which prevails in any other city in the United States, and the president appoints all of the officers, from the commissioners, who act as common council, board of aldermen and mayor, to the recorder of deeds, the register of wills, the marshal of the courts, and the other minor officers which go to swell the civil list. A year has passed since the democracy came in and only three offices have been filled. One of these became vacant through the expiration of the term of one of the commissioners, and the president appointed an excellent republican to the vacancy. The marshal of the District, appointed by President Arthur, resigned, and was succeeded by a gentleman who is said to be a democrat, but who was not one of the democratic workers. On the 5th of January last Fred Douglass, the colored orator, who has been recorder of deeds since the Arthur administration, resigned, to take effect on the 1st of March. The various democratic organizations selected their candidates and presented their names to the president, felicitating themselves upon the prospect of soon having a few clerkships to distribute among the rank and file of the party. On the anniversary of his inauguration President Cleveland sent to the senate the name of a man to fill this office, but he was not taken from the ranks of the district democracy. Dan Manning has discovered since the congressional elections a year ago that the democracy has not as strong a hold on Albany county, New York, as it formerly had, and he determined to strengthen his position there by selecting a colored man from that city to succeed Fred Douglass. The appointment was made and the result is that during the past few days the democrats of Washington have loudly and vehemently cursed everything connected with the government and the president especially. They accuse him with having violated his pledges and with having played them false in this matter, and they threaten that, instead of $50,000, in the next campaign they will not contribute fifty cents. The republicans look on and smile, while their opponents curse and growl, but the president seems to have the strongest position and the democrats are powerless to help themselves.

THE CHINESE RIOTS.

Congress Will Do Nothing Towards Indemnification.

WASHINGTON, March 8.—[Special.]—A member of the foreign affairs committee said to-day: "The indications are that congress will do nothing towards indemnifying the Chinese for the loss which resulted from the anti-Chinese riots in the territories and on the Pacific slope."

"What do you expect the result will be?"

"I anticipate that the Celestial empire will retaliate by taking measures towards the abrogation of the Burlingame treaty, and that the outcome will be felt in every household in the United States."

"Where do you expect this result to show itself?"

"In the advance in the price of tea and other commodities which we import from China, and in the complete breaking up of the American trade in the eastern hemisphere. American merchants have millions of dollars invested within the boundaries of the flowery kingdom, and if the amicable relations between the two nations are to be broken, it can only result in great commercial disaster to the United States. This country has everything to lose and nothing to gain by the severance of the existing ties, and it is strange that the men who control affairs on the Pacific slope are not able to see far enough ahead to appreciate that result."

FORTY-NINTH CONGRESS.

Senate.

WASHINGTON, March 8.—The chair laid before the senate a letter from the secretary of the senate, showing the names of the private secretaries of the senators.

Among the petitions presented were a large number from local assemblies of the Knights of Labor favoring the building of the Hennepin canal.

Mr. Plumb, in presenting some of these petitions, said they all seemed to emanate from some central course, as they were handsomely printed, and while greatly respecting the bodies that sent the petitions, he presumed there must be some private interest behind this movement besides the interests of the Hennepin canal.

Mr. Logan took pleasure in introducing these petitions. The canal, he said, was a great work and would cheapen food.

Mr. Manderson presented a petition setting forth that owing to the "hopeless destitution prevailing in Illinois, the canal should be built by the government."

All the petitions were appropriately referred.

Mr. Vance offered a resolution, directing the committee on civil service reform to report forthwith the bill before them providing for the repeal of the civil service laws. The resolution, at Mr. Vance's request, for the present was laid on the table.

The morning business having been disposed of, Mr. Brown, at 1 o'clock, obtained unanimous consent to address the senate on the subject of his bill, "to provide a new basis for the circulation of national banks."

At 3:20 Mr. Stanford announced the death of Mr. Miller of California, and out of respect to the memory of the deceased senator moved an adjournment.

The senate then adjourned.

House.

WASHINGTON, March 8.—In the house to-day Mr. Henley offered for reference a resolution for the appointment of a sub committee to inquire into the alleged evasions of the Thurman act by the Union Pacific Railroad company and to determine whether by reason of any violation of the provisions of that act that the corporate rights, powers and franchises of the company have been forfeited.

Thomas R. Hudd, member-elect from the Fifth district of Wisconsin, took the oath of office.

Mr. Crisp, in behalf of the committee on Pacific railroads, called up the bill requiring Pacific railroads to pay the cost of survey of lands granted them by the general government, and to take out patents for the land.

Pending discussion, the morning hour expired.

Mr. Morrow arose and said: The melancholy duty devolves on me to announce the death of Senator John F. Miller of California, who died in this city to-day after a prolonged illness. Congress will undoubtedly set apart some day hereafter for the purpose of giving expression to the sentiments entertained for the character and great public services of Senator Miller. I offer the following resolutions:

Resolved, That the house has received with profound sorrow intelligence of the death of Senator John F. Miller.

Resolved, That out of respect to his memory this house do now adjourn.

The resolutions were unanimously adopted, and accordingly the house adjourned.

THE PACIFIC ROADS.

An Amendment Reported to the Pending Funding Bill.

WASHINGTON, March 8.—To-day Senator Wilson of Iowa reported favorably from the judiciary committee the following amendment to the Pacific railroad funding bill: Whenever in the opinion of the president it shall be deemed necessary to the protection of the interests and preservation of the United States in respect to its lien, mortgage or any other interest in the property of the several companies named in the first section of this act, upon which a lien, mortgage or other encumbrance paramount to the right, title or interest of the United States for the same property may exist, the secretary of the treasury shall, under the direction of the president, redeem or otherwise clear off such paramount lien, mortgage or other incumbrance by paying the sums lawfully due in respect thereof out of the treasury; and the United states shall therupon become and be subrogated to all the rights and securities pertaining to the debt, mortgage, lien or other incumbrance in respect of which such payment shall have been made, and making it the duty of the attorney general, under the direction of the president, to take all such steps and proceedings in the courts and otherwise as shall be needful to protect and defend the right and interests of the United States in respect of the matters therein mentioned.

Nominations.

WASHINGTON, March 8.—The president sent the nomination of Albert H. Zealy to be postmaster at Rushville, Ill., to the senate. Also, George A. Moss, Pawnee City, Nebraska, and Charles M. Wilson, Tecumseh, Nebraska.

Jack Joins the Journalists.

WASHINGTON, March 8.—Senator Logan has made a contract to write a series of articles on the reminiscences of the late war for the National Tribune of this city. The first article will appear early in April.

MONEY AND MARKETS.

General Increases Reported in Bank Exchanges in the Leading Cities.

BOSTON, Mass., March 8.—The following table, compiled from special dispatches to the Post, from managers of the leading clearing houses in the United States, shows the gross bank exchanges at each point for the week ending March 6, in comparison with the corresponding week in 1885:

CITIES.	CLEARINGS.	Increase.	Decrease.
New York	$ 674,207,000	31.6	....
Boston	83,823,842	21.5	....
Philadelphia	63,665,059	51.4	....
Chicago	49,485,000	17.3	....
St. Louis	19,993,936	33.2	....
San Francisco	13,463,015	9.5	....
Cincinnati	13,100,000	43.9	....
Baltimore	12,261,807	....	0.6
New Orleans	8,556,939	5.9	....
Pittsburg	8,482,478	20.5	....
Louisville	5,976,038	25.1	....
Kansas City	4,006,119	33.9	....
Providence	4,105,700	16.6	....
Denver	3,839,731	....	....
Milwaukee	3,181,000	11.2	....
Detroit	3,232,159	25.2	....
Omaha	2,981,891	37.7	....
Minneapolis	2,731,536	55.1	....
Cleveland	2,346,300	24.9	....
Memphis	2,037,357	0.8	....
Columbus	1,949,764	44.1	....
Hartford	1,880,541	22.4	....
Galveston	1,327,100	....	....
Indianapolis	1,139,885	3.9	....
New Haven	1,100,250	....	1.1
Peoria	816,878	....	14.4
Portland	849,822	3.1	....
Worcester	824,722	36.9	....
St. Joseph	759,000	....	7.2
Springfield	680,206	....	7.7
Syracuse	447,832	....	5.9
Lowell	533,836	49.1	....
Total	990,935,541	29.6	....
Outside New York	316,728,541	25.4	....

Denver and Galveston are not included in the totals.

Iron and Steel Market.

PITTSBURG, Pa., March 8.—Pig iron firmer with a fair demand. Sales: Gray forge at $16 to $16.25 cash; all ore, $17.50; No. 1 foundry, $18 to $18.50; No. 2 foundry, $17 to $17.50 four months; 500 tons southern cold blast charcoal, $25 to $25.50 cash; mottled and white charcoal at $22.50 cash; Bessemer iron is quotable at $19.50 cash to $20 four months. Blast furnace coke has been advanced 15 cents per ton, from $1.20 to $1.35 per ton. This had its effect of stiffening pig iron, which has gone up 25c per ton. It is rumored that freights from Cleveland to Pittsburg will be advanced, which will increase the cost of lake ores delivered here. Furnace men say pig iron will have to go still higher, while consumers aver that it is now bringing a good deal more money, relatively, than the products. There is an increasing demand for new steel rails. Several large contracts have been taken recently, and prices are firm at $35 to $35.50 cash at mill. The Union Pacific railroad is reported as having contracted with an eastern mill for 30,000 tons. The status of the nail strike remains unchanged. The great drawback to a compromise is the refusal of the manufacturers to discharge non-union nailers in their employ. It is asserted that wire nails will supplant the cut nails, and just as soon as they do, the occupation of the nailer is gone. It is rumored that blast furnace coke will be advanced to $1.50 per ton next month.

The river coal trade of Pittsburg has never been in a worse condition than it is at present, and the prospect for an improvement is not favorable.

The London Stock Board.

LONDON, March 8.—Discount was firm for the past week at 1⅝ for three months and 1¼ for short. Business on the stock exchange was active and the tone improved, but prices were without notable variation. American railway securities were firmer and dealings were brisk. The fears of pool difficulties have subsided and the prospects of the Reading reorganization are restoring confidence. All issues show a marked gain, prices closing the highest of the week. Louisville and Nashville rose 1 point yesterday, the animation in the cotton market favoring traffic prospects.

The variation in the prices of American railway securities were as follows: Increases, Denver mortgage, 6; Atlantic leased, 5; New York, Pennsylvania & Ohio first mortgage, 3¾; Atlantic leased debentures and Wabash mortgage, 3 each; Erie preference and Ohio & Mississippi, 2 each; Baltimore & Ohio, Norfolk & Western preference, Pennsylvania consols, St. Louis bridge and Union Pacific mortgage, 1 each; Erie seconds, 4¼; Illinois Central, 2¼; Reading, 2⅛. Decreases, Wabash ordinary, 1; Oregon preference and Wabash preference, ¼ each.

Canadian Pacific was in good demand and advanced 3¼ per cent.

Review of English Trade.

LONDON, March 8.—The Mark Lane Express, in its weekly review of the British grain trade, says: Continuous frosts retard spring works. Values of wheat are very irregular. In some places they are not improved while in others they are 6d@1s dearer. Sales of English wheat during the week were 71,165 quarters at 29s, against 50,028 at 31s 8d, the corresponding period last year. Flour is delivered freely, and prices are fairly steady. Foreign wheats are inactive and firm, and prices occasionally have been dearer. The long winter and short supply of vegetables has largely increased the consumption of bread. Foreign flour is quiet but steady. American corn is rather weaker; round corn is stronger. Oats are 3d dearer. Five cargoes of wheat arrived, two were sold, and three remained. At to-day's market sellers demanded 6@6s advance on red wheats; oats were 6d dearer; Canadian oats are still further against buyers.

Grain in Sight and Store.

CHICAGO, March 8.—The number of bushels of grain in store in the United States and Canada on March 6, and the amount of increase or decrease compared with the previous week, will be posted on 'Change to-morrow as follows:

Wheat	51,273,130	Decrease	875,729
Corn	12,910,401	Increase	1,545,986
Oats	2,023,599	Decrease	224,562
Rye	397,434	Increase	10,781
Barley	1,245,379	Decrease	201,448

The amount in Chicago elevators on the date named was:

Wheat	14,266,236
Corn	3,328,423
Oats	429,743
Rye	264,707
Barley	143,56

Elgin Dairy Market.

CHICAGO, March 8.—The Inter-Ocean's Elgin, Ill., special says: The butter market to-day was a shade lower than last week; on call, sales aggregated 21,240 lbs, at 31@31½c. Cheese was quiet; sales of 65 boxes of full creams at 10c. Private sales of 300 boxes of cheese and 38,321 lbs of butter were reported. The total sales amounted to $18,552.

School House Burned.

PEORIA, March 8.—At 12 o'clock last night a fire was discovered in the Ninth ward school house. The fire department was unable to quench the fire owing to the smallness of the water mains. Loss $15,000; insurance $5,000.

Weather For To-Day.

MISSOURI VALLEY—Northerly winds; fair weather; lower, followed by higher temperature.

Board of Trade.

The regular meeting of the board of trade was called for last evening, but there not being a quorum present no business was transacted although several important matters are awaiting the board's action. At the meeting of the board of directors held in the afternoon bills to the amount of $136.51 were allowed and J. E. Riley was elected a member of the board.

MOB DISPERSED BY MILITIA.

The Tumult a Prohibition Policeman Caused in Des Moines.

HE ASSAULTS AN INNOCENT MAN

Friends of the Attacked Party Attempt to Take Him From the County Jail For an Offering to Judge Lynch.

Wild Night at Iowa's Capital.

DES MOINES, Iowa, March 8.—[Special Telegram.]—Last night Special Policeman John Shaffer went to a little shanty at 506 East Seventeenth street, occupied by an old German shoemaker named Duerr and his wife, and attempted to search the house for liquors, under a search warrant. Suspecting that liquors were kept under a trap door in the floor, Shaffer was making for that when Mrs. Duerr sat down on it and refused to let him examine it. The old man told her in German to say that she did not understand English, and to hold the fort. This she was doing, and Shaffer tried to remove her forcibly, but she resisted and her husband became enraged and struck at the officer, who warded off the blow, and when a second was struck, drew his billy with his left hand and knocked the old man down, inflicting a bloody wound on the head and knocking him senseless. Alarmed at the fearful effect of the blow Shaffer left, taking with him Joel Blair, a young man whom he had requested to assist in the seizure. Both Shaffer and Blair were soon after arrested by the police and locked up in the city jail. Shaffer will be held for assault with intent to commit great bodily injury or a graver charge if the old man dies, which, however, seems improbable, as he was much better this forenoon.

The feeling among the saloon men was very bitter today. They bitterly condemn the conduct of the special police, and claim that the old man Duerr never kept a saloon, or liquor for sale. The excitement is intense and unless wise counsels prevail there may be violence.

"This puts an end to the