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EIGHT PAGES--56 COLUMNS. SCRANTON, PA., SATURDAY MORNING, JULY 14, 1894. TWO CENTS A COPY.

THE TRIBUNE HAS A LARGER BONA FIDE CIRCULATION AMONG SCRANTON BUSINESS MEN THAN ANY OTHER MORNING PAPER

PRESIDENT DEBS OBLIGED TO SURRENDER

After a Season of Exaltation the Chief of Disturbance Sues for Peace.

WANTS THE MEN REINSTATED

The Labor Leaders Make Overtures to the Railway Managers.

MAYOR OF CHICAGO INTERCEDES

He Carries the Message from Debs and Sovereign to the General Managers' Association—The Propositions Will Be Considered Today. Labor Leaders Still Insist That They Have Gained a Great Victory—Railway Officials Are Not Disposed to Hob-Nob with the Strike Leaders. Federation of Labor Is Shy.

CHICAGO, July 13.—The officers and directors of the American Railway Union held a special executive meeting this morning for the purpose of making a proposition to the railway managers looking to a calling off of the great strike. They agreed to order the strike off if the railway managers would give the strikers their former positions, except those who have been convicted of crime. The proposition is as follows:

To the railway managers: The existing troubles growing out of the Pullman strike having assumed a national character and there being no indication of relief from the widespread business demoralization and distress incident thereto, the railway employees, through the agency of the American Railway Union, respectfully make the following proposition as the basis of settlement:

They agree to return to work in a body at once provided they shall be restored to their former positions without prejudice, except in case, if any, where they have been convicted of crime. This proposition is being to immediately settlement of the existing strike on all lines of railroads is inspired by a purpose to subserve the public good. The strike, small and comparatively unimportant in its inception, has extended in every direction until it now involves or threatens every public interest, but the peace and security and prosperity of our country, and the existing strike and avert approaching calamities, whose shadows are even now upon us. If we do not settle the matter, however serious in its consequences, it will not be long before it will have become a national calamity. Indeed, if we do not settle the matter, it will have become a national calamity. Indeed, if we do not settle the matter, it will have become a national calamity.

This being true, and the statement will not be controverted, we consider it to be our duty as citizens and as men to make extraordinary efforts to end the existing strike and avert approaching calamities, whose shadows are even now upon us. If we do not settle the matter, however serious in its consequences, it will not be long before it will have become a national calamity. Indeed, if we do not settle the matter, it will have become a national calamity.

EDITOR HART VICTORIOUS.

Controller Reese Defeated in His Effort to Reduce Expenses.

PITTSBURGH, Pa., July 13.—Judge Woodward today decided in favor of the plaintiff in the case stated between Theodore Hart, proprietor of the Pittsburg Gazette, and the county commissioners involving the question of payment for printing the annual county statement. The commissioners had agreed to pay \$300 for this advertising, the contract being made in Dec., 1893.

ERASTUS WIMAN IS FREE.

Released Upon \$30,000 Bail Pending Decision Upon Appeal.

NEW YORK, July 13.—Erastus Wiman was today released on \$30,000 bail pending the decision of the general term of the supreme court on his appeal from the judgment of forgery rendered in the court of oyer and terminer. Judge Barrett today fixed bail at that amount, and it was furnished by Charles Broadway Jones, who qualified as bondsman in the sum of \$30,000 on his house, No. 693 Fifth avenue.

BIG FIRE AT LOCK HAVEN.

SEVENTEEN FAMILIES RENDERED HOMELESS BY A \$50,000 FIRE. LOCK HAVEN, July 13.—Fire that swept through the center of Millhill this afternoon destroyed twenty houses and that many stores. The Wilt hotel, Brady's hall and the Christian church are among the buildings burned. Seventeen families are homeless tonight. The total loss is estimated at \$50,000. Fire engines from this city and Balltown extinguished the fire.

STATEMENT OF MR. PULLMAN

The Company's Position is Fully Explained by the President.

OPINION OF THE CAUSE OF STRIKE

Detailed Account of the Affairs of the Corporation from the Company's Standpoint Reveals the Fact That the Car Shops Have Been Operated at a Loss—This Was Explained to the Committee in May Last—Other Points in Reference to Management and Condition of the Concern.

NEW YORK, July 13.—GEORGE M. PULLMAN arrived in this city this morning from Alexandria Bay, accompanied by Robert Lincoln. They were driven to the Murray Hill hotel, where they had breakfast. Pullman, the hotel manager, went to his office, where he announced that later in the day he would make a statement concerning the strike. Shortly before 8 o'clock Mr. Pullman gave out the following statement:

There is hardly anything new to be said as to the position of the Pullman company, but I have many indications of my earnest efforts to prevent the strike that perhaps it is well that I should again make a public statement of the deplorable events of the last few weeks. I have not been asked by the Pullman company to take an obstinate stand in a debatable matter and refusing to listen to reason. The leaders of the strike have not hesitated to harass the public by their conduct, and because, as they say, the Pullman company would not submit to arbitration, and now that the disorder seems to be quelled, they threaten to create a new strike, not only by some prominent newspapers, but, so far as I know, by very few, if any, business men in the country.

What is the demand concerned under the present conditions? The company has a little more than a year ago the car shops at Pullman were in a most prosperous condition, work was plenty, wages were high and the shops were doing well. It is stated by the fact that the local savings bank had of savings deposits nearly \$700,000, of which nearly half was the property of the employees.

MANY CANCELED ORDERS. Many customers stopped negotiations and canceled orders. The Pullman company force had to be diminished from nearly 6,000 to about 2,000 in November, 1893.

The great business depression existing throughout the country has naturally resulted in a wage depression and the only hope of getting orders was by bidding for work at prices as low as or lower than could be made by other shops, and this, of course, without reducing the use of capital and plant.

This was arranged satisfactorily as I supposed, and in close competition, disregarding all account of capital and machinery, I secured enough work to gradually increase our force to 4,200, the number on rolls last April. Nine weeks ago the car shops at Pullman were working with car building contracts enough on hand to keep them going for about sixty days, and with all business forecasts leading to the belief that no considerable new orders could be secured, the most important of the work in hand had been taken by me in competition at prices which were less than the actual cost of the company of delivering the cars, without reckoning the use of capital and plant.

This work was taken to keep the large force of men employed and to postpone, and with the hope of avoiding the numerous embarrasments to all classes of people at Pullman and its vicinity of a closing down of the works, to prevent which the company considered it a wise policy to operate the shops at a loss.

In this condition of things came the agitation seeking to create a labor organization embracing all railway employees and apparently other industries.

MOTIVE OF THE STRIKE. It is my belief that the controversy at Pullman was merely a move in the greater scheme, the motive being to create an account of discontent in men, but because of their prominence in various ways, and because of the chance of a show of justification for a simultaneous and organized attack upon the railways of the country for the use, under the long-time contracts by three-quarters of them, of the Pullman car building system, a branch of the company's business totally distinct from its manufacturing of cars for sale.

In the early part of May a committee of employees demanded a restoration of the wages of the company's shareholders, a committee minutely and laboriously the facts showing that the company was already paying them more than it was receiving for their work could be sold for, and continue to pay to this time.

AN UNFAIR DEMAND. The demand made before quitting work was that wages should be restored to the scale of last year, or in effect, that the actual outgoing money losses then being daily incurred by the company in car building should be deliberately increased to an amount equaling about one-fourth of the wages of the employees. It must be clear to every business man and to every thinking workman that no prudent employer could submit to arbitration the question of whether he should commit such a piece of business folly.

Arbitration always implies acquiescence in the decision of the arbitrator, whether favorable or adverse. How could I, as president of the Pullman company, consent to agree to that if any body of men not concerned with the interests of the company's shareholders should, as arbitrators, for any reason, suggest to me, so decreed? I would have to open shops, employ workmen at wages greater than their work could be sold for, and continue to pay to this time.

Who will deny that such a question is plainly not a subject of arbitration? It is not, therefore, unreasonable, that the company should be asked to arbitrate whether or not it should submit to such a question?

THE REAL ISSUE. The public should not permit the real question before it to be obscured. That question was to the possibility of the creation of a corporation of a dictatorship which could make all the industries of the United States, and the daily comfort of millions dependent upon them, hostages for the granting of any fantastic whim of such a corporation. Any submission to him would have been a long step in that direction and in the interest of every law-abiding citizen of the United States was not to consent to a corporation of a dictatorship.

A few words are pertinent as to some industriously spread charges against the company. One of these charges is that rents are exorbitant, and it is implied that the Pullman employees have no remedy but to submit. The answer is simple. The rental of tenements at Pullman is at the rate of \$1.00 per room per month, and the rental of houses at Pullman has no relation to the work in the shops. Employees may, and very many do, rent their houses outside of the town, and the rental of houses in the town are rented to employees or others in competition with neighboring properties. In short, the rental business of the Pullman company is not a business of the Pullman company, but a business of the town.

As to the charge that the Pullman company is not admitted that the rents of landlords should be fixed by arbitration, and that those of the adjoining towns of Kensington and Westchester should be fixed by arbitration, it can fairly be asked that the Pullman company should abandon the ordinary rules which govern persons in that location.

AS TO CHARGES FOR WATER. As to the charge for water, the company until lately had contracts with the village of Hyde Park which it paid for each month ten thousand gallons and pumped the water itself. The gross amount paid the village per month for the water consumed by the tenants was almost exactly the gross sum paid by the tenants to the village. Since the inclusion of Hyde Park and Pullman within the city of Chicago, the company said the gross amount paid for water to the tenants, not having increased the charge to the tenants, is paying for the water consumed by them about \$900 per year more than is charged to them. The company has made repeated efforts to disassociate itself from the supply of water to the tenants, but the city of Chicago has as yet failed to apply the ordinary rules of the village holding of the company at Pullman, although this is done in the adjacent town.

STOCK NOT DILUTED. Strenuous efforts have also been made to create prejudice against the Pullman company by charges that its stock is being watered. The Pullman company organized twenty-seven years ago with a capital of \$2,000,000 of which two-thirds represented the appraised value of its capital, and the balance of the stock was represented by the appraised value of its franchises and existing contracts. The company has grown until its sleeping car service covers 12,500 miles and its freight car service covers 1,000 miles of the railway system of the country and that increase of service has necessitated increases of its capital from \$2,000,000 to \$10,000,000. Every share of this increase has been offered to stockholders and sold to them or to others in the ordinary course of business at not less than par in cash, so that for every increase outstanding the company has received \$100 in cash. There are 4,000 stockholders of the company of whom more than one-half are women and trustees have received the average holding of each stockholder is now eighty-six shares, one-fifth of them holding less than six shares each.

DUN & CO'S WEEKLY REVIEW.

Trade Reviving in Spite of Depression Caused by Strikes Throughout the Country.

NEW YORK, July 13.—R. G. Dun & Co.'s Weekly Trade Review says: "When circumstances are duly weighed, the strength and soundness of business in this country during the past two weeks are amazing. With the exception of a few cities in the country, the business is everywhere almost entirely stopped over the vast area between Toledo and the Pacific, with presidential proclamations declaring the existence of an emergency and the immediate answer ordering half to a million men to stop work, with a prolonged strike of coal miners not fully ended in many states, and with differences between the house and senate on tariff questions so wide that duties affecting mining and manufactures cannot be anticipated, industry and trade have nevertheless gone on with sublime hope that the people and their government would soon restore.

The shrinkage of business and the depression of values have been unexpectedly small, the failures relatively weak and unimportant. Speculation in products have been tame with great uncertainty as to delay of shipments. Wheat is slightly lower in profound disregard of the government report indicating a yield of less than 400,000,000 bushels, and the official estimate of yield in 1893 was more than 100,000,000 bushels short of actual exports and consumption, it is really assumed that another discrepancy as large may spring from similar causes. Receipts and exports in the present disturbed condition of business are not significant. Corn has advanced a little, though accounts indicate a good yield. The decrease in failures returned last week is followed by good returns for July 8. The total number for the past week has been 237 in the United States against 374 last year, and in Canada 49 against 55 last year.

CAUGHT BY THE CABLE.

Captain Hickok, of the Yale team in England, strained his knee in hammer throwing yesterday.

Mrs. Carnot vacated the Elysee palace yesterday and took up her new residence at Avenue de Riva.

Prince and Princess Bismarck started from Friedrichshagen yesterday for Schloßhansen, where Count and Countess Herbert Bismarck will join them.

DEMOCRATS ARE DISCOURTEOUS

Treatment of Republican Conferees Resented by Mr. Hale.

REGARDED AS MERE BYSTANDERS

The Unusual Proceeding Commented Upon by Senators Allison, Sherman and Aldrich—River and Harbor Bill Passed and the Legislative, Executive and Judicial Appropriation Is Rushed Through at a Rapid Pace. The House Transacts but Little Business.

WASHINGTON, July 13.—SENATOR HALE'S resolution directing the chairman of the senate conferees on the tariff bill to report a full and free conferees has not yet been held taken up in the senate today, discussed for an hour and a half and then, by common consent, tabled on the calendar. Mr. Hale in justifying the resolution said that no one could tell what had become of the tariff, and that so far as the senate and the country were concerned, it was a lost bill. Mr. Voorhees, while disclaiming any disrespect or lack of courtesy to the Republican conferees, defended the course pursued by the Democratic conferees as being in the interest of speedy action on the bill. They desired to perfect it, he said, on their own lines of action before submitting it to the full conferees committee.

Three Republican conferees, Senators Allison, Sherman and Aldrich, spoke of the course pursued by the majority conferees as unusual, and Mr. Allison said that if the minority conferees were to be mere bystanders at the formal conferees it would be better to leave the conferees committee dissolved without delay. Mr. Sherman thought that the majority conferees should confine themselves to such portions of the bill as presented political questions.

After this matter was laid aside the river and harbor bill was passed and conferees with the house was asked. Then the legislative, executive and judicial appropriation was rushed through at the same rapid rate, only the paragraphs providing for a re-organization of the executive departments being reserved.

Beyond adopting the report of conferees on the bill making appropriations for the payment of pensions for the year ending June 30, 1894, the house accomplished but little business and that only of a preliminary nature. The entire session of the day was spent in consideration of measures on the private calendar. Two of them are known as the omnibus resolutions recommending in bulk thirty-seven claims amounting to \$1,000,000 to the court of claims for investigation were ordered to be reported to the house favorably. One bill was given a favorable recommendation and the rest of the session was occupied in discussing a fourth.

At 5 o'clock the customary recess was taken until 8 o'clock, the evening session to be for the consideration of private pension bills.

PHILADELPHIA MINERS WILL WORK AT THE 45 CENT BASIS.

PHILADELPHIA, Pa., July 13.—Tonight at a meeting of the miners employed by R. B. Wighton & Son, they agreed to go to work at the compromise price. The meeting was addressed by W. B. Wighton, of Monday the Altoona and Philadelphia railroads will have their road completed between Houtzdale and this place, where it connects with Beach Creek railway. Samuel Langdon who is president of the road and who has several large mines in the Houtzdale region will start his mines at 45 cent basis on Monday.

Of the 18,000 miners in the bituminous coal mines in this state in the Pittsburgh district, 14,000 are working at the compromise and 2,000 out of the remaining 4,000 who have not received the advance rate are in the Beach Creek and Clearfield region. The idle men in this region are now beginning to receive support from the miners that are now at work. Eight hundred dollars have recently been received from the hard coal region.

Barracks in which to house new men were completed at Coalville No. 4 mine operated by the Coalville Coal company today.

DETERMINED POSITION.

No Members of American Railway Union Allowed on Waldo's Road.

LIMA, O., July 13.—Superintendent Waldo of the Cincinnati, Hamilton and Dayton, has taken a determined position with the strikers. He has notified all the men out at points along the line to report for duty at once, stating that those who failed to do so would be discharged.

He also stipulated that he would take back no men who were members of the American Railway union.

CONNAUGHT HARBOR TROUBLE.

Belligerent Strikers Subdued by Ohio National Guardsmen.

CONNAUGHT HARBOR, O., July 13.—Company E, Fifth Ohio National Guards, of forty-four men, arrived at midnight last night and proceeded to the harbor this morning. They marched to the docks and closed them to all of the strikers of Ashtabula, about 800 in number. The police made eight arrests of leaders from Ashtabula, and in doing so fired several shots and clubbed one man for drawing a revolver on an officer. About 100 of the Ashtabula men took a boat for Ashtabula noon afterward and the remainder withdrew about town. Sheriff Allen arrived with the militia and is in command.

Captain Day says a majority of the men refused to strike at the meeting last night and will go to work this

FINLEY'S GREAT OFFERING

MARSEILLES QUILTS

150 Full Eleven-Quarter Marseilles Quilts at \$1.25 Each

These we consider the best goods we ever sold at the price.

810 and 612 Lackawanna Ave.

MINERS' OIL CLOTHING

Wholesale and Retail.

H. A. Kingsbury

313 Spruce Street.

Lewis, Reilly & Davies

Comfort-Giving Shoes

The only kind that give it, for the summer, is our "Service & Kumfort" Shoes in colors and black.

Lewis, Reilly & Davies

Opening Day

Next THURSDAY and FRIDAY, of Welch's New Jewelry Store.

Every lady caller will receive a souvenir.

Everybody welcome.

W. J. WEICHEL

The Jeweler, 408 Spruce Street.

INJURED IN D. L. & W. YARD.

Edward Gaughan, of Bellevue, Met With a Distressing Accident.

Edward Gaughan, of 204 Fifth avenue, employed as a brakeman in the Delaware, Lackawanna and Western yards, was seriously injured yesterday afternoon by being struck by a yard engine as he was just starting for home after his day's work had been finished.

He tells a remarkable story concerning his case. From his statement he was walking along one of the tracks of the yard that skirt the embankment of which runs the main line of the Delaware, Lackawanna and Western railroad. This was about 8 o'clock in the afternoon. As he was walking along the switch engine steamed up behind him and he was struck by it, being dragged quite a distance, at length falling to the side of the track. No person saw the accident, but he himself and he laid along the tracks in a semi-unconscious condition until 12 o'clock last night. At various times he called weakly for help, but no one heard his cries. About 9 o'clock, as he states, he became a little stronger and managed to creep until he reached Lackawanna avenue near the First National bank. There he was observed by Police Officer Thomas Jones, who immediately telephoned to the Moses Tatory hospital for the ambulance. At 11 o'clock this morning Gaughan was brought to the hospital.

A TRIBUNE reporter saw the injured man last night. Both hands were terribly smashed, the right being awfully lacerated. It is probable that this hand will have to be amputated. He was otherwise severely injured about the back and face.

He is 35 years of age, married and has a wife and two children. Those who know him say that he is industrious and temperate in his habits.

WEATHER FORECAST.

WASHINGTON, July 13.—Forecast for Saturday: For Eastern Pennsylvania, followed by local thunderstorms, winds shifting to north; cooler Saturday evening. For Western Pennsylvania, lower showers, winds shifting to north, cooler.