

LOCAL SIGNS OF THE TIMES.

RESIGNATIONS seem to be the rage. Not only in the County Court and the City Council are officers resigning, but the "Liberal" faction is being shaken up by retirements and the gravitation of its most sensible men to their political places of affinity. These are all signs of the times, and further proofs of "changed conditions."

One of the most significant of these movements is the resignation of Boss Powers, followed by the declination of Allen G. Campbell to be his successor as chief of the city "Liberal" committee.

Signs of defection may be seen all along the lines. They are good signs. The continuance of the "Liberal" movement means only the perpetuation of strifes that ought to be buried over issues that are dead. And there are very few reflecting persons who see in the survival of that faction, anything higher than a desire on the part of certain schemers to obtain or retain office or public employment, and a hatred on the part of others to the majority of the people and their religious institutions.

We notice that while sliding out of a position from which all the possible honors have been drawn, and throwing away the peel of the orange from which all the probable juice has been sucked, the Chief of the Tuscaroras is figuring for the future in the way of club manoeuvres and organizations, with a view of sliding into association with expected Democratic advantages. He is a wily and open-eyed schemer, and commands a certain degree of attention and admiration for his persistence, activity and irrepressible assurance. "Liberalism" is on its last legs, and he is making preparations for the inevitable collapse.

UNITED LABOR AND THE NATIONAL GUARD.

THE following dispatch is small but significant:

"WINCHESTER, Pa., Aug. 18. — The State Federation of Labor today passed a resolution recommending all union men to refrain from enlisting in the National Guard and all enlisted men to withdraw."

The resolution referred to suggests the possibilities of trades organizations.

The National Guard is not what its name implies, being a local organization. Its object is to provide for local, and not national, protection and defense. It is deemed essential to the preservation of tranquility, but is perhaps of doubtful potentiality for that purpose. Being a popular organization, it is naturally composed of people who belong to the masses—the bone and sinew of the commonwealth. In cases of popular uprisings its efficacy for the maintenance of order would be doubtful. This can be seen at a glance when the fact is considered that the ranks must necessarily be largely composed of members of trades unions. In case of a conflict connected with labor disputes it would be hardly reasonable to expect men to fight their fellow union members, even if the latter were seeking to carry their point by violent methods.

The resolution will doubtless be effective in preventing the enlistment into the national guard of union men, and will cause numbers of others now connected with the organization to leave it. The consequent elimination from the ranks, while weakening its power for other purposes, will not have that effect in the matter of service in labor conflicts, as it will thus be freed of much of the disaffection existing in it.

We are exceedingly doubtful with regard to the efficiency of the Guard as it exists. There is a great deal of dissatisfaction in the ranks in the State of New York at present. Unless promises to provide better food and accommodation are soon complied with, an early revolt will not be surprising. We imagine, however, that the soldiery at the scene of the railroad troubles does not altogether arise from the absence of suitable food and shelter, but also from the fact that their situation is distasteful to them.

The power of the Federation of Labor over its members is very great. Its potency is exhibited by the uniform respect paid to its decrees in relation to strikes. It would be easy, if deemed necessary, for the Federation to substitute the request in relation to the National Guard by the issuance of an unqualified order.

SHORTENING THE TRANS-ATLANTIC PASSAGE.

A dispatch from Quebec to the Boston Herald says:

"The shortening of trans-Atlantic ocean passage to a three days' voyage is the inducement now held out to the Canadian government by the promoters of the new Labrador railway scheme. The proposal involves the establishment of an ocean steamship port at Port Marnham, which is situated on the St. Lewis inlet, about 80 miles north of the straits of Belle Isle. It is claimed that the short crossing between Port Marnham and Milford Haven in Wales could easily be made in 72 hours by the greyhounds now running between New York and Liverpool.

"Port Marnham is described as a magnificent harbor, almost entirely land-locked, and open for navigation seven to eight months in the year. It is claimed by the author of the scheme that during the season of navigation almost all the mails between Europe and America, as well as the bulk of the passenger trade, would follow the shortest existing route. Public interest in the scheme has been awakened in Canada by the publication of the report of a survey for a line of railway from Quebec to Labrador which for its entire length is practically level. The entire length of the route so explored is not more than 850 miles, and the work of constructing it need not occupy more than 18 months, while its average cost a mile would be but little more than that of the Canadian Pacific railway where it traverses the level plateau of the Canadian northwest. The company for which the survey has been made, has been formed in London, and includes a fair sprinkling of Canadian politicians, and the announcement is made

that the company is prepared to proceed with the undertaking, "provided Canadians join them in their efforts to open a route which will revolutionize American trade, and especially that of Canada." The westward connections of the projected line would be more easily controlled by the Northern Pacific people than by anybody else, and railroad men are now asking if it is with this object in view that Mr. McNaught of that corporation and his friend, John C. Eno, and others connected with them, have secured a controlling interest in charters and existing lines of railway running westward towards the great lakes from a point on the line of the Quebec and Lake St. John railway.

LATEST OUTBREAK IN TENNESSEE.

FOR the benefit of those who have not closely followed the particulars of the latest outbreak of miners in Tennessee, and causes connected therewith, we here reproduce a dispatch to the Louisville Courier Journal. It contains details that did not appear in the press telegrams published here.

NASHVILLE, Ten., Aug. 18.—(Special.)—Once more Tennessee has riotous miners. A prison stockade has been burned and again have the convict inmates been temporarily driven from competition with free labor. The scene of the latest trouble is at Tracy City, a point where trouble was least expected.

At 9 o'clock this morning the stockade was burned and the 390 convicts were placed on cars ready to be started for Nashville. At 5 o'clock this morning a committee of miners awoke E. O. Nathurst, Superintendent of the mines for the Tennessee Coal, Iron and Railroad Company, and asked him that the miners be allowed as many hours work in each week as the convicts. Mr. Nathurst replied that he would submit the matter to the company and do what he could.

The committee then left and Mr. Nathurst, knowing that a secret oath-bound organization had been formed some weeks ago for purposes unknown, at once began to suspect trouble. He went to Deputy Warden Burton, and together they began to circulate among the miners, who were gathering in groups, and try to influence them to keep quiet.

Their efforts were of no avail. Slowly the ominous air of suppressed excitement became tinged with threats and promises of destruction to the stockade or a battle.

At 8:30 o'clock an organized body of 150 men, 100 of them armed and fifty apparently unarmed, advanced on the stockade. To capture it was the work of a minute. Without undue confusion every piece of property belonging to the Tennessee Coal, Iron and Railroad company was removed to a safe distance and the convicts who were in the stockade were led out under guard.

Then the torch was applied, and at 9 o'clock the buildings were a mass of flames. The miners at once proceeded to the mine, took possession of the convicts, marched them to the railroad station and loaded them in box cars. Next the telegraph wires were cut and a guard was placed over every engine