

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

AMERICAN.

St. Louis, 5.—A special from Fort Worth to the *Post-Dispatch* says: Governor Ireland arrived here this morning from the capital of the State and has been in consultation all the morning with the railway officials and military commanders. When the Governor's train stopped at Waco, on its way here last night, several strikers mounted the train and "killed" it. Another engine was procured and the train arrived this morning without further hindrance. Governor Ireland said he was determined that the railroad officials be permitted to run their trains even if it required the assistance of every man in the State able to bear arms to aid in accomplishing this end. Freight trains at this hour (12:30 p.m.) are being made up in the Missouri Pacific yards and will be sent out later in the afternoon, under a heavy guard of militia. The report that the strikers had taken up a section of the track south of this city proved upon investigation to be untrue. A box of dynamite cartridges, however, was found concealed near the Union Depot.

New York, 5.—The following dispatches were received this morning at the office of the Missouri Pacific Railway in this city:

Secretary Turner of the Executive Committee of the Knights of Labor having stated yesterday in St. Louis that Mr. Hoxie was not acting in conformity with the terms of the agreement entered into at the New York conference, Mr. Gould was to-day interviewed upon the subject and said: "The stenographer's notes at the New York conference show that there was no agreement direct or implied that the company would take all the men back with some comparatively few exceptions. On the contrary they show that not one of the committee expected the company to take back any men not needed or any who had had anything to do with the damage to the property of the company or the obstruction to the running of its trains. Mr. Powderley said if the company would supply him with the names of these law-breakers they would be expelled from the Order. The whole committee was very positive that its orders to return to work would be generally obeyed, and asserted most positively that those who refused to obey its orders would be put out of the Order, and, to use the words of one of the committee, kept out of it forever."

St. Louis, 6.—The General Executive Board of the Knights of Labor sent a telegram to the Hon. A. G. Curtin, saying that his resolution for the appointment of a committee to consider the present difficulties on the Gould southwest system met its hearty approval. They asked for its passage and the immediate presence of the committee in St. Louis. After the departure last night of Secretary Turner of the General Executive Board, for the principal strike centers on the Gould southwest system, the remaining members of the committee announced the unanimous determination of the board to continue the present strike until an arrangement can be entered into with Hoxie restraining all of the strikers to their former positions with the exception only of those who participated in acts of violence and destruction of property since the strike began. Railway officers claim that the continuance of their regular business, which they say now has been fully resumed, depends not in the least upon the actions of any labor organization, and that the freight blockade has been permanently raised. They also claim that they have employed a sufficient number of new men to render them entirely independent of the Knights, and that the strike will come to naught. Members of the general executive board, however, state they are confident of the success of the strike. "For," says Turner, "the roads cannot be operated without the Knights' skilled and unskilled labor in the United States controlled by our organization. The statement that the company is now carrying on its business is not true, and reports that they are sending out so many trains are misleading. These are not trains, some of them are half trains, some are even composed of less than that number of cars, some are empty cars sent out to make a show."

Chicago, 6.—A heavy snow storm accompanied by high winds resulted in practically cutting off all telegraph communication between the West and New York. The storm centre is near Buffalo and extends north into Canada and south covering Cleveland, Pittsburgh, Detroit, Cincinnati and even south of the Ohio River. While the stoppage appeared to be complete to New York up to 11 this morning, the telegraph officials express the belief that it would only be temporary. The wires are working satisfactorily to the west and northwest.

Detroit, 6.—The present storm is undoubtedly the worst experienced in this State for many years. Early this morning several attempts were made to run the street cars, but the snow drifted so rapidly that it became impossible to keep the track clear, and the cars are snowed up at various points on nearly all the lines in the city. Traffic is almost entirely suspended, it is extremely difficult to navigate the streets in any manner. At 10 o'clock the signal service reported 14 inches on the level and at noon blinding sheets of snow were still interfering with pedestrianism. The entire

southern part of the State is covered with snow. It is announced by the signal service that the present storm will continue through to-night. Telegraph business is much delayed or entirely stopped.

New York, 6.—Dispatches from all along the coast report the tides unusually high. In a number of places wreckage is reported as coming ashore and the sea running very high. The stranded steamer *Capital City* is badly broken up by the storm of last night and is rapidly going to pieces. The Jersey meadows and low lands along the Hudson are covered with water.

Advices from the interior of the State show many localities blocked by landslides and washouts. Country roads are reported impassable.

New York, 6.—The following telegram was received here this morning:

St. Louis, 6.

To Jay Gould, President, New York:

Two hundred and fifty-eight trains are moving on the system, and 70 more are ready to move. More applications for work than any day since the strike.

La Crosse, Wis., 6.—A fire broke out in John Paul's and Charles L. Colman's lumber yard at 10 o'clock this morning, destroying both mills and several million feet of lumber. This is the greatest conflagration ever experienced here.

La Crosse, 1:30 p.m.—The fire is still burning fiercely and beyond control of the fire department. Calls for assistance have been sent to St. Paul and other points. It is impossible to estimate the loss at this time, but it will exceed \$1,000,000.

La Crosse, Wis., 6.—The fire was completely under control by 2:30 o'clock. The departments from Winona and Sparta, Wisconsin, rendered excellent aid. The engines from St. Paul and Minneapolis were ready to start by special train, but were telegraphed to be stopped. A careful estimate of the loss places the total between \$800,000 and \$1,000,000. Of the individual losses, C. L. Colman is the greatest. His loss is 16,000,000 feet of lumber and a large planing mill, shingles, etc., worth \$400,000, with no insurance. John Paul's individual loss is a mill and 5,000,000 feet of lumber; loss \$150,000, insured for \$50,000. The fire laid waste ten blocks, which included two of the largest lumber yards in Wisconsin, and some eighty small houses. By the fire fully 1,000 men are thrown out of employment, and 400 persons homeless. It is by far the most destructive fire that has visited La Crosse, and but for a favorable wind, the entire southern part of the city would have been swept away.

St. Louis, 6.—The Joint Executive Board of Assemblies 101, 93 and 17, Knights of Labor, this afternoon issued the following address:

To the Workmen of the World:

Friends and brothers, hear us, for we plead for our rights. Men of equity, look upon us, for we struggle against the giants of wrong. Mad with the frenzy of pride of self-adulation, begotten, as it is, of the success of outrage and infamy, there stands before us the giant of aggregated and incorporated wealth, every dollar of which is built upon blood, injustice and outrage. That giant of corporate wealth has centralized its power in, and is impersonated by the eager fiend who floats as he grinds the life of his fellow men, and grimaces and dances as they writhe upon his instrument of torture. O ye workmen of America, who love your liberty and your native land, ye great creators of wealth who stand as the foundation of all national good, look upon your brothers today. Gould the giant fiend, Gould, the money monarch, is dancing as he claims over the grave of our order—over the ruin of our homes, and the blight of our lives. Before him the world has smiled in beauty but in the wake it is a graveyard of hopes and a cyclonic path of devastation and death. Our strong arms have grown weary in building the tower of strength, and yet he bids us build on or die. Our young lives have grown gray, too soon beneath the strain of unrequited and constant toil. Our loved ones at home are hollow-cheeked and pale with long and weary waiting for better days to come. Nay, more than this, the graveyards are hiding his victims from our longing eyes. Brother workmen, this monster fiend has compelled some of us to toil in the cold and rain for five and fifty cents a day. Others have been compelled to yield their time to him for 17 and 36 weary hours for the pittance of nine hours pay. Others who have dared to assert their manhood and rebel against his tyranny, are black-listed and boycotted all over the land. He has made solemn compacts with the highest authority in our Order and then basely refused to fulfil his pledges. He lives under and enjoys all the benefits of a republican form of government, yet advocates and perpetuates the most debasing form of white slavery.

He robs the rich and poor, the high and low, with ruthless hand, and then appeals to corrupt and purchased courts to help him take our little homes away. He breaks our limbs and maims our bodies, and then demands that we shall release him from every claim for damages or be black-listed forever. He goes to our grocers and persuades them not to give us credit because we refuse to be ground in his human mill. He turns upon us a horde of lawless thugs, who shoot among our wives and children with deadly intent, and then howls for government help.

Fellow workmen, Gould must be overthrown, his giant power must be broken or you and I must be slaves forever. The Knights of Labor alone dared to be the David to this Goliath. The battle is not for to-day—the battle is not for to-morrow—but for the trooping generations in the coming ages of the world, for our children and our children's children. It is the great question of the age. Shall we in coming ages be a nation of freemen or a nation of slaves? The question must be decided now. The chains are already forged that are to bind us. Shall we await until they are riveted upon our limbs? May God forbid. Workmen of the world, marshal yourselves upon the battlefield. Workmen of every trade and clime, on to the fray. Gould and his monopolies must go down or your children must be slaves. Think of the little olive plants around your hearthstones that will be blighted by his curse. Think of the little home he is seeking to rob you of. Think of the wife from whose eyes he has wrung the floods of tears and from whose heart he has tortured drops of blood. Who can look calmly upon his perfidy, his outrage and his crime? For he has sought to incite jealousy among our rank and file; he has bought the perfidy of vile men to entrap the unwary that he might stain our fair name and gloat over our misfortunes. Once for all, fellow-workmen, arouse! Let every hand that tolls be lifted to heaven and swear by him that liveth for ever and ever that these outrages must cease. Let every heart and brow be turned toward our common foe, and let no man grow weary until, like Goliath, our giant is dead at our feet.

(Signed) EXECUTIVE BOARDS, District Assemblies Nos. 101, 13 and 17.

Fort Worth, 6.—To-day at noon the last of the troops left, and the city is without protection from outside sources except two companies of State Rangers, who will remain here some time. Trains have been moving all day without opposition. The Knights of Labor to-day adopted resolutions declaring themselves law-abiding citizens and condemning all acts of lawlessness and violence. The indications are that the trouble here is ended. No further opposition to the movement of trains is anticipated.

Chicago, 6.—Jennie Woods, a handsome woman of 20, was taken from an opium den here yesterday, and died soon afterward from the effect of smoking, as it is declared, ten pipes of the deadly opiate. Her husband, Solon H. Reed, a traveling agent for the Electric Lighting Company, was in New York at the time. It is stated she went out with a medical student and accompanied him to the den kept by a Chinaman named Sam Lee and his white wife, both of whom were arrested last night. She left there with her male companion, who succeeded in getting her to her room, where she died before a physician could be summoned. Her companion has disappeared. Her identity has not been made clear, but it is stated she is from California, where her parents are now supposed to live. Her maiden name was Jennie H. Reynolds. She appeared in a number of theatrical companies, having been a member of the chorus in the "Adamless Eden Company," and she was about to join Alice Harrison's Company. One result of her death was the sending of three opium joints last night and the arrest of thirty inmates. In the basement at the corner of Charles Place and West Van Buren Streets, Am Yoh the proprietor and five white visitors were found. The quartette was comprised of Frank Kenny, alias Pat Kelly, an escaped convict from San Quentin, Cal.; George Bayles, George Davis, Albert Dorr and Albert Keithers. The last three are described as "crooks" from California, who first learned the habit among the Chinese dens of San Francisco.

St. Louis, 6.—A special from Owensboro, Kentucky, says: The steamer *Mountain Boy* turned over at that place in a gale at 2 o'clock this morning. Frank Absher, a watchman, Scott Lowery, a rosbout, and Billy Staleler, a passenger, were drowned. Fourteen other persons were saved.

San Francisco, 5.—The steamer *Gaelic* arrived to-day.

Yokohama advices from the tea districts continue favorable.

Hong Kong advices state that Gen. Wilson and a number of officers from the United States *Monocacy* are, at the request of Li Hung Chang, surveying the line of the projected railroad along the Grand Canal.

The *Oberland China Mail* says the news of the anti-Chinese persecutions in the United States has created a very dangerous anti-foreign feeling in Canton and fears are entertained that the natives would attempt reprisals, as mentioned by the Viceroy of Kwang Tung in his dispatch to the minister at Washington.

Advices from the Philippine Islands state that on February 13th a party of Mohammedan fanatics attacked the Mission House at Zamboanga, on the Island of Mindanao, set fire to it as well as the dwelling house of the priests, the old church, a new church in course of construction and storehouses, the whole being reduced to ashes. The loss is estimated at \$18,000. A force was subsequently sent to chastise them, when 12 were killed and several wounded, the loss on the Spanish side being one captain of infantry, four men wounded and one man killed. The day previous the same band burned the village of Amadeo and the naval coal depot. The losses are very great.

Captain S. M. Mills, of the U. S. Army, late disbursing officer of the Signal Service is among the arrivals by the *Gaelic*.

SAN FRANCISCO, 6.—His Excellency Chang Yen Hoon, the new Chinese ambassador to the United States, accompanied by 20 attendants, arrived to-day on the steamer *Gaelic* from Hong Kong.

The *Call's* Gnyamas (Mexico) special this morning says: C. S. Benham, superintendent of the Copper Queen Mining Co. at Cananea, Sonora, was shot dead at Hermosillo to-day by his coachman, Fred Sweet. No cause is assigned. Mrs. Benham is prostrated by the event.

PHILADELPHIA, 6.—The English steamship *Brinkburn*, with 2,100 tons of iron ore, went ashore in a fog to-day on Fenwick's Island shoal, to the south of Cape Henlopen. She struck hard and was filling with water when the crew left her. The vessel was built in 1880, and with its cargo was valued at \$180,000.

Fort Worth, A. T., 6.—The Apaches who surrendered to General Crook on March 29th, and who arrived here April 3d, in charge of Lieutenant Maus, will be sent to Fort Marion, St. Augustine, Florida, as prisoners of war. The prisoners are giving a grand dance at their camp to-night as a farewell to Gen. Crook.

DENVER, 6.—The *Neues' Colorado* Springs special says: The contract for building the Midland Railroad from Leadville to Aspen was let to-day to Orman & Crooks of Pueblo. The contract includes a tunnel 2300 feet long through Sugar Loaf Mountain. The price was not made public. The work will begin immediately.

CINCINNATI, 6.—With the precincts of the city not heard from the majority of Eschley (Republican) for Comptroller over Schwab (Democrat) is 7,005, that of Hess (Republican) for City Infirmar over Armstrong (Democrat) is 3,403. These represent the extremes of both branches of the Common Council, and the Board of Education have a Republican majority.

New York, 7.—The interest in the southwestern strikes among the union men in this city continues to grow. The action of the general executive board in recalling the order to resume work and in pledging the support of the entire organization to the strike meets with the approval of the majority of the Knights in this region. From a large number of local and district assemblies resolutions favoring this course and pledging themselves to furnish their quota of necessary funds were sent to Secretary Turner.

St. Louis, 7.—The engineers employed upon the railroads centering in East St. Louis decline to state the cause of Chief Arthur's presence in this city or its probable effect upon the extension of the strike to other departments of the roads than those now involved. A prominent member of the Knights of Labor, however, when questioned as to whether the engineers would support the strikers said, "That is just what they are going to do, you can depend upon it. Arthur, to be sure, is opposed to strikes, but such a pressure will be brought to bear that he cannot resist. It is declared that the engineers on all the roads centering in East St. Louis, except those on coal and passenger trains, will go out to aid the Knights in their fight."

WASHINGTON, 7.—The Secretary of the Interior has revoked the order of Commissioner Sparks of the General Land Office of April 3d, 1885, suspending dual action upon entries upon public lands.

New York, 7.—Alderman Delacey cannot be found, and it is stated that he left the city on Sunday night with the intention of remaining away.

NEW HAVEN, 7.—Thos. A. Thatcher, Professor of Latin Literature in Yale College, was discovered dead in his bed this morning. He was in his 72nd year.

St. Louis, 7.—The quiet state of affairs which has existed in East St. Louis for the past week was suddenly broken to-day by a riot. A large crowd of strikers, numbering over a thousand, formed about noon at the railway depot and, headed by the leaders of the strikers in that city, marched to the Ohio & Mississippi depot, where a number of platform men were at work. No guard of police or deputy sheriffs had been stationed there and the employees were easily forced from their position. Thence the mob advanced upon the Vandallia yards. Here a few deputies were on duty, who ordered the men back. They refused and made a rush, bearing down the officers and swarmed through the gates into the yards and forced all the employees at work, out of the yards. From this place they marched to the Burlington Yard where a similar scene was enacted and all the employees forced out. The men then rushed on to the Chicago & Alton yards and upon arriving there were met by a strong force of deputy marshals armed with Winchester repeating rifles. They ordered the mob back and called upon them to disperse. This the crowd refused to do, and upon attempting to rush through the gates, the marshals brought their rifles to their shoulders and threatened to fire if the crowd advanced. This cooled their ardor somewhat and they turned back, none the less determined, however, that there should be no work done in that city while the Knights of Labor are still on their strike. The deputies remained on guard at the Alton yards, fearing a second attack upon that point,

while the strikers proceeded to the Cairo Street line yards, whither they are now (12:30 p.m.) marching.

A MASS MEETING OF THE STRIKERS CALLED.

2 p.m.—Upon arriving there the mob found their way obstructed, and by the same means employed at the other yards, forced the men at work there to leave their positions. The mob then dispersed, having accomplished their object, but not before calling a meeting of strikers to take place at Flannigan's Hall, where resolutions will be adopted declaring that no one shall be allowed to fill the strikers' places.

WASHINGTON, 7.—Blair introduced a bill in the Senate to-day to provide that eight hours shall constitute a day's work for letter carriers, and that their salaries shall not be reduced by reason of the decrease in the hours of labor.

LA CROSSE, 7.—A fire in the lumber district caused a total loss of \$562,000, with an insurance of \$60,000. A fire at 2 o'clock this morning, in the business blocks on Third Street, caused a loss of \$42,000, insurance \$27,000.

GREENFIELD, Mass., 7.—A terrible disaster occurred on the Fitchburg Railway to-night midway between Bardwell's Ferry and West Deerfield Station, the east bound passenger train due at Greenfield at 6:05 p.m. going over an embankment 200 feet high. Six bodies have already been taken out of the ruins, and it is not known how many others were killed. The train was the eastern express, and consisted of a baggage car, a smoking car, mail car and two ordinary passenger cars. The train was in charge of Conductor Forster, with Herbert Littlejohn as engineer. The point where the accident occurred is the most dangerous on the road. The trains run on the edge of an embankment 200 feet above the Deerfield River. The bank is steep and is covered with huge boulders and a mass of rock. When the train arrived at this point the truck commenced to settle under it for a distance covering its entire length. The coaches broke from their trucks and went rolling over and over down the precipice. The engine broke from the tender, tearing up the track for twenty feet. Below rolled the Deerfield river, on the very edge of which the cars were thrown. As soon as they struck they caught fire from the stoves. The sleeping car was an entire wreck. It was occupied by several passengers, not one of whom at this hour is known to have escaped injury. One man whose name is unknown is imprisoned in the wreck of the sleeper, where he is being burned alive. One little girl was picked up dead. As soon as the news reached Greenfield a special train was made up and sent to the scene of the disaster, having on board several physicians, section men and a few citizens. On arriving at the scene of the wreck, a horrible sight was witnessed. Darkness had settled over the spot. Far down on the river bank could be seen the smoldering embers of the holocaust. It was impossible to tell who was hurt and who was killed. Stout-hearted trackmen were lowered cautiously down the treacherous height, and the work of rescue began.

Merritt Peckley, superintendent of the National Express Company of Boston, was found on the truck and taken to the relief car. He had a wound four inches long and half an inch wide over his left temple. His left thigh was broken and also his left leg at the knee, besides which he sustained internal injuries, from which he will die.

D. Crandall, the postal clerk, was plunged into the river and got ashore with difficulty. He was wounded about the head and his arm was fractured.

The Fitchburg coach was the only one that escaped the conflagration. Deputy Sheriff Bryant, of Greenfield, who was in this car, rescued two children from the flames, but one was dead and the other dying. Their parents were on board but cannot be found. Some of the injured and dead were taken to Shelburne Falls and some of the wounded to Greenfield.

At midnight it was reported that four more dead bodies were removed from the wreck, and it was believed that others had been swept down the river. Of the four bodies, one was recognized as that of Brakeman Shyer. It is impossible to give a complete list of the killed and wounded to-night.

GREENFIELD, Mass., 8.—It is thought that 20 persons have been seriously injured and seven killed, with a score of others more or less injured. Two more bodies, which were the last to be extricated from the wreck, have been identified as C. T. Temple, of Wakefield, Mass., and Chas. H. Durgin, of Boston. Two young girls, whose names are unknown, are reported to be among the killed.

HALIFAX, 7.—A dispatch from Louisville, C. B., gives the experiences of those who were in the dory which landed on Guyon Island on Monday. They got adrift from their vessel, the American schooner, *Elzem Law*, while setting trawls on the western banks, and not discovering their vessel they all got in one dory. After four days out one succumbed through thirst, and on the seventh day another who had become insane died. On the eighth day the survivors landed at Guyon Island, where they were kindly cared for by the keeper of the light house who sent them here. The body of the man who died first is greatly lacerated. One of his arms is cut off at the elbow. His throat is much torn and pieces are cut out of each thigh. This was done after the man's death by the other man, who died, in order to obtain food