

The Dalles Chronicle.



VOL. IV. THE DALLES, WASCO COUNTY, OREGON, WEDNESDAY, JULY 4, 1894. NUMBER 28.

ALL OF THEM TIED

That Mails Will Not Be Interfered With.

DIED LIKE A CHINAMAN

The Income Tax Debate Ended and that Feature of the Tariff Bill Retained.

Income-Tax Debate Ended.

WASHINGTON, June 28.—Consideration of the income-tax of the tariff bill was completed by the senate at 12:35.

In the Senate.

WASHINGTON, June 28.—Hear started filibustering maneuvers today in the senate, which seemed to indicate it might be the purpose of the republicans to use the joint resolution passed by the house yesterday, continuing after June 30th the appropriations of the fiscal year, so as to blockade the tariff bill.

Cockrell, chairman of the appropriation committee, renewed his action of last night to refer the resolution to the committee.

Hear offered a motion that took precedence, instructing the committee to report back as an amendment the sundry civil appropriation bill as it passed the house. Hear protested against keeping the tariff bill before the senate to the exclusion of all other legislation. At 10:20 the resolution gave way to the tariff bill, the pending amendment being that of Hill to limit the time period between March and August 1st of each year, when the bonds of corporations should be open to inspection. There ensued a protracted discussion. Chandler, Teller, Manderson and Allison participating.

Hill made a motion to strike out the income tax feature of the tariff bill; but, 24 to 40.

The Southern Pacific's Stand.

SAN FRANCISCO, June 28.—Superintendent Ellmore of the Southern Pacific said: "Our trains are run for the accommodation of passengers, baggage and express matter. If we are not permitted to furnish these accommodations we will not run trains. That is our decision. We cannot tell what will develop, and our future plans will depend upon circumstances. As to the mail services, we carry mail on our regular trains. If unable to run these trains, I do not see how we can be expected to carry mails. We are not, I assume, expected to run special trains for the mails alone. Debar us from the use of Pullmans we cannot carry passengers. If people cannot have them to travel in they will not travel."

Speaking of the trains tied up at Sacramento and Los Angeles he said he did not know yet whether or not an appeal would be made to the civil authorities for protection, adding:

"It is better for the people to stop in San Francisco instead of being delayed at some way station. We do not propose to submit them to the latter annoyance, and unless assured our trains will run through they will not start."

Fight to a Finish.

CHICAGO, June 28.—The most significant action taken by railway officials since the strike was ordered was that of the General Managers' Association of Chicago, yesterday, when it was unanimously agreed the roads would fight the boycott to a finish. They decided to import new men to take the places of all the strikers. Today the general managers organized the General Managers' Association Bureau and elected John M. Egan general manager. This bureau will have entire charge of everything relating to the strike, in behalf of the railroads. A committee was sent to Chief of Police Brennan to ask for additional police for protection for certain roads tonight. The chief promised to furnish all the men needed at any time. The general managers of two of the leading roads said today that they anticipated and were prepared for a general tie-up of all the roads. There was nothing for the roads to do but to resist the boycott. They reserved the right to haul any man's cars offered them, regardless of his business or political affiliations.

The Tie-Up in Montana Complete.

HELENA, Mont., June 28.—There has been no change today in the situation on the Northern Pacific in this state. A report from Missoula says the men now intend to demand that the scale of wages in effect prior to last January be restored. They say as they are now out they might as well demand a restoration of wages. Members of the union in this city, however, deny that such action has been taken, but intimate it

is likely to be. The tie-up in the state is complete. Not a train of any sort is running on the main or branch lines. The railway company is compelled to use the Western Union wires. No action has been taken in court.

Suicide of an Anarchist.

PARIS, June 28.—Detectives in Montpellier decided to search the house of a man named Granier, who was heard to remark last Sunday: "By this time Carnot must have received his quietus." When Granier's house was surrounded and the detectives broke in the door, Granier, who was eating supper, sprang to his feet. He picked up a long and sharp knife, plunged it into his abdomen, and with a few swift turns disemboweled himself. He expired almost immediately.

The police authorities say they have established beyond a doubt that Santo, Granier, Labore, who was arrested Monday, and others not yet in custody, plotted the death of President Carnot, in order to avenge the execution of Ravichol, Vaillant and Henri. Santo will be tried July 23d for Parrieide, instead of murder. The penal code decrees an attempt against the head of the state shall be so described and punished. Santo will be conducted to the place of execution in a shirt, barefooted and with his head covered by a black veil.

Movement of Mails.

CHICAGO, June 28.—Superintendent L. L. Troy, of the railway mail service, arrived here today. He warned President Debs and Vice-President Howard, of the American Railway Union if mail trains are interfered with, the United States government will be compelled to proceed against the strikers. Debs said the members of the union had refused to come into conflict with the government, and no strikers will interfere with the mails. He assured Troy he would issue instructions at every point where the boycott is in operation, that mails must be allowed to proceed.

Northern Pacific Tie-Up.

ST. PAUL, June 28.—A general strike on the Northern Pacific system went into effect at midnight. Not a wheel is moving on the eastern end, and a complete tie-up is reported from Fargo, Livingstone and other points. The strike is the direct outcome of the Pullman boycott, the employees demanding the reinstatement of the men discharged for refusing to handle boycotted cars, and demanding that the order for the discharge of all employees refusing to handle cars be rescinded.

An Inquiry About Sleeping-Cars.

WASHINGTON, June 28.—Senator Sherman today introduced a resolution in the senate, which went over under the rules, instructing the committee in interstate commerce to inquire into the expediency of regulating by law the employment and use of sleeping and parlor cars now owned by the railroad companies engaged in interstate commerce, the cost of operating them, the charges made for their use and what ought to be reasonable charges for the seats, berths and sections in such cars.

Will Depend on the Marshals.

ST. PAUL, June 28.—The Northern Pacific say they will operate their trains, depending on the United States marshals for protection. The shops at Como are silent. Three Wisconsin Central engines are stalled on the Northern Pacific tracks. Officials tried to do switching this morning, but as the interlocked system is used, they made a failure. The overland train due last evening arrived on time.

The Attorney-General's Orders.

LOS ANGELES, June 28.—United States District Attorney Denis today received telegraphic orders from Attorney-General Olney to take all necessary steps to complete the transmission of the mails. Mr. Denis said he would enforce the law, which applied as much to railroad companies as to their employees. The United States marshal has sworn in a large number of deputies to protect mails.

Not a Wheel Moved at Spokane.

SPOKANE, June 28.—No Northern Pacific train moved a wheel today. The main line and branches are tied up. At Wallace Idaho, the employees struck for a return to the wages allowed prior to January. The Poorman mine closed for lack of fuel at 6 this evening. The other mines will run for a few days. At Davenport, Wash., on the Washington Central, business is suffering. A few more days will close the industries there.

Illinois Troops Ordered Out.

SPRINGFIELD, Ill., July 1.—Governor Aliged tonight called out six companies of militia to proceed to Danville at once. Three additional companies were ordered to Decatur. The troops are sent application of the railroads.

STRIKES EVERYWHERE

Eighteen Thousand Men Are Out in Chicago.

THE MAILS MUST BE CARRIED

Both Sides Prepared for a Protracted Struggle, and Each Seems Confident of Winning.

Action by the Courts.

LOS ANGELES, June 29.—United States District Judge Ross today issued instructions to the grand jury, charging it to diligently inquire whether any of the laws of the United States have been violated by any person or persons by their refusal to handle trains on which United States mails had been deposited, and while he contends that every man has a legal right to stop work and quit his employment, whenever he chooses to do so, he has no legal or moral right, while continuing in the employment of another, to refuse to do work he is employed and engaged to do, and where such refusal goes to the extent of violating a law of the United States, it is the solemn duty of those charged with its administration to take every step requisite and necessary to its vindication.

Judge Woods Takes a Hand.

CHICAGO, June 29.—The deputies sent out to guard the Atchison & Topeka property were appointed under a new order, an injunction issued today by Judge Wm. A. Woods, of Indianapolis. Attorney Bancroft, representing the road, communicated with Judge Woods last night, and this morning the judge telegraphed instructions to the United States circuit court. Attorney Bancroft said it was the intention of the company to start its trains with new men, who will be hired to take the places of the strikers, and the deputy marshals are expected to protect the men from interference under the injunction of Judge Woods. Judge Woods left Indianapolis this morning for Chicago, and will be in readiness to enforce the order and issue other orders, if necessary.

Effect Upon the Mails.

SAN FRANCISCO, June 29.—Postoffice officials are in grave doubt as to the outcome of the situation. They have never before been called on to face similar conditions. Mail matter, both incoming and outgoing, continues to pile upon them, until at present writing, after 48 hours' experience with the strike, they are confronted with fifteen cars of mail on stalled trains. A peculiarity of the situation is that the mail authorities here are wholly at sea as to what they should do in the matter. Even United States Attorney Garter is in a quandary. Interviewed this afternoon, he said he would be guided entirely by the orders of Attorney-General Olney. Asked what recourse would be had in the event of the present embargo being maintained for an indefinite period, he replied that he is powerless to do anything until the refusal to carry mails is brought officially to his notice, as for instance by a complaint of the postoffice department, upon which complaint he would bring suit against the railway for breach of contract with the government. He had not decided to go so far as to consider that he could interfere with the railway employees unless they should take some physical action to prevent the movement of trains.

From Other Points.

A Denver Telegram says the Denver & Rio Grande will live up to the terms of its contract with Pullman, and that no trains will be moved unless Pullmans are attached. The American Railway Union at Cheyenne decided not to take part in the boycott. At Colorado Springs the Colorado Midland men were called out and the road is tied up, for the officials refuse to move trains unless Pullmans are attached. After a wait of 24 hours at Denver, an Atchison & Topeka train left last night, a fireman having been found who was willing to fill the deserted post. All the Atchison & Topeka men at Denver have stopped work in accordance with President Debs' order. At Minneapolis the union's representative held a conference with Receiver Truesdale, of the Minneapolis & St. Louis, at which he refused to reinstate the men who had been discharged for refusing to handle Pullman cars. He also told them that the road would continue to use Pullmans. This ultimatum was wired Debs, and he at once ordered out the men. The order was obeyed, but the Chicago train left tonight, the Pullman being chained and locked in addition to the regular coupling. The Chicago Great Western men at Minneapolis also went out on a strike. Orders were also sent calling out the

men on the Wisconsin Central and the Omaha. The situation in the Northern Pacific strike at St. Paul remains unchanged.

These Will Support the Union.

SACRAMENTO, Cal., June 29.—The Brotherhood of Locomotive Firemen and the Order of Railway Trainmen have adopted resolutions endorsing the action of the American Railway Union. These organizations have promised their support to the union, and will do everything in their power to aid a successful strike. The action of the trainmen was by a unanimous vote. During their meeting a member proposed that their charter be turned toward the wall. This was carried with a whoop. A number of the members have resigned, and the order is in a fair way of dissolving.

A True Bill Found.

LOS ANGELES, July 1.—It is now strongly rumored that the federal grand jury, called together by Judge Ross yesterday, has found a true bill against a large number of strikers who endeavored to persuade men from taking out the Atchison & Topeka train and that indictments will be returned in the morning. Warrants were immediately issued and attempts will be made to arrest the men indicted. Deputy marshals are being sworn in. District attorney Denis does not confirm the above but refuses to deny it.

Several Arrests in Indiana.

HAMMOND, Ind., July 1.—United States Marshal Hawkins left here for Indianapolis tonight with nine of the mob leaders as prisoners, arrested on warrants sworn out before United States Commissioner Vandusen, for obstructing and retarding the passage of the United States mails. Considerable difficulty was experienced in executing warrants. After the arrest things were quiet here. The eastbound Erie train, with two Pullmans attached went through this evening peacefully.

They are Still at Elensburg.

ELENSBURG, July 1.—Two United States marshals came up from Yakima this morning with instructions to give the company protection in moving the train which had been here since Wednesday. The company called its crew at one o'clock this afternoon and repeated the call several times but there was no response. It is not believed it will be able to secure a crew here. The delayed passengers are being fed by the company, and the best of feeling, aside from the impatience to get away prevails.

As if no Railroad Existed.

STOCKTON, Cal., July 1.—The situation in Stockton today, in regard to transportation between neighboring towns, is precisely as it was previous to 1887, before railway lines through this city were constructed. The train tie-up is now complete. No trains, not even locals, are running between this city and Lathrop. Stages have been put on in the different valleys and mountain towns and Stockton has become the center of a line of coaches. Three stages came in last night from Milton, bringing the mail.

No Grievance of Their Own.

WEST OAKLAND, Cal., June 29.—Late this afternoon the Oakland Lodge of the Brotherhood of Railway Trainmen, comprised of 115 conductors, brakemen, baggagemen and switchmen, held a meeting and decided not to join the strike. A committee from the union was present, but their arguments were unavailing. The railway trainmen expressed sympathy with the union, but said their by-laws forbade a strike unless they had a grievance of their own.

The Switchmen.

CHICAGO, June 29.—The switchmen will not go on a strike. This result was reached at midnight after a long and heated discussion on the part of 210 members of the Switchmen's Mutual Aid Association at the Great Northern hotel. Grand Master Barrett presided over the meeting and the vote was a close one, many of those present declining to vote for or against the resolution.

A Tie-Up at Elensburg.

ELENSBURG, June 28.—The eastbound train is tied up here as a result of the strike. The entire Second regiment of the state militia, on route to encampment at Olympia, are also tied up here indefinitely. Not a wheel is turning on either division this morning. Nearly 1000 persons are detained here.

New Mexico Admission Bill.

WASHINGTON, June 28.—The bill admitting New Mexico passed the house without objection.

Malaria in any of Its Forms.

Chills and fever, congestive chills, can be prevented or cured by the use of Simmons Liver Regulator, a purely vegetable medicine, superior to calomel and quinine.

BOYCOTT AND STRIKE

Stage Lines are Called Into Existence.

TROOPS ARE ORDERED OUT

Lack of Shipping Facilities is Causing Many Industries to Close-- Concerning the Roads.

The Effect in San Francisco.

SAN FRANCISCO, July 1.—The continuation of the strike has so badly demoralized the trade of large business houses and manufacturing establishments as to necessitate the closing of many stores and a temporary suspension of operations until there is some prospect of receiving and shipping goods. Many clerks, laborers and mechanics are affected by the decision of those concerns which will shut down. One establishment alone throws 200 men out of employment. There are many stores and commission houses which have notified their employees that their services will not be required tomorrow, Tuesday and Wednesday. The heads of these houses hope that the strike will be settled by Thursday. Such houses have taken advantage of the Fourth of July and have concluded that it's better to shut up the shop than to keep a large number of men around with nothing to do. Other business houses have agreed to keep their stores closed until the tie-up on the railway is raised, and freight and goods commence to be sent out and received. The California Sugar Refinery, which employs in the neighborhood of 800 men, is one of the establishments which will cease operations until the railway war is ended. The American Biscuit Company has also notified its 200 employees that it will not need their services until Thursday, and if the trouble between the railways and train hands is not settled by that time, the factory will have to shut down for a longer period.

In the Twin Cities.

ST. PAUL, July 1.—At the headquarters of the American Railway Union it was stated tonight that the number of men on a strike in this city, as an outgrowth of the Pullman boycott, was 1300. Of this number over one-half are employees of the Northern Pacific, and most of the remainder are on the payrolls of the Chicago Great Western, the Milwaukee & St. Paul and Burlington. About 150 are out at Minneapolis. Reports to the union were to the effect that, in spite of trains running pretty regularly in the passenger service, freight traffic was paralyzed. The officials admit that traffic is pretty well demoralized, but scout the idea that they will ever give up the fight. A meat famine is threatened.

The Northern Pacific.

TACOMA, July 1.—No train left for Portland today, but two trains arrived from Seattle. The Portland train should have pulled out at 11 a. m., but the fireman would not work and no one could be found who would take his place. A force of 30 deputies is guarding the Northern Pacific Co.'s property at the Seventeenth street depot. This afternoon a crowd of about 600 strikers and hoodlums attacked the deputies, throwing rocks at them and calling them the vilest names. Deputy Harmon was struck on the head by a rock and almost knocked senseless. The police finally interfered and dispersed the mob.

Regarding the Mails.

PHILADELPHIA, July 1.—John W. Hayes, general secretary of the Knights of Labor, is doing his best to have the government keep its hands off in the present fight between the railroads and their employees. He has written the following letter to congressmen in support of a resolution to be introduced by Senator Kyle tomorrow, at the instance of Mr. Hayes:

"We beg leave to call your attention to the joint resolution, introduced in the senate today, Monday, July 2, 1894, and ask for it at your hands immediate and favorable consideration. The United States government, if we are correctly

informed, contracts with the various railroad corporations to carry United States mails. In no case do the contracts call for the attachment of other cars than mail trains. The various companies, whose employees are now on a strike, are seeking to enlist the services of the United States government in coercing their employees to perform services against their will, under cover of the said contracts for carrying mails. It is well known that these employees stand ready at all times to do service on mail trains.

"In view of these facts and the heretofore declared policy of the government in no way to interfere with private enterprises, such as railroad corporations unless the laws of the land are violated, we hereby petition you to carry out this declared policy now by the passage of the Kyle joint resolution. The railroads are either public or private enterprises. If the former, it is the duty of the government to assume control thereof and give to the employee the same fair emolument and just treatment accorded to all other employees. If the latter the government has no right to interfere in any way between railroad corporations and their employees, or to render the former the assistance of the United States courts or armies in coercing said employees.

"If the mail contracts of the government with the railroad companies are not complied with, there is ample remedy in the penalties attached and in the courts of the land. Believing the above to be facts in the case, we respectfully petition you to do justice to the great mass of your constituents by the immediate passage of the Kyle joint resolution."

Hayes expresses himself as sure the men will win the fight if not interfered with by government troops.

The Southern Pacific.

SAN FRANCISCO, July 1.—There seems to be no improvement today in the strike situation in California, and, judging by the occurrences of the past twenty-four hours, even if the Southern Pacific succeeds in sending out more trains from the Oakland yards, there is but little prospect that they will proceed on their way. The Oregon express, which left Oakland last evening unobscured by strikers, is now effectually stalled at Red Bluff, and, to make the situation worse, over 200 feet of their railroad trestle a few miles north of Dunsmuir was burned last night, and it will take several days to repair this damage before trains can pass between here and Portland. It is claimed the burning of the trestle is the work of strikers, but the fact is not established yet, and there is another report that the trestle was fired by woodchoppers who had been crowded out of employment by Italians and Chinese. As soon as the fire was reported at Dunsmuir this morning, the local members of the American Railway Union sent a large force of men to extinguish the flames. They also placed guards at other exposed bridges and trestles, and cleared the town of a number of suspicious characters.

The strikers have already commenced interference with railroad property at Red Bluff. When the Oregon train arrived there early this morning, it was stopped just outside the town by a danger signal, and when an attempt was made to start again, it was found that the track was greased, and further investigation showed that it was greased for a distance of eight miles. The train managed to get to the station, and was boarded by strikers, who cut the train in three sections and left it on the main track. The two deputy marshals who accompanied the train were powerless. The strikers also pulled the spikes from the rails in the yard, emptied the water from the tanks, and secured the switches with padlocks. The train could proceed no further. The Los Angeles express, which left Oakland last night, has likewise failed to reach its destination. It went as far as Fresno last night, but the fireman deserted there. A few hours later another fireman was obtained and the train made a second start, going as far as Bakersfield, when it was again stalled.

Feed wheat for sale cheap at Wasco Warehouse.

Highest of all in Leavening Power.—Latest U. S. Gov't Report.

Royal Baking Powder

ABSOLUTELY PURE