

War to the Knife!

All Chance for Peaceful Arbitration Blocked,

And the Most Gigantic Strike in History Impending.

Awful Responsibility Assumed by the Pullman Company,

Who Insist That They "Have Nothing to Arbitrate."

President Cleveland Issues a Far-
Reaching Special Proclamation.President Mellican of the Buffalo A.
R. U. Branch Will Not Order
a Strike at Present.Between 200,000 and 250,000 Workers Expected to Strike in Chicago Today—
The Railroad Situation Looks Better for the Time Being.

An Important Conference.

EFFORTS TOWARD ARBITRATION.

CHICAGO, Ill., July 9.—The mayor and a committee of seven representing the trades unions of Chicago, appointed at last night's meeting, met this morning to confer with a view to securing arbitration in the great strike now on. The mayor was urged to use every effort to bring about an amicable settlement. Gen. Orendorf was present, and at 11 o'clock Gen. Miles joined them. All felt that the crisis is at hand, as upon the result of this conference depends the greatest strike of history. The labor representatives are determined that nothing less than arbitration shall be conceded them, and are under orders to accept nothing less. The conference adjourned to meet at 1 p.m., when the city council committee on arbitration will meet with them and seek to adjust difficulties.

The council committee on arbitration and the committee of seven met at 1:15 p.m. at 184 Madison street at 1:15 p.m. J. Elderkin, of the Seamen's Union, presided. Addresses were made by delegates, setting forth the position of the unions and expressing a clear realization of the gravity of the present situation. Ald. McGillen responded briefly, sketching the fruitless efforts of the committee of arbitration and concluding with the suggestion that as the Pullman Company had said there was nothing to arbitrate a committee of five be appointed to investigate that statement, which shall inquire into the facts and discover if there were grounds for arbitration. He moved that a committee be selected and two members named by the Pullman company, two by the judges of the Circuit Court of Cook county, the fifth member to be named by the four so chosen. Carried unanimously, and a committee was appointed to lay the proposition before Vice-President Wickes, of the Pullman company, for his acceptance or rejection and to report at 4:30 p.m. "We shall make this offer to the Pullman company," said Ald. McGillen, "as representatives of Chicago and its labor interests. If the company rejects it there will be no longer doubt as to where the responsibility for this grave trouble rests."

ARBITRATION BLOCKED.
The officials of the Pullman company absolutely refused to entertain the proposition made by the joint committee, and there seems nothing left now to prevent the great strike of all industries arranged for 24 hours hence.

THE PULLMANS REPUDIATE ALL OVERTURES.
At the meeting composed of delegates from all of the trades unions in Chicago last night it was determined that a last attempt be made to get the Pullman company to arbitrate its differences with its workmen, and a sub-committee was appointed to present the proposition to the Pullman company. This committee included Ald. McGillen, Marrenner, Muelhofer and Powers, and Messrs. Elderkin, Ryan and Laidholm, representing the trades. The sub-committee repaired at once to the office of Vice-President Wickes of the Pullman company, and requested an interview with that gentleman. It was granted, and then followed a scene which bids fair to rival in historical interest and importance any event in the history of labor. Every man present felt the extreme gravity of the hour and the silence, through which the voices of the speakers seemed painfully distinct, was oppressive.

"Do you come as an official of the city?" Mr. Wickes asked the alderman. "I do," replied Mr. McGillen. "Do you represent the mayor in this matter?" inquired the Pullman official. "The mayor will endorse our action here," the alderman replied. Ald. McGillen placed before Mr. Wickes the proposition as authorized by the full committee. Once as the alderman halted for an instant Mr. Wickes said: "The company cannot recede from the position it has already taken."

The interjection aroused Ald. McGillen, and he eloquently portrayed the situation in all its bearings and the inevitable consequences unless a settlement were reached. Mr. Wickes listened attentively. He seemed touched by the appeal, and when the spokesman had concluded retired with Attorney John S. Rannels, of the Pullman company, for consultation.

A FATEFUL ANSWER.
The delay was of brief duration. When he returned everyone present read in Vice-President Wickes' stern face the fateful answer he would make. The feeling was intense and the little throng waited breathlessly for him to speak.

Addressing Ald. McGillen Mr. Wickes said: "The Pullman company has nothing to arbitrate."

Then there was a painful silence. Ald. McGillen seemed paralyzed for a moment. He could not believe the Pullman company would assume a responsibility so grave.

"Am I to understand," he slowly said, "that the Pullman company refuse this slight request made at so grave an hour and upon which so much depends?"

"The Pullman company has nothing to

arbitrate," reiterated Vice-President Wickes.
Ald. McGillen said with great impressiveness: "Mr. Wickes, your company demands the police protection of the Federal Government, the State of Illinois, the county of Cook, and the city of Chicago, and yet you utterly ignore a fair request made by the city—a request the fundamental idea of which is the preservation of peace. We have come to you as conservators of the peace, and you have assumed a grave responsibility in thus refusing the request we make—a responsibility greater perhaps than you are aware."

"There is a principle involved in this matter," said Mr. Wickes, "which the Pullman company will not surrender. It is that employers must be permitted to run their business in their own way, and without interference from their employees or from anybody else. We shall not allow anyone to tell us how our business shall be conducted, and we shall not consent to arbitration. Our business is our own private affair, and we want no interference from Federal or State or any other government."

There was nothing more to say. One hundred thousand men will quit work tomorrow morning for an indefinite period in the contest for arbitration.
WAR TO THE KNIFE.
CHICAGO, July 9.—It is war to the knife and the knife to the hilt. The powers have spoken, and the most tremendous strike known to history will be inaugurated tomorrow when the whistle blows and 100,000 men lay down their work not to return until the Pullman boycott is settled. Today has been the most quiet Chicago has experienced since the great Pullman boycott was declared. But it was the quiet that precedes the storm, and beneath the strange stillness the ear of the close watcher of events could catch the ominous rumblings of an industrial cyclone threatening dread disaster and fearful destruction. A storm whose awful portents none may read, and whose vast consequences none can forecast. The strike will tomorrow be augmented by the practical cessation of all industry, and the almost complete paralysis of commerce in and about the city.

SIX TRAINS BURNED.
CHICAGO, July 9.—Six freight cars were burned this morning before daylight on the Illinois Central Railway at Burnside. Six men were arrested on suspicion of being incendiaries and were taken to Kensington police station and fined \$20 each.

Wabash trains were delayed on reaching this city today and came in on the Fort Wayne tracks as a bridge at Clark station had been burned during the night.

KICKING AGAINST EMPLOYING COLORED MEN.

UNION STOCK YARDS, Ill., July 9.—This morning the Rock Island Company distributed a card of colored men in the towers along the road from Twenty-Sixth street south. A crowd of excited strikers gathered around the tower houses at the different street corners, and threatened to kill the colored men if they did not leave the tower house. At noon a mob vainly tried to burn the buildings, when a company of troops arrived and dispersed the crowds. The recent action of the American Railroad Union in voting to exclude colored men from their ranks has caused considerable hard feeling.

COLORADO MEN NOT IN IT.
DENVER, Col., July 9.—A special bearing a committee of railway employees of different orders other than the A. R. U. went south this morning for the purpose of conferring with employees on strike. All who will return to work today may have their former positions. This ends the strike. The Colorado unions are now openly arrayed against the A. R. U.

NEW YORK, July 9.—Prominent railway men in this city are alarmed over the reports of a probable extension of the strike to the east.

COMPERS WON'T GO.
Samuel Compers, president of the American Federation of Labor, says he will not go to Chicago, as requested by the Trades Council. A later dispatch says Compers issued a call this afternoon for a meeting of the executive committee of the Federation to be held in Chicago on Thursday, July 12.

DEBS WAS A DISFEMINIAN.
Col. Robt. G. Ingersoll said today it was true he had given Eugene Debs an introduction to a local physician, who, however, he said does not keep a sanitarium for disfeminians. Debs is now under the doctor in April, 1892, with the letter from Col. Ingersoll. The doctor treated him for neurasthenia and dyspepsia so successfully that he entirely recovered. Speaking of the matter the doctor said: "When Debs came to me he was a physical and mental wreck. He had stepped himself in drink, but he had been a brilliant young man, and I used every effort to save him, and succeeded, but no man who has been shattered as he has can endure such a strain as he has now pulling upon himself."

THEY THINK THE WORST IS OVER.
WASHINGTON, D. C., July 9.—At the White House and War Department there was a general feeling today that the backlogs of the strike had been shattered by the developments of the past 48 hours.

Gen. Schofield believes Gen. Miles will not need any further reinforcements with two full regiments of infantry distributed throughout Chicago and 1,000 other men at his disposal.

ORDERS FROM WASHINGTON—THE NAVY TO CO-OPERATE.
WASHINGTON, D. C., July 9.—Secretary Herbert today issued an order directing the naval force at Mare Island navy yard near San Francisco to co-operate with military forces in opening up communication on the Central Pacific Railroad. Gen. Miles reported this morning Chicago was quiet, and he did not express fears of serious troubles.

LITTLE TROUBLE AT INDIANAPOLIS.
INDIANAPOLIS, July 9.—The backbone of the strike here is broken. All trains are running, and all roads claim they are less than 100 men short.

RESUMING AT MINNEAPOLIS.
MINNEAPOLIS, Minn., July 9.—The Chicago, Milwaukee and St. Paul, Minneapolis and St. Louis lines resumed freight traffic from this point yesterday. The St. Paul and Duluth also resumed freight traffic.

PASSENGER TRAINS RUNNING AT MEMPHIS.
MEMPHIS, Tenn., June 9.—The strike in Memphis is practically a thing of the past. Yesterday nearly every passenger train went out on time, and today it is expected there will be no interruption.

CONDUCTORS WHO WILL NOT STRIKE.
WICHITA, Kan., June 9.—At a meeting of the conductors of Eldorado division O. R. C., held at Eldorado, a resolution was adopted to the effect that they would re-

main loyal to the company, and abide by their contract.

FIRST TRAIN IN ELEVEN DAYS.
MANDAN, N. D., July 9.—The Northern Pacific coast train, the first for eleven days, reached town yesterday seven hours late. The engineers, fireman, conductors and brakemen on the Missouri division are on strike.

NO FREIGHT MOVING AT CLEVELAND.
CLEVELAND, O., July 9.—No attempt was made this morning to move freight in the Cleveland yards. A committee appointed by the employees of the Big Four waited upon Superintendent Higgins and presented a list of grievances. A demand is made for the restoration of a 10 per cent cut made last fall.

M. C. R. MEN ON HAND AT DETROIT.
DETROIT, July 9.—Yesterday President H. B. Ledoyer, of the Michigan Central, issued a circular to all employees of his road, stating that if any employee was not at his post of duty this morning he would be discharged. This morning every yardman and switchman was on hand, and it looks as if the strike at this end was entirely broken.

AT HAMMOND.
HAMMOND, Ind., July 9.—The federal troops were withdrawn from Hammond by order of Gen. Miles this morning, leaving for Chicago at 11 o'clock. One of the officers said they were going to clean up the stock yards. This leaves the militia in possession of the railroad property. Superintendent Snyder, of the Michigan Central road, said the road was clear. Trains were running on all the roads entering Hammond today. Two thousand workmen are on strike here, 1,300 of them belonging to the Hammond Packing Company.

AT PEER, IND.
PEER, Ind., July 9.—The strike situation of the Wabash grows worse and worse. The engineers and firemen are now all out. Yesterday 50 men were brought here to take the place. No hotel or restaurant in the city would feed them, and food had finally to be brought from Logansport. The men had a hard time finding a place to sleep.

The men in the Peoria (Ill.) yards have struck.

"A CAPITALISTIC LIE."
CHICAGO, July 9.—James K. Sovereign does not take kindly to the report published that he rode into Chicago in a Pullman place car. He says: "It is a capitalistic lie—a base attempt on the part of corporate capital organized against the workmen whom I have the honor to represent to injure me in the estimation of the public. It is false; it is untrue."

The talk of President Eugene V. Debs of the American Railway Union taking to drink and suffering from nervous prostration is pronounced by his friends to be wholly untrue.

CHICAGO AND G. T. R. MEN RETURN TO WORK.

BATTLE CREEK, July 9.—A meeting of engineers of the Chicago and Grand Trunk here this afternoon decided by a majority vote to return to work. A number say they will not return, and the strikers claim enough men to keep the road tied up.

MASTER WORKMAN SOVEREIGN'S STATEMENT.

General Master Workman Sovereign of the Knights of Labor said today he had determined to delay the order for a strike of his order until Wednesday. He said: "I make this postponement to await the outcome of the fight among Chicago's trades unions. I do not consider it impossible that the tremendous importance of a paralysis of Chicago's industries will force George M. Pullman and the railroads to meet the American Railway Union half way in measures for a settlement. It is high time public sentiment should move the corporations to arbitrate. Mr. Debs has all along evidenced his willingness for arbitration, and the general managers should assume that manner too. As soon as the result of the conference between Mayor Hopkins and the union committee is known we shall take up the question of calling out the Knights of Labor. I feel that the union men did the right thing last night. The militia received I knew there would be but one event—the strike ordered—and I am glad of it."

WHAT THE MANAGERS SAY.

CHICAGO, July 9.—The general superintendent of the Illinois Central Railroad Company posted a notice yesterday announcing that all freight handlers who did not return to work by 10 o'clock this morning would be discharged. Enough men were enabled the road to resume its freight business, and five freight trains had been sent out today. About one-third of the firemen who have struck returned to work. The passenger service of the road has been resumed in full.

Chairman Egan for the Railway Managers Association said this afternoon that the reports of the morning covering all the railroads which had been blockaded by the railway strike were that passenger trains were moving on all the roads under men who are on hand to move all trains thus protected. Very little freight is offered. A few freight trains have been moved with troops as guards.

In the southern districts there is less destruction of cars and railroad property and men are cautious about attacking trains. As the fight stands the prospects for doing business and defeating the strikers are better than at any time since serious trouble began.

The Northwestern roads are working without trouble and moving freight freely. The St. Paul system is in better shape and the Alton men have gone back to work.

STRIKE TOLDED.

The strikers here are exceedingly hopeful. They said there was no chance of failure. On the other roads the switchmen and yardmen were all out with the exception of the Pennsylvania. On the Ann Arbor road the men were anxious to get revenge for the loss of the engineers' strike of a year ago.

PULLMAN CUT WAGES.
PULLMAN, Ill., July 9.—One of the things that the striking employees of Pullman charge against George M. Pullman is, that he has forced wages in his shops down to the starvation point in order that he can make munificent gifts, as he did to the Chicago Museum of Art, in a general way to make the outside world believe that he is a philanthropist.

A few figures will give an idea of what the cut in wages has been since a year or so ago. In the first half of 1893 the company paid \$110 for building the vestibules on what was known as "world's fair coaches." In April last for the same work they were paid \$40. For building vestibules on a standard coach in 1893 they were paid \$30. The rate when the strike occurred was \$15. For building box cars in 1893, not including trucks, the highest price was \$17. Just prior to the strike the wage

rate was \$7. The Wickes refrigerator cars in 1893 cost \$36 to build. The company last spring was getting them built for \$19 50. In the machine wood shop, jobs that in 1893 were worth \$2 60 to working men were worth but 80 cents to them the week before the strike. In fact, in every department the reduction during the year is in about the same ratio.

POLITICS IN PULLMAN.
The Pullman employees have always formed an important local factor in politics because of their numbers. In years past, before Pullman was annexed to Chicago, the company, as might be expected, run things politically and always in the interest of the Republican party. It need hardly be said that the Pullman company has made an assessor here when the fact is related that its plant, which is estimated to represent an outlay of \$8,000,000 and is capitalized at \$30,000,000, is assessed for but \$15,000, hardly one-fifth of one per cent.

President Pullman several years ago gave two lots on which to build a Catholic Church, but before a deed was executed an election came on for assessor. Hearing that the priest was advising his people to vote as they pleased, and not as the company dictated, he refused to give the deed of the lots, although the church was in course of construction, unless the priest was removed. The priest had to accept the inevitable and take another parish, and then President Pullman conveyed the title to the parish. It is one of numerous instances where Pullman has, what they call, crushed out political opposition.

EFFECTS OF THE STRIKE ON TRAFFIC.
CHICAGO, July 9.—The effects of the strike on railway traffic are clearly shown in the official returns of last week's shipments. They fell from 42,982 tons from the previous week, and 45,793 tons for the corresponding week last year, to 11,666 tons last week. It must be remembered that the figures for last week include those of two days of the preceding week, before the strike had set in in full force, the returns being made up from Thursday evening until Thursday evening, and not from Saturday until Sunday. The Baltimore and Ohio and the Big Four have been the heaviest sufferers. The former got out only 52 tons, and the latter none whatever.

PROCLAMATION BY THE PRESIDENT.

WASHINGTON, D. C., July 9.—The President this evening followed up his proclamation of last night by issuing another of the same tenor, but more general in its application. It is as follows:

"Whereas, by reason of unlawful obstructions, combinations and assemblages of persons, it has become impracticable, in the judgment of the President, to enforce by the ordinary course of judicial proceedings the laws of the United States at certain points within the States of North Dakota, Montana, Idaho, Washington, Wyoming, Colorado and California, and the territories of Utah and New Mexico, and especially along the lines of railways traversing said States and territories as are military roads and post routes; and Whereas, therefore, I, Grover Cleveland, President of the United States, do hereby command all persons engaged in, or in any way connected with such unlawful obstructions, combinations and assemblages, to disperse and retire peaceably to their respective abodes on or before 3 o'clock in the afternoon on the 10th day of July, instant; and Whereas, the President has decided to issue such a proclamation was made this morning. Tonight Secretary Lamont, Attorney-General Olney, Postmaster-General Bissell and Major-General Schofield met the President at the White House, and expressed satisfaction with the scope of the manifesto.

The conference tonight was devoted largely to a discussion of the new phase of the situation consequent on the failure of the arbitration negotiations and the decision of the trades unions to join the A. R. U. in its strike.

The President today received another communication from the Governor of Idaho respecting the necessity of federal troops to maintain order in that state. The troops will probably be dispatched from Fort Sherman to the scene of trouble.

AT BUFFALO.
BUFFALO, July 9.—President Mellican of the local branch of the American Railway Union was seen by a United Press reporter this evening, and in reply to inquiries as to prospects for an immediate strike here, said:

"As far as I am concerned I shall not order any strike at present. The situation does not want a strike here, in my opinion."

GENERAL ORDER TO THE TROOPS.

CHICAGO, July 9.—Gen. Miles this afternoon issued a general order to the troops, directing them, under the President's proclamation, to disperse all riotous gatherings.

THIS SITUATION LOOKS BETTER AT PRESENT.
CHICAGO, July 9.—There were no indications within the immediate limits of the city today that the railroad strike or boycott was in existence. On the majority of roads having their terminals in the city through passengers as well as suburban trains were moving on time. The freight car blockades on the Northwestern, Burlington, Lake Shore and Rock Island and Panhandle roads were also materially raised. The members of the Railroad Managers' Association are satisfied that so far as the local situation is concerned the backbone of the strike has been broken, and that success in the immediate future is insured.

At the headquarters of the leaders of the strikers it is admitted at a late hour that from the railroad point of view the situation has materially improved.

THE IMPENDING CRISIS.
After the failure of the general attempt to induce the Pullman company to arbitrate with its employees the labor leaders unanimously decided to sustain the action of the convention that had adjourned at daybreak this morning, and to call out the troops at 4 p.m. tomorrow. This decision involves between 200,000 and 250,000 of trade unionists in Chicago, representing nearly every branch of wage-earners. The elevators in Pullman building itself will be stopped running, if the men handling the lever, all of whom are members of a trades organization, are loyal to the cause.

THE UNITED STATES REGULARS ENJOYED A day of rest upon the lake front, while the majority of the State militia took things easy in Battery "D" and other provisional barracks, and except at one or two points in the Stock Yards, where a few men were left as a precautionary measure, the troops were called off.

THE MANAGERS' REPORT.
The reports of the General Managers Association for today indicated a decided improvement in the movement.

(Continued on Page 2.)

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