

gon, and between that point and Bon-neville the passage will be made by boat except around the portages at the Cascades and Dalles.

WASHINGTON, July 10.—"To regulate railroads engaged in interstate commerce," is the title of a long bill introduced in the House by Representative Strauss, of New York. It is designed to prevent the manipulation of stocks and bonds and all sorts of railroad securities by capitalists and to protect the owners of stocks. One of its most important provisions make it a crime for an officer or director to sell stocks or bonds short for the purpose of depressing the value of railroad properties. It also prohibits voting trusts of stocks. To secure disinterested receivers it provides that no employee, officer or director of the road shall serve in that capacity. The interstate commerce commission is to appoint in each judicial district, under the bill, one or more examiners who are to look into all the books of the railroads which go into receiverships. If they discover evidence of mismanagement or breach of trust toward any class of creditors, they are to certify the evidence to the attorney general to be used as a basis for legal proceedings. Provisions are made by which stockholders may follow property that has diverted to the private estates of directors and to other purposes, and to institute legal proceedings for their recovery.

ALTON, Ill., July 10.—A message has just been received by the A. R. U. at Alton from President Debs ordering a strike on the Bluff line through sympathy for the Pullman men. The local union wired back that they had no grievance and were opposed to a strike when their action would neither assist nor benefit the Pullman employees.

KANAKEE, Ill., July 10.—The local A. R. U. is in a state of turmoil. Most of the men who struck on the Big Four railroad Saturday night resumed work whereupon the men on the Indiana, Illinois and Iowa road received word from President Debs to go out last night. That road is doing an enormous business hauling from seventeen to twenty extra trains each day. The men are receiving extra pay; consequently, when the order to go out was received every man said he would leave the union before he would leave his work. The Illinois Central, who have been out ever since the boycott began, are very wrathful, and have wired President Debs to settle the matter at once or they will return to work.

CHICAGO, July 10.—The National Association of Marine Engineers will not go on a strike to assist other labor organizations.

Mr. E. H. Kenny, chairman of the local grievance committee, and of the headquarters committee of the marine engineers was seen in regard to the matter and said:

"The association of Marine Engineers is not a striking body. It is a benevolent and educational organization. We have grievances but they are always settled by a committee."

HENDERSON, Ky., July 10.—The switchmen and yard hands of the Louisville and Nashville who struck here last Thursday, have all resumed work. Passenger trains hauling Pullman sleepers have continued running

about on time. The Chicago sleeper, which was missing several nights last week, is again added regularly. It has been nearly a week since a freight train passed this point on the Louisville & Nashville.

TOLEDO, July 10.—The Michigan Central strikers at midnight decided to go to work. The Pennsylvania is moving all trains without trouble. The strike on the Hocking Valley is over at this point. The Ann Arbor officials have issued an order discontinuing all scheduled freight trains. The Lake Shore yards are the only point of trouble.

ASHLEY, Ind., July 10.—The blockade on the Wabash road has been raised. All the union men are at work.

Hiram Agle was arrested last night and taken to Indianapolis. Agle is the local president of the A. R. U.

TOLEDO, July 10.—Receiver Calloway, of the Clover Leaf, reports that the engineers on the western division of that road are applying for reinstatement and being taken on as new men, at any rate the road chooses to pay.

LA SALLE, Ill., July 10.—A freight train was wrecked between this city and Utica on the Rock Island railway today. Nineteen cars left the track. The spikes holding the rails in place had been drawn. The track is on the brink of a canal and it is little short of a miracle that the entire train did not go into the water. The engineer and fireman saved themselves by jumping.

CLEVELAND, July 10.—More non-union men were brought into the city from the East about midnight and put to work in the Lake Shore yards today. At the Big Four yards an attempt was made to get out a freight train, but no conductor could be found. The Nickel Plate-Bellevue is completely tied up. Other roads are waiting the outcome of the proposed break on the Vanderbilt lines. Passenger trains are running.

CHICAGO, July 10.—Thomas I. Kidd and several other members of the labor unions' arbitration committee had a conference today with Vice President Howard and Director Hogan of the American Railway Union. They said the strike of the labor unions was now a certainty.

DENVER, July 10.—The Rio Grande road is now running through to the West, the strikers at Salida having returned to work today.

CHICAGO, July 10.—President Egan of the General Managers' association this morning reported trains moving on all the roads. Freight business is beginning to be resumed. Additional United States troops from Fort Niobrara arrived today. The detachment is composed of four troops of the Sixth cavalry in command of Colonel Gordon. Armour & Co. moved a train of meat cars this morning in spite of the mob along Loomis and Forty-seventh streets. Stones were thrown and the crowd hooted, but the appearance of the troops put an end to the disorder.

A train of sixty-five cars loaded by Swift, Armour and Morris was sent out over the Baltimore and Ohio lines, guarded by deputies, for the first time in several days, and the packing houses did some slaughtering.

John Hannahan, vice-grand master of the Firemen's Brotherhood, was arrested last night for conspiring to interrupt inter-state commerce and mail

traffic by inducing the Belt line engine crew to quit work.

"I was taken out of the house at midnight," said he, after he had been released on bail, "and was compelled to leave the bedside of my sick wife. I have done all I could to preserve peace and end the strike."

Hannahan is a candidate for Congress in the second or stock yards district. District Attorney Milchrist said the government had a good case against Hannahan.

At 12:20 p. m., General Master Workman Sovereign said he was engaged in writing an order for a general strike of the Knights of Labor everywhere tomorrow. He expects the order to affect one million men, the present and former members of the organization. Unless something unforeseen occurs the order will go into effect tomorrow.

CHICAGO, July 10.—Eleven of the twenty-three companies comprising the Fourth and Fifth regiments of second brigade, I. N. G., ordered by the governor to Chicago, reported during the night.

President Debs said today that the industries of Chicago would be completely tied up tomorrow morning. Debs added: "This trouble has gone beyond the control of the Railway Union. It certainly looks as if a gigantic strike were sure to come. So far as the Railway Union is concerned, things look brighter than ever. There is now no violence. That is what we have most to fear!"

The special federal grand jury to investigate the strike was sworn in today by Judge Crosscup and instructed to make a sweeping inquiry into the conditions and causes of the strike. Judge Crosscup directed the jurors to investigate whether an insurrection against the government exists, and if so, who brought it about.

For an answer to President Debs's white ribbon badge, miniature United States flags are being distributed by the board of trade and worn on the lapel.

CHICAGO, July 10.—Trouble is expected today at the stock yards. The packers will try and move three dressed beef trains if the stock yards company have its tracks clear to do the switching. The stock yards officials claim that they have men enough to do their work while the strikers deny it. Comparative quiet prevailed all last night in the stock yards district. Six thousand sheep were driven into the yards this morning. They were driven a distance of seventy miles. About three o'clock they reached Ashland avenue and Thirty-eighth street where a gang of hoodlums surrounded the droves and refused to let them go farther. The police were called and scattered the gang but the sheep were too tired to drive farther and were rounded up and left there until morning. The packers now admit that they are short of all meats, sheep, hogs and calves. They have an immense quantity of dressed beef in their coolers and cars but little of anything else.

CHICAGO, July 10.—At a meeting of the Illinois club, the largest and most influential business men's club of the west side, last night sent an address to President Cleveland, thanking him for his patriotic action in behalf of law and order and for the maintenance of the dignity of the federal courts of Chicago.