THE OMAHA DAILY BEE.

ESTABLISHED JUNE 19, 1871. OMAHA, SATURDAY MORNING, JULY 7, 1894—TWELVE PAGES. SINGLE COPY FIVE CENTS.

FIRE BUGS AT WORK

Thousands of Dollars Worth of Property Destroyed at Chicago Last Night.

PRINCIPALLY THE WORK OF TOUGHS

Fire Alarm Boxes Plugged and Firemen Roughly Handled.

WORK OF THE COMMUNE RIVALED

Railroad Yards a Mass of Smouldering Ruins and Tangled Wires.

TRACKS RUINED BY INTENSE HEAT

Troops Being Hurried to the Scene—Loss Already Reported Will Run Into the Hundreds of Thousands of Dollars.

Whatever change occurred in the situation yesterday was for the worse. Indeed, it seems that affairs cannot get in much more chaotic condition than existed when the sun went down last night. Business is practically at a standstill in the west, owing to the railroad embargo, and the strike is extending eastward from Chicago.

At Chicago six men were killed yesterday by United States deputy marshals and deputy sheriffs. These were members of the mob who interfered with the handling of trains. Cars were overturned on the tracks and set on fire, effectually blockading the roads. Last night at Kensington firebugs held carnival, and many thousands of dollars' worth of property was burned.

It is announced that the coal supply is exhausted and that all Chicago factories will be closed down today.

President Debs has issued an appeal to his men to stand firm and avoid any riotous or other illegal demonstration. It is understood that in another twenty-four hours, if the situation is not improved and the strike settled, all organized labor in the United States will be asked to join.

At Omaha the situation is unchanged, so far as the railroads are concerned. Yesterday Cudahy and Swift laid off a number of men employed in the hog-killing plants, because of the scarcity of hogs and the inability of the roads to handle the product.

At Kansas City the outlook is hardly pleasing. The Santa Fe promises to start trains today with engineers and firemen sworn in as deputy marshals.

One train was moved in Wyoming yesterday on the Union Pacific. The federated board of the system had a meeting at Cheyenne, but its decision was not given out. It is believed to be against a general strike. It is probable that the entire force of the Union Pacific will be laid off today unless the strike is terminated. The business of the road is at a standstill.

President Cleveland and his cabinet discussed the strike yesterday, and the course of the president was upheld. Another letter was addressed to Governor Altgeld, suggesting that the discussion of state's rights be postponed till the war is ended.

Troops at Fort Omaha, Fort Meade and Fort Robinson are held in readiness to move at a moment's notice.

In California the strikers are still in control, and the railroads have practically given up the combat.

At Topeka the United States attorney has sworn out warrants for 2,000 strikers and given them to the marshal to serve.

As a result of the fire in the yards at Kensington the Baltimore & Ohio alone will lose $1,200,000.

FIRE BUGS GET IN THEIR WORK.

Thousands of Dollars Worth of Railroad Property and Merchandise Consumed.

CHICAGO, July 6.—With flaming torch lawless hordes of fire bugs are at work at a score of points in the south half of Chicago. Fires are raging in every direction among the numerous railroad yards. Hundreds of cars and tens of thousands of dollars worth of merchandise have already gone up in smoke or been carried off by the frenzied mobs of strikers. Incendiarism is rampant, alarm after alarm has followed in quick succession all day, and tonight at 11 o'clock the glare reflected from the heavens shows that the dastardly pastime continues unabated.

From early morning until this hour (midnight) reports of fresh fires followed each other with startling rapidity, being confined, however, principally to railroad rolling stock and buildings, against which thus far the greater part of the mob's fury has been directed. Early this morning a blaze started among some overturned cars at Kensington quickly communicated to other tracks filled with long lines of cars, and many containing valuable merchandise were soon blazing furiously, fanned by strong winds. There were at this point a total of eighty cars wiped out. At the stock yards one blaze after another was reported, and from the outlying districts came urgent calls for engines and police protection, increasing in frequency. But with the falling shades of night came the climax of the fiery festival. The Panhandle yards, from Fifty-fifth to Sixty-third streets, eight blocks, are a mass of fire. The tracks, containing from 1,000 to 2,000 cars, will be a total loss. No water being at hand, the fire must burn itself out. The Panhandle station at Sixty-third street was also fired and destroyed. The Grand Trunk's yards at Elston are a sea of flame. Five hundred box cars are supposed to have been burned, and all efforts to check the flames have been futile. The flag shanties and other property are also burning. While directing the movement of the Eleventh battalion at Fifty-first street, Fire Marshal Fitzpatrick was seized by the thoroughly frenzied mob of fire bugs and thrown into a pond, from which he was rescued by the police more dead than alive. Everything at this point will probably be a total loss.

At Hyde Park, near the World's fair grounds, the ashes of forty cars are now smouldering and word has just come in that after numerous efforts the mob has succeeded in firing the Illinois Central shops at Burnside.

STOCK YARDS TOUGHS IN CONTROL.

At the stock yards tonight about fifty toughs, few of whom were railway men, are skulking from point to point and have set a large number of fires. Their method was thoroughly unique. Loading several hand cars with buckets of waste and oil, they would glide around among the cars in the darkness, lighting wads of the stuff, which would be thrown into the open doors of the cars as they passed. Fires sprung up on every hand and no organized effort on the part of the police seemed to be under way to intercept them. This is the banner district of the city, if not of the entire country, for all around toughs, and it is as much as a man's life is worth to interfere with them. Troops are hurrying south; company after company in heavy marching order is moving to the turbulent district from the center of the city. The aggregate of the losses to the railroads will be enormous. Miles of their tracks have been ruined by the fierce heat, hundreds of switches and signal towers, with their expensive mechanism, are utterly ruined. Thousands of cars and untold quantities of merchandise of every imaginable description have fed the flames and gorged the larders of thieves. Valuable locomotives have been wrecked and disabled. Miles of tangled wires and prostrate poles litter the ground. Telephone, telegraph, electric light and fire alarm wires are now the especial object of attack, the plugging of fire alarm boxes constituting a new and doubly dangerous element in the tremendous wave of incendiarism now sweeping over the southwest section of the city, preventing, as it does, notice being received of the starting of fires until with the poor water supply in these outlying districts a fire has attained such headway that it cannot be stopped except through lack of further material on which to feed. The maddened mobs, now worked up to the highest pitch of fury, are paralleling the scenes of the Commune, and at this hour it appears as though nothing short of the miraculous can prevent an armed demonstration against them and the sacrifice of many lives.

About eighty cars were burned altogether in the Illinois Central yards. At 10 o'clock that were yet smouldering, but no further spread of the fire at this place was feared.

Much apprehension was felt this evening concerning the Pullman shops and yards. The feeling in Kensington and Pullman among the strikers was intense. This afternoon a committee of strikers made a tour of the works and ordered the watchmen to leave the place or suffer the consequences. Some of these became greatly alarmed and did so, but later being reassured by the company and the reported arrival during the evening of the state militia they returned to their posts, and during the early evening it was said that the Pullman plant was adequately manned with guards. The intention of the strikers was not known, but there are those interested who fear incendiary work or the possible use of explosives.

The first detachment of the National guard reached Kensington at 8:30 o'clock. The train ran down to Riverdale, where a company was left on guard, and then returned to Kensington. Here the town seemed full of people, and there were evidently many strangers.

The people lined up along the tracks where the troops were leaving the cars, and the citizen soldiers were received with shouts of derision and disparaging cries. There was no offer of violence, however, and the troops soon completed their camp arrangements and entered upon the work of guarding property and preventing further damage.

At midnight all the cars in the yards had been destroyed. The mob showed much method in its madness, and hundreds of cars were rifled and their contents carried away before the torch was applied. The loss to the Panhandle alone is estimated at $1,200,000.

CABINET CONSIDERS THE STRIKE.

Disposed to Give Altgeld a Chance to Make Good His Claim.

WASHINGTON, July 6.—At the cabinet meeting today the entire situation was carefully gone over in the light of recent developments, and particularly of the correspondence between the president and Governor Altgeld. As a result it is believed there is now a strong disposition to afford the governor an opportunity to make good his claim of entire ability to cope with the present difficulty in his state. Not that the regular troops will be retired from the field, for they will still continue their guard over the mail trains and government property, but the militia will be given full opportunity to contend with the disorderly mobs outside of the railroad tracks and government property and the regulars probably will be kept in waiting to respond to any call to aid them.

The situation in the far west, and especially on the Pacific slope, is still a matter of grave concern to the executive. Applications have come for relief from the complete blockade at Sacramento, Cal., but the way is not yet clear to help. The militia seems to have proved worthless, tainted by sympathy for the lawless element that stops them from the performance of their duty. The only available troops are at the presidio, San Francisco, and the War department hesitates to order them away and leave the valuable government property at San Francisco exposed to attack. It is hoped that the situation at Los Angeles will ameliorate in a day or two and the troops there can be released and transferred to Sacramento.

One result of the great strike has been to show in a startling manner the inadequacy of the United States regular army, which has been reduced to a mere skeleton. At present 20,000 men are expected to police the whole country. General Schofield has been obliged to exercise great ingenuity in disposing of his small force so as to make one man as efficient as ten, and today it would be difficult to move any of the command in the west without exposing the great transcontinental lines to indefinite interruption. Officers at the Postoffice department take a cheerful view of the situation. "The backbone of the strike will be broken tomorrow night, despite today's developments in and about Chicago," said General Superintendent White of the railway mail service.

CARD FROM EUGENE DEBS.

Warns Strikers to Refrain from All Acts of Violence.

CHICAGO, July 6.—President Debs has issued the following proclamation: "To all striking employes: In view of the report of disturbances in various localities, I deem it my duty to caution you against being a party to any violation of law, municipal, state or national, during the existing difficulties. We have repeatedly declared that we respect law and order, and our conduct must conform to our profession. A man who commits violence in any form, whether a member of our order or not, should be promptly arrested and punished, and we should be the first to apprehend the miscreant or bring him to justice. We must triumph as law-abiding citizens or not at all. Those who engage in force or violence are our real enemies. We have it upon reliable authority that thugs and toughs have been employed to create trouble so as to prejudice the public against our cause. The scoundrels should be in every case made to pay the full penalty of the law. I appeal to you to be men, orderly and law-abiding. Our cause is just, the great public is with us, and we have nothing to fear.

"Let it be borne in mind that if the railroad companies can secure men to handle their trains they have that right. Our men have the right to quit, but their right ends there. Other men have the right to take their places, whatever the opinion of the propriety of their so doing may be. Come away from railroad yards or right of way, or other places where large crowds congregate. A safe plan is to remain away entirely from places where there is any liklihood of there being an outbreak. The railroad managers have sought to make it appear that their trains do not move because of the interference of the strikers. The statement is an unqualified falsehood, and no one knows this better than the managers themselves. They make this falsehood serve their purpose of calling out the troops. Respect the law, conduct yourselves as becomes men, and our cause shall be crowned with success.

"EUGENE V. DEBS."

ALTGELD WRITES ANOTHER LETTER.

Cleveland Suggests the Discussion Be Postponed Until the Trouble is Ended.

WASHINGTON, July 6.—The watchfulness of the officers of the administration has continued unabated tonight. Another communication was received from Governor Altgeld shortly before 9 o'clock. It was taken immediately to the president and considered by the conference. It can be stated with certainty, however, that the administration is sure of its ground and that the federal troops in Chicago will not be recalled in any event other than the complete restoration of such order as will allow mails to go through uninterrupted and the perfect administration of the orders of the federal courts. The letter of Governor Altgeld came over the wire to the white house and occupied considerable time in transmission. It was nearly midnight when the following reply was given to the press:

EXECUTIVE MANSION, WASHINGTON, July 6, 1894.—Hon. John P. Altgeld, Governor of Illinois, Springfield, Ill.: While I am still persuaded that I have neither transcended my authority nor duty in the emergency that confronts us, it seems to me that in this hour of danger and public distress discussion may well give way to active effort on the part of all in authority to restore obedience to the law and to protect life and property.

GROVER CLEVELAND.

It was shortly after midnight when Attorney General Olney and General Schofield came from the cabinet room and left the white house. Immediately after the departure of the members of the cabinet and General Schofield the white house was closed and the lights put out.

WHAT OF THE STRIKE?

Is the Contention of the A. R. U. a Justifiable One?

NEW YORK, July 6.—E. Rosewater, Editor Omaha Bee: Do you consider the present strike justifiable?

Are the people among whom your paper circulates in favor of the strikers?

Please wire answer.

GEORGE W. TURNER,
Editor Recorder.

OMAHA, July 6.—George W. Turner, Editor Recorder, New York City: I do not consider the strike of the American Railway union justifiable, but if by this strike a permanent adjustment of relations between public carriers and their employes, through national supervision, is brought about the conflict will not be in vain.

Public sentiment in this section divided. Majority of business men side with the railroad managers. Organized labor is in sympathy with strikers.

Personally I believe the time ripe for national regulation that will protect the patrons of the roads, the railway employes and railway owners. Establish a national railway bureau or chamber of commerce, with powers similar to the British Board of Trade. Enroll railway and telegraph employes in two classes—regular and reserve force. The regulars to have life tenure during good behavior with graduated increase in pay, assured promotion on merit and length of service coupled with protection against dependency, on German plan of mutual insurance against disability by accident or old age. Men with life tenure will not strike. Reserves to be on probation, with guaranty of transfer into regular class in case of vacancy. All persons in public carrier employ to have recourse for redress of grievances to national supervisors and arbitrators composed of impartial expert arbitration juries chosen under direction of federal courts for each case, with power to enforce verdicts. Unless some such adjustment is made we will drift into government ownership of railroads by sheer necessity.

E. ROSEWATER.

FEDERATED BOARD MEETS.

Will Render No Decision Until Judge Riner is Heard From.

CHEYENNE, July 6.—(Special Telegram to The Bee.)—The federated board of Union Pacific employes, including J. N. Corbin of district assembly 82, Knights of Labor, met here in secret session this morning. The relation of the various organizations to the present difficulty was thoroughly discussed in all its phases.

Before taking any action in the matter it was decided to communicate with United States Judge Riner, who is at present at Green, Ia. The members of the board decline to state the nature of their decision prior to hearing from Judge Riner, but said that until they heard from him no action would be taken. A meeting will be held again tomorrow.

CHEYENNE, Wyo., July 6.—(Special Telegram to The Bee.)—The federated board of Union Pacific employes, at their meeting this afternoon, formulated a resolution which was at once telegraphed to Judge Riner of the United States district court, who is at Greene, Ia., for his approval. It was expected that his reply would be received immediately, but at midnight nothing had been heard from him. It is believed that the decision is against calling out the organization of employes which they represent.

DENVER, July 6.—The Knights of Labor of this city today telegraphed the secretary of the organization, who is at Cheyenne, to give instructions to the members of the order in this district to strike. They were instructed by Corbin to await the action of the Federation of Labor. This request was made because in the shops of the Union Pacific, which have been running on half time, notice was given that the works would be shut down entirely until further notice. It is stated tonight that the firemen of the Denver & Rio Grande road sent a telegram to their representatives at Cheyenne today that unless orders were issued for them to strike by 10 o'clock tomorrow they would go out without orders.

MAY SUPPORT THE STRIKE.

Labor Leaders at Chicago Talk Favorably of Calling Out All Trades.

CHICAGO, July 6.—The conference of labor leaders called by President Debs today was attended by representatives from every union in the city. The tone of the talk was strongly in favor of supporting the strike. The conference adjourned at 1 o'clock. A committee of three was appointed with full power to act in the matter of calling out labor organizations. Meetings of all the labor unions in the city will be held on Sunday night next to ratify the action of the conference.

The building and trades council of Chicago, with a membership of 25,000, has issued a call to all organized labor throughout the country to strike. It is reported tonight that Grand Master Sovereign of the Knights of Labor has called out all members of his organization in the state of New York, and that he will establish headquarters at Buffalo for the management of the strike. It is also reported that Debs and Sovereign left for Buffalo tonight, although it is denied at the strikers' headquarters.

SLEEPING ON THEIR ARMS.

Troops at Forts Robinson and Meade Ready to Move.

FORT ROBINSON, Neb., July 6.—(Special Telegram to The Bee.)—The troops here, consisting of six companies of the Ninth cavalry and two companies of the Eighth infantry, are virtually sleeping on thier arms tonight. The camp equipage is packed, their section belts full of ball cartridges, and thousands of rounds of ammunition in original packages, rations packed, and everything ready to board the train in thirty minutes after it arrives. Colonel Biddell will go in command with Lieutenant Hutcheson, adjutant, and a full complement of line officers. The Ninth Cavalry band has been fully armed and go with the command.

FOR GOVERNMENT OWNERSHIP.

Senator Allen of Nebraska Introduces a Resolution in the Senate.

WASHINGTON, July 6.—Senator Allen of Nebraska introduced in the senate today a resolution for the appointment of a committee of five senators, not more than two of whom shall be of the same party, to consider the advisability or necessity of government ownership of railroads and telegraphs, and especially the existing trouble between employers and employes, and what legislation is necessary to prevent strikes and lockouts in the future.

Labor Must Win Now or Never.

WEST OAKLAND, Cal., July 6.—The following dispatch from E. V. Debs was received this evening by T. K. Roberts, president of Oakland lodge A. R. U.:

CHICAGO, July 6.—We have assurances that within forty-eight hours every labor organization in the country will come to the rescue. The fight is on and our men are acquitting themselves like heroes. Here and there one weakens, but our cause is strengthened by a dozen going out in his place. Every true man must quit and remain out until the fight is won. There can be no half-way ground. Men must be for us or against us. Our cause is gaining ground daily and our success is only a question of a few days. Do not falter in this hour. Stand erect and proclaim your manhood. Labor must win now or never. Our victory will be positive and complete. Whatever happens do not give credence to rumors and newspaper reports.

E. V. DEBS.

DENVER SITUATION UNCHANGED.

Strike on the Rio Grande Has Not Yet Gone Into Effect.

DENVER, July 6.—The strike ordered on the Denver & Rio Grande railroad in this city has not yet gone into effect. Train No. 1 was sent out today, as it has been every day since the strike was inaugurated at other points on the road, with the regular equipment and crew. No trains are run west of Pueblo. The switchmen and yardmen are still working in the city. The inconvenience of the road is due to the refusal of firemen at Pueblo and Salida to take out their trains. President Jeffrey is pursuing a waiting policy and will not risk a general strike by employing nonunion men.

In his telegram to S. E. Heberling, president of the local A. R. U., the chairman of the strike committee, authorizing a strike in this city, said: Full protection guaranteed to any men who are not members but join us. No one goes back until all go back." The A. R. U. leaders are hopeful that the engineers, conductors and firemen will join the strike when it is begun here. They claim that should this expectation be realized it will be the most powerful movement against the Railway Managers association that has developed since the strike began and there will be no chance for the managers of the other western lines to hold their forces together.

President Heberling has received this message from President Debs: "Things coming hot today. General managers licked now, but seem to be in doubt whether to lie down or not."

All Colorado Midland trains were sent out today as usual, that road still being open. Passenger trains are running on all the railroads here, although the Union Pacific is not running regular trains west. The Santa Fe and the Denver & Gulf are receiving and sending freight.

The Order of Railway Conductors will tomorrow begin war upon Eugene V. Debs, his order and the strike. The first step will be to expel from the order all members who have gone out on a strike on the order of Debs. This decision has been arrived at because of several reasons. First, members of the order who stopped work violated the laws of the order; second, by their acts the striking members have weakened the influence of the order, which has always been so strong that it has never been called upon to strike in order to gain a desired point. It is intended to punish the disobedient ones and to stop the weakening of the order's influence.

Following the example of the engineers of the Denver & Gulf system, the conductors of the Santa Fe road, it is said, have requested to be sworn in as deputy United States marshals and armed. Their desire will be complied with tomorrow.

As a result of last night's meeting of the A. R. U. employes of the Denver & Rio Grande road a comparatively small number struck this morning. The strike is by no means general, although it may become so, and the road is apparently uncrippled, trains having moved as usual today. The Rock Island is running its passenger trains, but all its offices in this city are closed and the clerks laid off, and tickets over that line are being sold by the brokers at the union depot. On the Midland, the Santa Fe and the Missouri Pacific all trains are running without interruption. The Union Pacific continues to run its trains as far as Cheyenne only. A number of union meetings are now being held, which may change the aspect of Denver & Rio Grande affairs for the worse.

GROWING WORSE AT KANSAS CITY.

One More Road There Added to the List of the Tied-Up.

KANSAS CITY, July 6.—The tie-up is still extending at this point. The Kansas City, Fort Scott & Memphis was added to the list of suspended roads this morning. All the firemen on that road went out. This will probably compel the Missouri, Kansas & Texas line to stop running, as its switching was done by the crews of the Fort Scott & Memphis. The switchmen on the few roads entering here that have not yet been affected by the strike are showing uneasiness, and it is believed that they will go out some time today.

There is little if any improvement in the service of the Rock Island, Wabash and the Chicago & Alton. The Hannibal & St. Joseph, a Burlington branch, is still inoperative. The Santa Fe is making a good showing with its passenger trains in and out, but it has moved only one freight, although it has been putting forth every effort to do so for nearly a week. It was confronted with a new obstacle today when it had seven trains made up in the yard and could not find any brakemen who were willing to take them out.

The Santa Fe appears to be gaining its feet. The road managed to get several freight trains out today with new brakemen and new firemen. All its passenger trains arrived and departed as usual. The Memphis line sent out one passenger train today and also several car loads of fruit billed to southern points. The Burlington road was operating this afternoon, notwithstanding the strike of its firemen. It expects to observe its regular schedule on the Hannibal & St. Joseph tomorrow. The Burlington got all its perishable freight started for the east today. Owing to the trouble on the Kansas City, Fort Scott & Memphis line, the Missouri, Kansas & Texas line is not moving or accepting freight. The Wabash, the Chicago & Alton and the Rock Island are doing practically nothing.

Miles W. Barret, national president of the Switchmen's Mutual Aid association, was here today to attend a mass meeting of railroad employes. He told the switchmen that if they quit work they must expect no aid while out or help in getting back when the trouble is over from their organization. Mr. Barret admitted that more than half of the Switchmen's Mutual Aid association men were now on a strike, and these, he said, were subject to expulsion from the order.

The Burlington is tied up here tonight by a strike of its night switchmen. The Fort Scott & Memphis night crews are also out and that line is box tight at this point. The Santa Fe officials declare they will run trains according to schedule tomorrow. Railway men from engineers to brakemen that go out on a freight train on this line will be sworn in as United States deputy marshals and will carry arms.

QUIET AND ORDERLY AT RAWLINS.

Striking A. R. U. Men Do Not Offer to Interfere With the Movement of Trains.

RAWLINS, Wyo., July 6.—(Special Telegram to The Bee.)—Two passenger and mail trains passed west at 5:30 this morning, with regular engineers and nonunion firemen. Three deputy marshals were in the cab of each locomotive as the trains pulled out. About twenty deputy marshals from Cheyenne and Laramie stopped off here. This makes the force of marshals her about sixty. They put in their time principally in sleeping, as there is nothing for them to do. The city authorities have a special force, who guard the yards and railroad property. The strikers offer no resistance to the running of trains and keep severely away from the yards. Fruits and green vegetables are entirely out. Butter and eggs are scarce. No trains are expected tonight. Strikers are peaceable and orderly. It is reported here that engine 1814, eastbound, was broken up and Engineer Murphy seriously pounded by miners at Rock Springs.

Wabash Short of Men at Detroit.

DETRIOT, July 6.—The day has been comparatively quiet in strike matters. Wabash trains have had much difficulty in securing crews. The county authorities today declined to provide pay for deputy sheriffs who were asked for to guard the Union station property, consequently none have been sworn in. Grand Trunk officials appear to be getting the upper hand of the strike, according to the situation at Port Huron and Battle Creek. Aside from the Wabash, passenger trains are being operated quite regularly on all the roads.

Every railroad in Detroit will be tied up after 10:30 tonight as a result of the committee meeting of all local brotherhoods. During this afternoon reports were received from separate conferences with the above final result. While there are a few dissenters among the engineers, it is believed this strike will be practically universal.

WAITE FOLLOWS ALTGELD.

Addresses a Caustic Letter to United States Judge Hallett.

DENVER, July 6.—Governor Waite, who is indignant at the action of the United States marshal in ordering the arrest of strikers without warrants, wired President Cleveland as follows:

"Grover Cleveland, President of the United States, Washington, D. C.: The United States marshal at Denver has issued instructions to deputies at La Junta and Trinidad as follows: 'Any violator of injunction orders must be arrested without special warrant. Do not take parties before local officers. Allow no talk on company's property tending to cause trouble. Arrest parties who engage in talk, whether on or off company property, which is intended to intimidate employes or to induce them to quit the receivers' employment. No warrants are necessary for the arrest of any parties violating an injunction, whether on company property or elsewhere. Pay no attention to local officers or magistrates. If they interfere with you arrest them. Interference with you will not be tolerated.'

"United States Marshal Israel has enlisted and armed over 200 men as special deputies and has five companies of United States troops, and is carrying on war in Colorado regardless of state rights. His deputies arrest people without warrants and are ordered to admit of no interference by county or state magistrates. By what authority does Marshal Israel violate the constitution as to arrests and usurp our authority to suspend the writ of habeas corpus in Colorado?

"DAVIS H. WAITE,
"Governor of Colorado."

The governor also sent the following letter to Judge Hallett:

"EXECUTIVE CHAMBER, DENVER, Colo., July 5, 1894.—To Hon. Moses Hallett, United States District Judge, Denver, Colo.—Dear Sir: I beg leave to call your attention to the instructions just issued by United States Marshal Israel to his deputies at La Junta, Trinidad and other points in the state. These instructions were published in the morning in the Denver daily papers, and I am informed at the office of the United States marshal that they were published correctly. If these instructions were issued with your knowledge, or if they are warranted by the order of injunction issued out of your court, I must respectfully inquire by what authority either you as district judge or United States Marshal Israel disregard the clause in the United States constitution in relation to arrests without due process of law, or by directing the deputy marshals to 'pay no attention to local officers or magistrates. If they interfere with you arrest them. Interference with you not to be tolerated.' Practically suspending the writ of habeas corpus and threatening the justices of state courts and sheriffs with arbitrary arrest without process for discharging what may be their sworn duties.

"You took occasion a few weeks ago in a judicial proceeding in your court, to which neither myself nor any member of the state administration was a party, to denounce the present state administration as composed of 'imbeciles and anarchists.' The events upon which you commented have passed into history, and the state administration can well abide the verdict which the future will pass upon the acts criticised. Without claiming that the state administration has made no mistakes, it has faithfully attempted to sustain law and order and to protect the lives and liberties of the people. It has sought to prevent sheriffs from organizing private armies to overawe the people. It has sought to prevent anarchy, and permit me to say that the most dangerous 'anarchy' in the state of Colorado has been that of the United States court in Denver, which has allowed the United States marshal to enlist a private army to suppress alleged state troubles, of which neither the county or state authority has any notice, and has called into active service United States troops without the request of, or notice to, the governor of the state, and is waging an actual war in Colorado without any declaration thereof by the United States or notice or knowledge thereof by the state authorities and utterly in violation of law.

"When it was deemed necessary to call out military force the state administration called out the national guards, the regular citizen soldiery, whose loyalty to law and order cannot be questioned. In strong contrast with this action of the state administration is the conduct of the United States marshal acting under the immediate supervision of the United States circuit court at Denver.

"I quote from the Rocky Mountain News of Monday, July 2, as follows:

"'I have been forced,' said the United States marshal, 'to pick up all kinds of men so far. Little as I have seen what kind of men some of them are, I am going to be more careful hereafter, and I will engage only men who will fight. I don't care whether they are horse thieves, hobos or thugs, just so they will fight when it is necessary.' And one of the judges of this United States court goes out of his way in a decision to maliciously and falsely charge the present state administration with anarchy.

"And as governor of the state of Colorado I enter my most vigorous protest against this invasion of the civil rights of the people of this state by the United States court at Denver and its marshal. Very respectfully,

"DAVIS H. WAITE,
"Governor of Colorado."

IMPROVEMENT AT ST. LOUIS.

Many Trains Moving with Their Accustomed Regularity—Freight Sent by Express.

ST. LOUIS, July 6.—Gradual improvement seems to be now the order in the railroad situation here. Passenger trains are now moving both in and out with practically their usual regularity and in every case with full equipment. This morning's trains got away without difficulty, and so far as the passenger service is concerned St. Louis may be said to be in a normal condition, excepting, perhaps, the Kansas City trains on the Alton road, which are still subject to the delay occasioned by the trouble at the Slater, Mo., division point. Freight traffic is growing better, too, and more trains comprising a larger number of loaded cars are reported to have been handled the past twenty-four hours. Nearly all the roads have succeeded in clearing up such freight as they have on hand and the difficulty now lies in the getting of freight such as is handled as through a gateway. Part of the freight congestion, however, has been relieved by extremely heavy express shipments, such being three or four times the amount ordinarily handled.

A notable improvement is that of the Missouri Pacific, which has completely cleared its yards and put all loaded cars on the road. The St. Louis, Keokuk & Northwestern, the Iron Mountain, the St. Louis & San Francisco and the Terminal association are now handling freight promptly, though, of course, in diminished quantity, as no through freight is coming in. On the east side of the river freight is in the least bit the better shape, but the situation is more encouraging to the roads, who hope to soon have their lines in working order under federal protection.

ASKED THE USUAL INJUNCTION.

In the United States district court today United States Attorney Clopton presented a petition praying for an injunction against E. V. Debs, the A. R. U. et al, to restrain strikers from interfering with interstate commerce. The petition is exactly on the lines of that recently filed in Chicago and embraces in its provisions the Atchison, Topeka & Santa Fe railroad, Baltimore & Ohio, Southwest Terminal association of St. Louis, Missouri Pacific system, St. Louis, Iron Mountain & Southern, St. Louis Southwestern Railway company, St. Louis & San Francisco, St. Louis, Keokuk & Northwestern railway, Terre Haute & Indianapolis railroad, Louisville & Nashville, Missouri, Kansas & Texas railroad, Merchants Bridge Terminal railway, Chicago & Alton railroad, Chicago, Burlington & Quincy railroad, Cleveland, Cincinnati, Chicago & St. Louis railroad, Wabash railroad, Mobile & Ohio railroad. The petition was ordered filed and the judge announced that he would act during the day.

When court reconvened Judge Thayer announced that he had decided to grant the injunction prayed for with some modifications, principally of a verbal and local character, conforming it more especially to the conditions of the district in which he has jurisdiction. This announcement was accompanied by a statement by the court of its reasons for granting the injunction. The order was immediately filed, and the necessary instructions given United States Marshal Lynch to see to the protection of the traffic of this judicial district. So far no violence has been noted here, but it is expected that under the protection of the federal courts the roads will attempt to put new men at work. The result cannot be foretold.

THE BEE BULLETIN.

Weather for Omaha and Vicinity—
Fair; Warmer in the Western Portion.

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SOME EFFECTS OF THE STRIKE.

Carcasses of Dead Animals Festering in the Sun—Railroad Offices Closed.

CHICAGO, July 7.—One of the most serious aspects of the strike from the standpoint of the city officials is that horses are dying in the city at the rate of seventy-five to 100 a day and there is absolutely no way of removing them from the city. For days a train load of these carcasses has stood at Thirty-eighth street on the Michigan Central tracks consigned to the Panhandle road, which is carrying them to the establishment of the Union Rendering company. The carcasses are festering in the sun and the health of the community is seriously threatened. The same is true in other localities where these carcasses are left because the city cannot remove them.

The Rock Island officials today closed their offices and locked them up. All their clerks and office men were sworn in as United States deputies. General Manager Allen says the Rock Island will not attempt to move any trains today. This applied, he said, to both freight and passenger traffic.

At the stock yards today the railways made no attempt to bring in any live stock, and the total receipts consisted of three wagon loads of lambs and two cows from adjacent farms. The train of cattle sent out yesterday on the Michigan Central, and over which there was such a struggle, was returned to the yards and all attempts at shipping abandoned. The shipments for the east have been limited to seven cars for Swift & Co. and eleven for Armour & Co.

The firemen employed at the Armour establishment went out last night and the big plant was in total darkness, as the electric light machinery was obliged to shut down.

The firemen employed in the packing houses of Nelson Morris & Co., Swift & Company and Armour & Co. struck this morning, and were soon followed by the steamfitters in all three houses. About the same time Armour & Co.'s teamsters refused to work longer, saying that they had been assaulted and threatened so that they were afraid to take out their teams.

SMALL IMPROVEMENT AT LOS ANGELES

Companies Not Making a Brilliant Success of Efforts to Run Trains.

LOS ANGELES, Cal., July 6.—A train arrived here on the Santa Fe road from Barstow this morning, bearing a deputy United States marshal and sixteen prisoners. They are American Railway union men who were arrested at Bristow for alleged violations of Judge Ross' noninterference injunction. The Santa Fe road also dispatched trains for San Francisco. Nonunion crews manned the trains. The Southern Pacific company was not so successful. A train sent to Santa Ana yesterday was abandoned today, Conductor Willets refusing to bring it back to Los Angeles. The Southern Pacific train for San Francisco could not be got out of the yards, though many passengers went into the coaches this morning. First the engineer who had been secured weakened. He said he feared he would be injured. The train had been made up with a mail car next to the locomotive and another in the rear of the Pullman coaches. Finally the nonunion crew that had been secured refused to go out unless an escort of United States troops accompanied them. Colonel Shaffer refused to detail a guard of soldiers unless he had authority to do so from Washington. Washington authorities were then communicated with.

This afternoon Rev. E. W. Ravlin was arrested by a United States marshal on a charge of having made an incendiary and fiery speech tending to excite the strikers to riot and rebellion in calling upon them to disobey the constitution and laws of the United States. He was arrested at his residence and is now in jail. His bond was placed at $7,000.

QUIET AT SIOUX CITY

All Roads Running Trains, but With More or Less Trouble.

SIOUX CITY, July 6.—(Special Telegram to The Bee.)—All roads are running freights and passengers today, manned by nonunion men and under military protection. There has been no disturbances today. The train service is very meagre, however, and the strikers are still confident.

Warrants for Two Thousand Strikers.

TOPEKA, Kan., July 6.—Today witnesses a change in the strike situation in Kansas. Officers will begin this morning and as fast as possible arrest all men who have been identified with the strike and those who are at present agitating the matter. There are now nearly 2,000 names on the petition and they will all be arrested when found. The origin of the new move was through District Attorney W. C. Perry, who commenced proceedings in the United States circuit court before Judge Foster, under the conspiracy act of 1890, to restrain Eugene V. Debs, George W. Howard, the American Railway union and all its members from in any way interfering with interstate commerce or any roads engaged in interstate commerce operating through the state of Kansas. The proceedings were commenced under an order to Mr. Perry from Attorney General Olney of the United States.

Byrnes Preparing for Trouble.

NEW YORK, July 6.—All vacations in the police department have been stopped by order of Superintendent Byrnes, and all members of the force, from captains down, who left the city on their vacations were today summoned by telegraph to return forthwith. Superintendent Byrnes is preparing for a spread of the strike to this city. He does not intend to be caught napping.

SIX STRIKERS KILLED

Bloodshed Follows an Attempt to Re-establish Railroad Traffic at Chicago.

MEN SHOT DOWN BY DEPUTY SHERIFFS

Officers Fired on a Mob at Kensington with Dire Results.

PITCHED BATTLE BETWEEN THE FORCES

Revolvers, Stones and Coupling Pins Used and the Officers Retreat.

ENGINES AND CARS PILED IN A WRECK

A Thousand Men Frenzied by the Bloodshed Derail Cars and Do Other Acts of Violence—Police Details Hurried to the Scene.

CHICAGO, July 6.—Six dead and an indefinite number of injured is the record of casualties in the strike conflicts in Chicago today. Yesterday one man was shot in the leg. If the blood letting tomorrow shall show a like increase the coroner will have a summer's work before him. The developments of yesterday went far to convince all thinking people that the gravity of the situation had not been appreciated by the authorities or the people at large. Persons who were here during the railroad riots of 1877 and who saw the atmosphere clear perceptibly when no more than eighty bronzed and husky regulars from the plains marched down Madison street and went into camp on the lake front wagged their heads knowingly when three times that number were ordered from Fort Sheridan, comprising the three arms of the service, and said they would make short work of Mr. Debs' followers. But after twelve hours of as patient and persistent coolness and bravery under trying circumstances as was ever seen, these same citizens and the officers in command were forced to admit that things were not as they were in '77, and that it was still a long mark to peace and the resumption of unimpeded traffic on any of the railroads running out of Chicago.

The developments of the night and those of today have led to the firm conviction that nothing short of an overwhelming armed force with instructions to shoot to kill can settle the trouble, or, as Colonel Crofton put it: "It has ceased to be a mere movement of troops and has become a campaign." The authorities have at last awakened to the critical gravity of the situation which is affecting the nation generally, and Chicago particularly, and are taking measures to apply adequate remedies. The city police force has already been recruited to over 3,000 men; and by request of Mayor Hopkins and by order of Governor Altgeld two brigades of state militia have been ordered here to aid in quelling the disturbances. At the nation's capital the fact is recognized that the prevailing conditions are entirely out of the ordinary and that provision must be made for such a massing of fighting men as has never before been seen together in the history of this nation in time of peace if the authority and dignity of the federal constitution and the processes of its courts are not to be laughed to scorn for an indefinite time.

The strike infection is widespread and so menacing at many points that the president and his advisers believe it would be unwise to withdraw any more regular troops from the country west of Chicago. It is therefore in contemplation, should the forces, federal, state and municipal, already gathered here, be unequal to the task of restoring order, to send here the ten companies stationed on the Canadian border in the state of New York, with the reserved intention, if circumstances demand, of exercising his right to call for 20,000 from the crack militia regiments of New York and Pennsylvania.

DAY OF CONSTANT ALARMS.

The day in Chicago has been one of constant alarms, and calling for police, deputy marshals and soldiers, here, there and everywhere throughout a wide stretch in the southern part of the city. Riot has been running rampant throughout the day. Cars have been overturned, switches broken and tracks obstructed in numerous ways, the torch has been applied in numerous instances to cars, switch towers and the like, not to mention an attempt to fire a part of the great Armour packing plant. In fact, at one time the incendiary blazes followed each other in such quick succession that the fire department was put in straits to care for all of them. To add to the gravity of the situation it was found the strikers were interfering with the police, fire alarm and telegraph signals, and in one or two instances police who were using the police telephone calls were stoned.

In general the order of things, compared with that of yesterday, was reversed. Then the railroads were trying to break the blockade by sending trains out. Today they recognized the futility of that method of procedure and practically gave up any attempt at outward movement. But there were some incoming passenger trains on several roads, together with a few of the regular milk trains. Between these classes of traffic the strikers managed to make trouble for nearly every road running in a southerly direction. The Fort Wayne, the Lake Shore, the Michigan Central, the Baltimore & Ohio, the Illinois Central, the Alton, the Panhandle, the Western Indiana, the Rock Island, the Monon, all experienced difficulty in greater or less degree at some time during the day. The trick of scaring a crew from a train, running the engine up the track, opening the throttle and letting it run back full tilt on the standing train was a new one and of a character likely to be imitated. The stoning of incoming trains was a common pastime with the mob, and several persons were more or less injured by flying missiles. One engineer on a Rock Island train was so badly injured that it was at first thought he was dead.

The assaults of the mobs, however, were not met with the passive resistance which characterized the course pursued yesterday. On two occasions, at least, their attacks were met with accurately aimed lead. During a riot over an incoming milk train at Kensington a deputy United States marshal shot and killed two strikers, and during the afternoon the deputies guarding an incoming Baltimore & Ohio passenger train replied to the volley of shots and stones which the strikers showered upon them by turning their revolvers loose, killing four of their assailants and wounding a number of others.

STRIKE IN ALL TRADES LIKELY.

A new and grave feature was added to the situation this afternoon when a meeting of all the bodies of organized labor in the city, after protracted discussion, in which a general sympathy strike was favored, appointed a committee of three with full power to act, and at the same time called a meeting of all organized labor for next Sunday to ratify their action.

Late this afternoon the Second regiment, state militia, was ordered to the stock yards. Of the situation in general it may be said to have been broadened and strengthened in its grip. The most significant feature of it is the carrying of the strike east to Cleveland, tying up all the connections of the seaboard trunk lines there, with the promise that by tomorrow it will reach the trunk lines themselves, and so practically reach the Atlantic seaboard by tying up the railroads at Buffalo. Thus, the strike would be extended from ocean to ocean. There is no notable relief at the points heretofore placed under embargo, and the situation at Kansas City