

## TELEGRAPHIC SUMMARY.

The bark Glad Tidings arrives at Baltimore from Rio de Janeiro infected with yellow fever.—At Manchester, Tenn., Elijah Arnold and wife have a quarrel, which results in the husband shooting his wife.—F. H. Herrick and C. H. Barthel, of the Detroit wheelmen, break the world's record for twenty-five and fifty mile races.—The cruiser Minneapolis makes 23.05 knots an hour, beating all records for heavy steamships, earning a premium of \$402,500 for her builders.—The Building Trades' council of Chicago, representing 25,000 men, rescinds the order calling the men out last Tuesday.—The grand board of directors of the Switchmen's Mutual Aid society passes a resolution discountenancing the strike.—The Attorney General asks Congress for \$235,000 to pay the United States marshals for protecting railroad property during the strike. This is the second appropriation of the kind asked for this month.—The Treasury Department issues a circular to collectors of customs, requiring them to aid in preventing Americans taking part in the insurrection in Nicaragua.—Debs and his associates have been summoned before the Federal court in Tennessee to answer the charge of disobeying an injunction of that court.—The Federal Government decides that the men who wrecked the train near Sacramento should be tried in the State courts for murder.—Moore county convention instructs for Durcan McIver for Congress.—Despatches to Washington announce that the strike has practically disappeared at Cleveland, Toledo, Detroit, St. Louis and all important points.—The heads of the Knights of Labor, the Brotherhood of Railway Trackmen and the Brotherhood of Railway Carmen meet with the Executive committee of the American Railway union and all agree to go out on strike and support the strikers. Six new men were sent into the field and others will go as soon as possible. They send a communication to Chief Arthur, asking him if it is true that he has ordered engineers to work with scabs and is recommending engineers for the places of the strikers.—The Federation of Labor has nothing to do with the strike.—Pennsylvania railroad conductors adopt resolutions of loyalty to their employers.—The conferees on the tariff bill cannot agree, and it is said, they will this week report to the two bodies that they can do nothing, and a new conference will be ordered. The greatest trouble is the 4 cent differential on sugar.—The railroad officials in Chicago devoted the day yesterday in getting their traffic departments into the old lines of business. All roads will have resumed their usual routine by Tuesday.—The strikers at Pullman will stand firm.—Business has been resumed at the Chicago stock yards. Over 200 car loads of live stock were received and 200 were sent east.—The sale of the East Tennessee, Virginia and Georgia railroad to the Southern Railway company has been confirmed.—The strike troubles at Brazil, Ind., are becoming more serious, and State troops have been ordered to be in readiness.—A newspaper reporter, acting as a switchman in Chicago, causes two trains to collide, wrecking both engines.—Knox, the leader of the strike at Sacramento, has been arrested on the charge of murder in connection with the train wrecking.—The strike is entirely over at Galveston.—Gen. Gordon says if the necessity should arise he could march to Washington an army of ex-Confederate soldiers greater than Gen. Lee ever commanded, every one of whom would fight to the death to preserve the Union and command respect for the old flag.—Fifty deaths from cholera and 171 fresh cases were reported in St. Petersburg Friday. The disease is more severe than it was in 1893.

**Duncan McIver For Congress.**  
(Special to the Messenger.)  
CAMERON, N. C., July 14.—The Moore county convention instructed for Duncan E. McIver for Congress.  
**Ex-Confederates Ready to Fight for the Union.**  
PITTSBURG, Pa., July 14.—Col. John B. Gordon, the ex-Confederate veteran and present Senator from Georgia, who created a dramatic scene in the Senate early this week by his words in denunciation of the lawless acts of the mobs, spoke in a similar strain in conversation with a party of Pittsburg men, including Representative John Daizel and Gen. A. L. Pearson. The latter relating the incident here to-day quoted Gen. Gordon as saying:  
"I am commander-in-chief of the Confederate union, which is an organization of Confederate veterans similar to the Grand Army of the Republic. If occasion requires it I will march an army of old soldiers across the long bridge over the Potomac greater than ever Gen. Lee commanded, every man of which will fight to the death to preserve the union and command respect for the old flag."  
Mrs. Grant visited last week at Narragansett Pier Mrs. Davis, widow of the late President Jefferson Davis.

## DEBS UNTERRIFIED.

### HE DETERMINES TO CARRY ON THE STRIKE.

The Knights of Labor and Orders of Traskmen and Carmen Agree to Stand by Him—The Building Trades Withdraw From the Strike—Railroads Everywhere are Resuming Operations.

CHICAGO, July 14.—The Building Trades' council, an organization representing 25,000 Chicago workmen, met last night. There were 160 delegates at the meeting, and for nearly five hours they discussed the strike. Then a vote was taken, and the order issued by the organization calling its members out last Tuesday was almost unanimously rescinded. The strike, so far as the Building Trades' council is concerned, was thereby declared off. No resolutions of sympathy were adopted, nor was there any sympathy expressed for the American Railway union. This action practically takes away the support of the Chicago workmen from Debs.

The switchmen have taken decided action regarding the strike. A meeting held to-day resulted in the following being promulgated:  
"We, the grand board of directors of the Switchmen's Mutual Aid association of North America, now assembled in the city of Chicago, have carefully considered our position in the pending strike of the American Railway union, and all agree to go out on strike and support the strikers. Six new men were sent into the field and others will go as soon as possible. They send a communication to Chief Arthur, asking him if it is true that he has ordered engineers to work with scabs and is recommending engineers for the places of the strikers.—The Federation of Labor has nothing to do with the strike.—Pennsylvania railroad conductors adopt resolutions of loyalty to their employers.—The conferees on the tariff bill cannot agree, and it is said, they will this week report to the two bodies that they can do nothing, and a new conference will be ordered. The greatest trouble is the 4 cent differential on sugar.—The railroad officials in Chicago devoted the day yesterday in getting their traffic departments into the old lines of business. All roads will have resumed their usual routine by Tuesday.—The strikers at Pullman will stand firm.—Business has been resumed at the Chicago stock yards. Over 200 car loads of live stock were received and 200 were sent east.—The sale of the East Tennessee, Virginia and Georgia railroad to the Southern Railway company has been confirmed.—The strike troubles at Brazil, Ind., are becoming more serious, and State troops have been ordered to be in readiness.—A newspaper reporter, acting as a switchman in Chicago, causes two trains to collide, wrecking both engines.—Knox, the leader of the strike at Sacramento, has been arrested on the charge of murder in connection with the train wrecking.—The strike is entirely over at Galveston.—Gen. Gordon says if the necessity should arise he could march to Washington an army of ex-Confederate soldiers greater than Gen. Lee ever commanded, every one of whom would fight to the death to preserve the Union and command respect for the old flag.—Fifty deaths from cholera and 171 fresh cases were reported in St. Petersburg Friday. The disease is more severe than it was in 1893.

Resolved, That it is the sense of this body, the grand board of directors, assembled, to fully endorse our grand master in his action on the said strike. This is interpreted to mean that the most authoritative body in the switchmen's organizations has officially discountenanced the strike, and the switchmen having been the backbone of the strikers' forces, the outlook for the Debs Sovereign plan for continuing the strike is discouraging.

WASHINGTON, July 14.—To-day's dispatches announce that the strike has practically disappeared from Cleveland, Toledo, Detroit, St. Louis and every other important railroad centre in the recently tied-up section.

CHICAGO, July 14.—The Executive committee of the American Railway union met at the Revere house shortly after 10 o'clock this morning and held a prolonged session. The refusal of the general managers to consider the proposition for the settlement of the strike and the action of the Federation of Labor, the Brotherhoods and the Building Trades were discussed at length. Methods of carrying on the strike and of making it more effective were considered. In addition to the members of the board there were present Master Workman Sovereign of the Knights of Labor, J. D. Stevenson of East St. Louis, and F. H. Ronemus of Kansas City, executive officers of the Brotherhood of Railroad Carmen, and J. Bowie of Battle Creek, Mich., grand chief of the Brotherhood of Railway Trackmen. All of the affiliating orders agreed to go out on strike and to stand by the American Railway union in its strike to the end. It was resolved that in view of the rejection by the General Managers' association of the proposition of peace, that a muster of all the forces at once be had and the strike vigorously prosecuted without regard to time or consequences. Six new men were sent into the field to work among the doubtful and hesitating, and as fast as possible members of the executive board will take the field.

The meeting authorized President Debs to send the following despatch to Chief Arthur, of the Brotherhood of Locomotive Engineers:

"CHICAGO, July 14, 1894.  
To P. M. Arthur, Grand Chief of the Brotherhood of Locomotive Engineers, Cleveland, O.

"The newspapers quote you as having issued an official order to your members requiring them to work with scab firemen or anyone the companies might employ. It is also reported to us on what seems reliable authority, that you are issuing letters of recommendation to engineers for the purpose of filling positions vacated by the strikers. In other words, that you are supplying scabs to take the places of striking engineers. We desire to do you no injustice, but wish to be advised of the facts in the case. We are now making history and do not wish to put any man on record improperly. An early answer will much oblige.

By order of the board of directors,  
AMERICAN RAILWAY UNION."

The executive council of the Federation of Labor met at the Briggs house and acted on routine business of the federation. So far as the federation is concerned, they are out of the railway strike for good.

President Gompers, when asked about the refusal of the railway managers to entertain Mr. Debs' proposition, said to-day: "I regret it very much. It was bad for the railways, bad for the men and bad for public interest. It will, however, have no effect on the action taken by the federation in declining to order a general strike."

CHICAGO, July 14.—Railroad officials devoted their attention exclusively to-day in getting their traffic departments back into the old lines of doing business. The Rock Island, which had dispensed with the entire forces in its general offices during the general strike, notified its men to-day to report for duty Monday morning. The Milwaukee and St. Paul, which led the way in the general

pension of office business, put all its men back to work on Tuesday. All the other roads will resume their usual routine after to-day. This was pay day on the Rock Island and the office of the paymaster on the third floor of the Van Euren building was besieged by an eager crowd. The Chicago and Northwestern also paid off its men. Its pay car stood in the yard just west of the Wells street depot. A company of regulars was posted close by, so that had any attempt been made to remove the car it could easily have been frustrated. The managers have laid down for themselves a policy of the strictest possible economy, says to offset, to the greatest extent possible, the losses of the strike. They expect that several weeks will elapse before traffic will resume its usual volume. The work of assigning the men to the positions they left will for many of them, be a very slow process.

The strikers at Pullman will stand firm, notwithstanding the position of the American Railway union and the General Managers' association, and they announce that they expect to win despite the apparent defeat of the present, believing that the public is still with them in their fight against the Pullman Palace Car company.

Sam Meyers, secretary of the Pullman grievance committee said to-day: "We are not disconcerted in the least, although we had expected to win our fight with the assistance of the railroad men of the country in tying up the railroad. However, our men have every confidence in President Debs and the American Railway union and we believe we will yet win the strike and we feel that our cause has not been injured in the least. The situation will now probably stand as it did before the railroad men came to our assistance."

The transit department of the stock yards resumed business this morning with practically a full force of men. Thirty-seven non-union switchmen marched into the yards at 7 o'clock and the work of clearing the congested tracks was begun in earnest. The work is being done under the protection of 100 policemen and a military guard.

The Chicago, Burlington and Quincy brought in 211 cars of live stock and the Rock Island, transmitting an estimate of an appropriation of \$250,000 made by the Attorney General for expenses incurred by United States marshals for the protection of property in the hands of receivers of United States courts. The Attorney General says this is the second appropriation asked for this month, making in all \$380,000, and was made necessary by the Pullman strike.

**Heavy Expenses of the Strike.**  
WASHINGTON, July 14.—The Vice President to-day laid before the Senate a communication from the Secretary of the Treasury, transmitting an estimate of an appropriation of \$250,000 made by the Attorney General for expenses incurred by United States marshals for the protection of property in the hands of receivers of United States courts. The Attorney General says this is the second appropriation asked for this month, making in all \$380,000, and was made necessary by the Pullman strike.

**The Train Wreckers to be Tried in State Courts.**  
SAN FRANCISCO, July 14.—United States District Attorney Gartner has received a telegram from Attorney General Olney, which approves of the decision of Gartner in holding that those guilty of wrecking the train near Sacramento must be tried for murder in the State courts and not in the United States courts. The district attorney of Yolo county has been notified that the United States will proceed against such persons for obstructing the mails in the event they escape conviction in the State courts.

**A Yellow Fever Infected Vessel at Baltimore.**  
BALTIMORE, July 14.—A sensation was caused in shipping circles to-day by the arrival in port of the bark Glad Tidings from Rio with yellow fever on board. The Glad Tidings, Capt. Young, left Rio for Baltimore, June 12th, with 9,000 bags of coffee. A few days before her departure W. W. Benson, the cook, was attacked with the fever. He was sent to the hospital and left behind June 23rd. Second Officer Fritz Hines was stricken with the dread disease. He died June 28th and was buried at sea. No more new cases broke out and the officers supposed that the disease had been stamped out. The law requires that vessels arriving with infectious disease aboard should go into quarantine. Capt. Young thought it was unnecessary to stop at the Cape and came up to Baltimore. The custom house officials refused her entry, and Surgeon-General Wyman has the case under advisement. Capt. Young says the yellow fever has been nearly stamped out of Rio de Janeiro. The people are recovering from the effects of the recent rebellion, and the business interests of Brazil are assuming their usual activity.

**Base Ball.**  
PITTSBURG, July 14.—Pittsburg, 5; New York, 9. Batteries—Gumbert and Merritt; Meekin and Farrell.  
CINCINNATI, July 14.—Boston, 12; Cincinnati, 14. Batteries—Nichols and Ryan; Cross, Dwyer and Murphy.  
CLEVELAND, July 14.—Philadelphia, 7; Cleveland, 14. Batteries—Weyhing and Buckley; Griffith and O'Connor.  
ST. LOUIS, July 14.—Baltimore, 7; St. Louis, 3. Batteries—Inks and Clark; Hawley and Twinnham.  
LOUISVILLE, July 14.—Washington, 3; Louisville, 5. Batteries—Maun and Dugdale; Wadsworth and Grim.  
CHICAGO, July 14.—Brooklyn, 8; Chicago, 8. Batteries—Stein and Dailey; Abbey and Kittredge. Called end tenth on account of rain.

Prendergast is gone at the end of a rope. So may all assassins go.

Highest of all in Leavening Power.—Latest U. S. Gov't Report.

**Royal Baking Powder**  
ABSOLUTELY PURE

H. Heineman, Milwaukee, writes: "One box Japanese Pile Cure has cured me of a case of 23 years' standing, after being treated by New York's best physicians." For sale by J. Hicks Bunting and J. H. Hardin, Wilmington, N. C.

## THE SENATE AND HOUSE

### ADJOURN EARLY, HAVING ACCOMPLISHED LITTLE.

Senator Sherman's Futile Efforts to Defeat the Measure for Reorganizing the Executive Departments—Senator Allen Denounces a Reporter—Nothing of Consequence Done in the House.

WASHINGTON, July 14.—The plan slowly and laboriously evolved by a joint committee of the two Houses for a reorganization of the Executive Departments of the Government and which was incorporated in the Legislative, Executive and Judicial Appropriation bill, was the only portion of that measure which provoked any debate to-day. A motion to strike out those provisions was made by Senator Sherman and advocated in a speech in which the proposed change was described as an entire revolution of the financial system of the Government. His familiarity with the routine of business in the treasury might have been supposed to give great weight and authority to his judgment, but his opposition to the change had really no effect at all, for there were only four votes (including his own) given to the motion to strike out the paragraphs, while there were forty votes against it. The bill went through the Committee of the Whole into the Senate, but there were so many amendments on rather trifling matters offered by individual Senators that the bill did not reach its final passage.

A newspaper statement, recently made, representing the Populist Senator from Nebraska (Allen) as making an unseemly exhibition of himself in the Malby building, where many Senators have rooms for the convenience of themselves and clerks, was denounced by Senator Allen to-day as absolutely false and without a shadow of foundation. It had been given currency, he said, by an assassin of the character of "a human ghoul," one who, "like the strangler of India, crouched in the grass by the pathway, threw the deadly rope around his victims neck and choked out his life;" but while he heaped all these and other epithets on the head of the offending newspaper man, Senator Allen asserted, with an attempt of Christian forbearance and charity, which almost passed belief, that he "would not speak unkindly of the man," and that he "entertained for him no unkind feeling whatever."

The Senate adjourned at 4:15 o'clock, after the point of no quorum had been raised to an amendment to the Legislative Appropriation bill.

**HOUSE OF REPRESENTATIVES.**  
Speaker Pro Tem. Richardson, in a letter to Clerk Kerr, named Representative Dockery to perform the duties of the chair to-day.

The hot weather or some other irritating cause developed an unusual amount of "objection" in the House to-day, and of half a dozen efforts to obtain unanimous consent for the consideration of private bills in the morning hour, only one was successful.

Mr. Henderson, of Iowa, was fortunate enough to get a bill through for the construction of a bridge across the Mississippi river at Dubuque, Ia., for the Dubuque and Wisconsin Bridge company. An hour was then spent in fruitless discussion of the bill reported by the Committee on Inter-State and Foreign Commerce, to promote the efficiency of the revenue cutter service by providing a system of retirement for the officers.

Mr. Clark made another speech against it, and when the vote on reporting it favorably to the House showed a majority of twelve in its favor, he made the point of no quorum, which had the effect of preventing action on it to-day. The rest of the session was occupied in the delivery of eulogies upon the late Representative George W. Houk, of the Third Ohio district, who died February 9th.

The House adjourned at 3:35 o'clock.

**The Sun's Cotton Review.**  
NEW YORK, July 14.—The Sun's cotton review says: There was a decline in Liverpool. The crop news was favorable. Trade and speculation were sluggish. There was some disposition to liquidate August and prices declined. On the decline, however, there was enough buying for short account to cause a slight rally. Rain is needed in some sections west of the Mississippi. The Mississippi State report, dated July 9th says: "All things considered, the week has been favorable throughout the State." Crop advices for the week generally have been of a very favorable character. Rain has fallen in almost all localities during the week, and the crop has, as a rule, been benefited thereby. Reports from Texas are, as a rule, quite satisfactory and in some sections moisture is claimed to be needed.

Trade with Fennell, Fore & Co. this week. They are offering goods cheaper than any house in the city.

## THEY CANNOT AGREE.

### The Conferees on the Tariff Bill to Report That They Cannot Agree on Any Points.

WASHINGTON, July 14.—Senator Brice was laconic to night when asked for information when the tariff conferees would report. "The report," said he, "will be made to the two Houses on Wednesday of next week. The conferees will report a disagreement and both Houses will instruct for another conference." When asked if he did not think there would be a partial agreement, he replied that he did not, as no inclination had been manifested to make a dividend report.

Other Senators also predict that a report will be made during the week, but they are not so positive as to the content, and some of the members of the committee in their conversation with newspaper representatives, whatever they might say to their fellow Senators and Representatives, discourage the idea that a report may be expected during the week. They say that it is yet too early to say when a conclusion will be reached by the Democratic conferees, without taking into consideration the possibility of delay after the Republican members of the conferees are invited to participate in its proceedings.

On this latter point Senator Aldrich said to night that if, when the Republicans are asked into the conference, it should appear that the Democratic Senatorial conferees had made concessions sufficient to materially alter the character of the Senate bill, they would certainly ask for full information as to the reasons for the changes, and that in that event the probabilities were that considerable time would be necessary after the beginning of the full conference before the report could be made.

If, however, Senator Brice is correct in his prediction that there will not be a divided report, and that the report made will simply state the fact of a disagreement, there would seem to be no reason for the Republican conferees demanding prolonged consideration in committee.

With reference to the proceedings of the conference to-day it can only be stated that the sugar schedule has consumed the greater part, if not the entire time of the committee, and that the work has been devoted largely to the part of the Senators to persuading the Representatives to consent to the retention of the differential on refined sugars. Inquiries have also been sent out by the conferees as to how much less than 40 per cent. ad valorem will satisfy the sugar producers. Louisiana members of Congress say nothing whatever can be yielded from the 40 per cent. rate, and the response to the conferees was to that effect.

While it is true that during the week almost every schedule in the bill has been under consideration, it is a fact that as yet few if any rates, have been fixed other than tentatively, and when members of the conference say that nothing has been absolutely agreed upon, they are technically within the bounds of truth. It appears from the best information obtainable that a great part of the time has been given a representation to the House conferees by the Senate members of the necessity of making the most liberal concessions possible in the interest of the final passage of the bill through the Senate. The House conferees have indicated in most, if not all, instances what they thought the House would assent to, and it is the figures given in these cases which have been accepted as agreements by those who have heard them reported.

### Loyal to the Railroad.

PHILADELPHIA, July 14.—The loyalty of the Pennsylvania railroad employes to the company during the recent strike trouble was demonstrated last evening in the decisive action by one of the organized bodies. This action is explained in the following communication received to-day by General Manager Provost:

"PHILADELPHIA, July 14, 1894.  
"To A. M. Provost, General Manager, Pennsylvania Railroad.  
"DEAR SIR:—At a regular meeting of the West Philadelphia division, No. 162, Order of Railway Conductors, last evening, the following resolutions were unanimously adopted:

"WHEREAS, We as members of the Order of Railway Conductors in Philadelphia and vicinity, both passenger and freight, do consider the railway situation at Chicago and other Western points as a serious and a deplorable condition of affairs, entirely uncalculated for therefore  
"Resolved, That we, as law abiding citizens, and faithful employes, do condemn the action of those who took part in the wanton and indiscriminate destruction of life and property, causing a needless stagnation of commerce, to the detriment of the interests of their employers and the citizens of the United States. That at no time or place in this vicinity has any feeling other than loyalty to our employers been manifested and that we have no affiliation, directly or indirectly, with the organization known as the American Railway union.  
"Resolved, That a copy of these resolutions be presented to the general manager of the Pennsylvania road for his information."

**Preparations for the Inquest.**  
SACRAMENTO, July 14.—Preparations are being made for the inquest on the body of Engineer Clarke, who was killed in the trestle wreck. The date for the inquest on the body of Stewart, who was shot yesterday, and who died last night, has not yet been set. It has been learned that he was a fireman in the navy and was discharged several months ago. Railroad officials say that he has been affiliating with the strikers.

H. Heineman, Milwaukee, writes: "One box Japanese Pile Cure has cured me of a case of 23 years' standing, after being treated by New York's best physicians." For sale by J. Hicks Bunting and J. H. Hardin, Wilmington, N. C.