

The Weekly Colonist.

THIRTY-SIXTH YEAR. VICTORIA, BRITISH COLUMBIA, FRIDAY JULY 13 1894. VOLUME XXXVI, NO. 30

MUTINOUS MILITIA.

Sacramento Soldiers Ordered to Disperse Riotous Railway Strikers March on the Ground.

Insurgents Supplied With Ammunition by Men in the United States Uniform.

SACRAMENTO, July 5.—Early yesterday morning 1,000 armed militia arrived from San Francisco and Stockton and proceeded to the Armory. As they marched down the street thousands of people lined the sidewalks and alternately cheered and hissed the troops. Shortly after 11 o'clock Gen. Dickinson ordered the troops to load their guns preparatory to going to the depot. In anticipation of a lively scrimmage between the soldiers and strikers, a large crowd gathered at the depot. As soon as the men were observed heading for the depot a stream of people pressed them and crowded the west end of the depot.

The Sacramento regiment was ordered to clear the depot of the crowd, but the further advance of the regiment was blocked by a dense mass of people who refused to retreat. They were armed with rifles, shotguns, and pistols, and were determined to permit the soldiers to enter without a collision, but they refused to move. General Sheehan then reported to Marshal Baldwin, by whose request the troops were sent here, and explained that it was impossible to clear the depot without using force, and asked for a written order to fire, but the marshal refused to give such an order. He was then asked by the military authorities what he wished the troops to do, and he replied that he wanted the Yale and American river bridges guarded. General Dimond was asked to make a detail to carry out this desire which he did.

Acting under instructions from the U.S. marshal, Gen. Sheehan commanded the Sacramento companies to clear the depot of strikers. The men marched into the depot amid the wildest cheering, but when the order to disperse the mob was given they lowered their guns and marched from the depot. The street was cleared, and one of their number climbed upon an engine and triumphantly waved an American flag. The Stockton companies were then called upon to clear the depot, but they likewise laid down their arms and returned to the barracks. As the Sacramento and Stockton companies marched up Second street to the Armory they were enthusiastically cheered. Realizing the futility of further attempting to disperse the mob, Marshal Baldwin ordered Gen. Dickinson to have the troops return to the Armory. Amid the wildest cheering the soldiers then marched back to the Armory.

When the regiment had partially disbanded Marshal Baldwin requested the strikers to sign a statement of their grievances, and if it would be agreeable to the men to remain quiet for a couple of hours, until he could have a consultation with the members of the command. Many of the strikers agreed to this arrangement. The marshal wanted to fix 3 o'clock for the hour of reporting, the strikers, however, insisted upon having it at 4 o'clock, and the marshal finally consented. Before leaving the depot he exacted a promise from the men that there would be no violence inflicted and no property destroyed. While the march was speaking one of the strikers carried an immense American flag up to the head of the crowd. One of the men shouted: "That's the flag we go by; it represents our sentiments." The marshal then went away. The troops were permitted to enter the depot. It was announced that they would leave the building as soon as they were ordered, without taking any advantage of the strikers.

After the excitement had partially subsided, the strikers were addressed by Chairman Knox of the mediation committee, who counseled them not to commit any acts, and to carefully watch every movement of the railroad company. "We have the upper hand in this strike," he said, "and we don't intend to allow the railroad to beat us. Remain loyal to the cause, and victory must perch on our banner." When the troops had withdrawn a body of fifty strikers appeared on the streets, armed with rifles and shotguns. The Garibaldi guard had turned the contents of its arsenal over to the strikers. The sentiments of the soldiers seemed to favor the strikers. After they had revolved the depot it was said by the leaders of the strikers that the militia was "standing in" with the ammunition. This is emphatically denied by Gen. Sheehan.

It is claimed that in many instances the troops supplied the strikers with cartridges and informed them that they would not attempt to dialogue them. Several of the Sacramento soldiers were seen to throw their ammunition into the river. After the troops had left the depot, many of them repaired to saloons where they drank to the health of the strikers. An investigation is to be made, and it is more than likely that a number of the militia will be called upon to explain their apparent friendliness to the strikers.

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On the 13th ult. the vessel left Gravesend for Waterford, Ireland, whence she proceeded to the cable station at Valentia, where she stowing thence westward and having found all to be in order and spliced the cable, headed for America at the rate of six or seven knots. For about seven hours she sailed on, but at 6 in the evening a gale of force was reached, and soon 1,000 fathoms was indicated; then over a varying bottom to 2,000 fathoms, or over three miles deep. After a few hours it gradually rose to 1,000 fathoms, and the cable gently dropped on hill top and valley bottom, over deep gorges and immense undulating tablelands, once coming to within seven hundred miles from the buoyed end, and again, some 1,120 knots or more, sinking down to 3,000 fathoms, or three miles and a half, gradually rising after a few hours to 2,500 fathoms and continued on with slight variations for some three hundred miles, when deeper water occurred for three or four hours, then the depth declined to about 1,200 fathoms, with fairly even bottom, and kept so until the shallow water of the Newfoundland banks were reached, some seven hundred miles from the buoyed end, and the 502 miles from Cape Cano. The ship was daily in communication with the station at Waterford, Ireland, and was kept fully informed of what was going on in the outside world. On Sunday, 24th June, outside Cape Cano, the cable was taken up, and the news of the birth of the Duke of York's son was flashed through the ship, and the following congratulatory message was sent:

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MONTEREAL MATTERS.

Montreal, July 5.—(Special)—Two agents of the railway men on strike in the United States have been here for a couple of weeks interviewing the various classes of employes on the Grand Trunk railway. They have made no definite proposal, being here apparently to feel the ground. They are not getting much encouragement, and unless the head of the order commands a strike the Canadian railway employes will stand by their employers. The report of the City Controller just issued shows the value of taxable real estate in Montreal to be \$180,834,241, and that the exempted real estate is estimated at \$33,185,894. Archbishop Cleary, of Kingston, in a long interview with the Star, correspondent at Caledonia Springs, makes a reply to Principal Grant's recent statements. He declares that the Principal is responsible for the party's defeat and that the reverend gentleman is a political failure. Two fatal railway accidents occurred last night. A man named March was run over and killed on St. Lawrence street, and a workman was killed on St. Antoine street. MONTEREAL, July 6.—(Special)—Sir William Van Horne, Lord Mount Stephen, Sir John McNeill, and John W. Stirling of New York, left last evening on the cars. Mr. McNeill and Mr. Stirling of New York, left last evening on the cars. Mr. McNeill and Mr. Stirling of New York, left last evening on the cars. Mr. McNeill and Mr. Stirling of New York, left last evening on the cars.

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SACRAMENTO, July 5.—The strikers' train has passed Blue Canyon. At Red Bluff a demonstration was made by the strikers. The American Railway Union men there received orders early in the morning to come to Sacramento, and at once began bustling about town for arms. Finally 100 rifles and plenty of ammunition were secured and placed in a cache at the depot. When the train arrived at Red Bluff this morning at 3:30 o'clock in the afternoon the train stopped at Redding long enough for the strikers to purchase all the available ammunition. Soon they were speeding on toward Sacramento.

NEW YORK, July 5.—A morning paper says: A story was circulated last night to the effect that the members of the Grand Lodge of the Order of Commercial Telegraphers had been called together hurriedly to hold a special session in conjunction with the grand officers of the Order of Railroad Telegraphers, the meeting to take place in Philadelphia. The object is said to be about understanding between the two orders on the railway strike, and in the case of the railroad men being called out the commercial men being called out by the railroad men are expected to follow. In Chicago nearly five hundred commercial telegraphers are allied with the American Railway Union, and in other parts of the country a similar alliance has been formed. A circular letter has been issued to all commercial telegraph operators warning them to keep away from Chicago, St. Louis, Kansas City and other western points where the labor trouble exists. Should the railroad operators go out there is not the smallest doubt that the commercial men will follow. This together with the existing trouble would cripple the world's commerce, and in such an event a world's case as though there was but one step to be taken by the government for the protection of the public at large, and that would be to assume control of the telegraph lines at once. A diligent search was made throughout the city last night and resulted in finding but one officer of the grand lodge of the order of commercial telegraphers. That gentleman declined to be interviewed on the subject of the Philadelphia meeting, but admitted that some of the executive committee were out of the city.

NOTABLE EVENT.

Successful Laying of the Commercial Cable's Third Atlantic Cable.

Details of the Momentous Voyage of the Steamship "Faraday."

CAPE CANO, July 5.—The laying of the third Atlantic cable, belonging to the Commercial Cable Company, the heaviest and speediest for its length ever laid and having the largest copper conductor extant, was Tuesday afternoon successfully completed, the steamer Faraday anchoring off this port at four o'clock. Siemens Brothers, the contractor, guaranteed it to be 33 per cent. faster than either of the Commercial cables laid in 1858, and tests are now being made to verify this. The time occupied by the Faraday, twenty days, was the shortest on record, and it is estimated that the speed of transmission by the new cable will be far ahead of the guarantee.

Laden with the balance of the deep sea portion of the new cable the Faraday sailed from Woolwich, England, on Tuesday, 12th June, at 8 in the evening. All down the river at Woolwich dockyard and from the shore and vessels as she passed along cheers and salutes greeted her vessel till distance and darkness left the undistinguishable. There were 130 souls on board in general, the guests, Count Slippensbach, a colonel of the German guards, Mr. Arnold Siemens, chief of Siemens and Halske, Berlin, son of Dr. Werner von Siemens, and Mr. John Cook, electrical engineer of the Commercial Cable Company, and four assistants.

Cable laying, picking up, burying, etc., and all cognate engineering requirements, were under the charge of John Britton, J.C.E., a man of long experience; navigation and other matters pertaining to the vessel were ably directed by Captain Lefanu, captain of the ship. The electric and testing department came under the able management of Frank Jacobs, one of the oldest electricians of the day, the whole being personally supervised by the general manager, Siemens, president of the Institution of Electrical Engineers, and managing director of Siemens Bros.

On the 13th ult. the vessel left Gravesend for Waterford, Ireland, whence she proceeded to the cable station at Valentia, where she stowing thence westward and having found all to be in order and spliced the cable, headed for America at the rate of six or seven knots. For about seven hours she sailed on, but at 6 in the evening a gale of force was reached, and soon 1,000 fathoms was indicated; then over a varying bottom to 2,000 fathoms, or over three miles deep. After a few hours it gradually rose to 1,000 fathoms, and the cable gently dropped on hill top and valley bottom, over deep gorges and immense undulating tablelands, once coming to within seven hundred miles from the buoyed end, and again, some 1,120 knots or more, sinking down to 3,000 fathoms, or three miles and a half, gradually rising after a few hours to 2,500 fathoms and continued on with slight variations for some three hundred miles, when deeper water occurred for three or four hours, then the depth declined to about 1,200 fathoms, with fairly even bottom, and kept so until the shallow water of the Newfoundland banks were reached, some seven hundred miles from the buoyed end, and the 502 miles from Cape Cano. The ship was daily in communication with the station at Waterford, Ireland, and was kept fully informed of what was going on in the outside world. On Sunday, 24th June, outside Cape Cano, the cable was taken up, and the news of the birth of the Duke of York's son was flashed through the ship, and the following congratulatory message was sent:

"Mid-Atlantic, latitude 50 degrees 16 minutes north, longitude 30 degrees 20 minutes west.

"To Sir Francis Dawinton, York House, St. James' Palace, London. May I ask you to be kind enough to convey to their Royal Highnesses the Duke and Duchess of York the hearty congratulations and best wishes of the whole ship's company of the steamship Faraday, now engaged in laying the third Atlantic cable for the Commercial Cable Company.

"On the 27th the following acknowledgment was received from Sir Francis Dawinton to A. Siemens:

"The Duke and Duchess of York thank very warmly the whole ship's company of the steamship Faraday for their kind congratulations, and wish them success in their labors."

At 10:30 p.m. of the 27th of June, 1858 knots were between the ship and the Irish buoy, when deeper water occurred for three or four hours, then the depth declined to about 1,200 fathoms, with fairly even bottom, and kept so until the shallow water of the Newfoundland banks were reached, some seven hundred miles from the buoyed end, and the 502 miles from Cape Cano. The ship was daily in communication with the station at Waterford, Ireland, and was kept fully informed of what was going on in the outside world. On Sunday, 24th June, outside Cape Cano, the cable was taken up, and the news of the birth of the Duke of York's son was flashed through the ship, and the following congratulatory message was sent:

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THE RAILWAY STRIKE.

If it Continues All the Labor Unions Will Be Called Out.

Armed Strikers on the Way to Sacramento to Assist Their Brethren.

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