SENTINEL & REPUBLICAN

MIFFLINTOWN.

Wednesday, July 25, 1877.

B. F. SCHWEIER,

EDITOR AND PROPRIETOR.

Republican State Convention.

HEADQUARTERS REPUBLICAN STATE COMMITTEE, HARRISBURG, July 12, 1877.

By direction of the Republican State Committee, the Republican State Convention, heretofore called to meet at Harrisburg on the 29th day of August next, is hereby postponed, to meet in Harrisburg, at noon, on Wednesday, September 5, 1877. This postponement is made at the request of a large number of delegates elect, who have engagements to be present at a triennial conclave of Knights Templar, which assembles at Cleveland, Ohio, on the 29th day of August next.

By order of the Committee.

HENRY M. HOYT, *Chairman.*

A. WILSON NORRIS, *Secretary.*

COMMENT now is not necessary on the work of the lawless. Their acts speak for themselves, and their demands will be considered and weighed and compared with the rights as between man and man, and when the verdict of forty millions of free people is given, satisfaction will rest on the country.

Mexican Raiders.

The order from Government to General Ord on the Mexican border, relative to Mexican thieves who raid on Texan soil and go back to Mexico with their booty, has awakened an interest in governmental circles throughout the world, and awakened a general interest in all people who have heard of it, in the United States, Mexico and Canada. Government officials of other countries have pronounced themselves as against the doctrine that is contained in the order. However, let other people believe what they may, the American people are inclined strongly to declare themselves in favor of going into Mexico with armed men to catch the thieves if Mexico cannot or will not keep them at home, or help to catch them after they have robbed our people. A recent dispatch from Washington, relative to the order, says:

The order is entirely consistent with the plan of co-operation with the Mexican troops, which contemplates that whenever a body of Mexican troops is present at the point on the boundary where the raiders attempt to escape, the commander of the Mexican troops shall be notified, so that they may take upon themselves the duty of apprehending the raiders in accordance with General Trevino's instructions from the Diaz Government; but in the event of their failing to do so, or if no such body of Mexican troops is present, that duty will, of course, devolve upon our own troops.

PRESIDENT HAYES is not likely to have an administration marked by much quietude. He has a new Indian war on his hands; the Departments of War and Justice are deprived of their regular appropriations; there is a border trouble with Mexico; a Spanish outrage upon our flag in the West Indies demands action; a reign of terror has been re established in some districts of the south; the army and the navy have been reduced; the currency trouble is renewed; in fact, there are all the elements for a stirring time. A fresh conspiracy among the Mormons was lately threatened. The country is so vast, so populous, so full of life and enterprise that entire peace and harmony seem to be impossible. But the President has the faculty of meeting all embarassments with a cheerful temper and equanimity.—*North American.*

RUSSIAN armies have begun to cross the mountains that lie between the Danube river and Constantinople. Unless Turkey gets help, another campaign will finish her.

Riot of Baltimore and Ohio Railroaders.

To resist a reduction of wages ordered by the management of the Baltimore and Ohio Railroad Company, the firemen and brakemen struck, and produced quite a serious state of affairs along the line, and particularly so at Martinsburg, W. Va. A dispatch, dated on the 17th inst., at the place just mentioned, says:

A body of the strikers at this point assembled at the depot this morning, and refused to permit freight trains to pass either way, forcing firemen and brakemen to leave their places on the trains, and menacing engineers who refused to join in the strike. The most intense excitement and confusion and excitement prevails in all parts of the town, the civil authorities being now powerless to suppress the riot or in any manner deal with the trouble, a call was made on Governor Matthews for troops to protect peace and enforce law. Gov. Matthews at once ordered out the Martinsburg militia, a company of which promptly responded and were marched to the scene of the riot, fully equipped and supplied with ball cartridge.

The appearance of the military aroused the mob to a pitch of passion and fury which immediately produced a bloody collision. With stones, clubs and revolvers the rioters rushed on the militia, who received the assault with a return fire, killing one of the firemen and it is thought wounding many others.

The rioters were reinforced by firemen and brakemen, as well as by citizens, who rallied and drove the militia beyond the railroad, following up the assault with such fury that the company at once fled in all directions, taking refuge in their houses. Not since the days of the civil war has Martinsburg been similarly aroused to fury and excitement. All business places have closed for the time being.

The people at Martinsburg and along the line of the road seemed rather to encourage than discourage the rioters. The result was found in the fact that no force could be mustered, speedily, in the State to put down the rioters. A company from Wheeling went with the Governor, but they were not used except to guard property. The Governor was stoned by the mob. Feeling himself almost powerless among his own people, he asked aid of President Hayes, whereupon the President on the 18th inst., issued the following proclamation:

A PROCLAMATION.

WHEREAS, It is provided in the Constitution of the United States that the United States shall protect every State in this Union on application of the Legislature, or of the Executive when the Legislature cannot be convened, against domestic violence; and

WHEREAS, The Governor of the State of West Virginia has represented that domestic violence exists in said State at Martinsburg and at various other points along the line of the Baltimore and Ohio Railroad, in said State, which the authorities of said State are unable to suppress; and

WHEREAS, By laws in pursuance of the above it is provided (in the laws of the United States) that in all cases of insurrection in any State, or of obstruction to the laws thereof, it shall be lawful for the President of the United States, on application of the Legislature of such State, or of the Executive when the Legislature cannot be convened, to call forth the militia of any other State or States or to employ such part of the land and naval force as shall be necessary, for the purpose of suppressing such insurrection or causing the laws to be duly executed; and

WHEREAS, The Legislature of said State is not now in session and cannot now be convened in time to meet the present emergency, and the Executive of said State, under section 4 of article 4 of the Constitution of the United States and the laws passed in pursuance thereof, has made application to me in the premises for such part of the military force of the United States as may be necessary and adequate to protect said State and the citizens thereof against domestic violence and to enforce the due execution of the laws, and

WHEREAS, It is required that whenever it may be necessary in the judgment of the President to use the military force for the purpose aforesaid he shall forthwith, by proclamation, command such insurgents to disperse and retire peaceably to their homes within a limited time.

Now, therefore, I, Rutherford B. Hayes, President of the United States, do hereby make proclamation and command all persons engaged in said unlawful and insurrectionary proceedings to disperse and retire peaceably to their respective abodes on or before 12 o'clock noon of the 19th day of July instant, and hereafter abandon said combinations and submit themselves to the laws and constituted authorities of said State, and I invoke the aid and co-operation of all good citizens thereof to uphold the laws and preserve the public peace.

In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington this 18th day of July in the year of our Lord eighteen hundred and seventy-seven, and of the Independence of the United States the one hundred and second.

R. B. HAYES.

By the President, F. A. SEWARD, Acting Secretary of State.

On the evening of the day that the proclamation was issued, a train of nine cars moved out of the Baltimore and Ohio depot at Washington, bound for Martinsburg, and carried eight companies of U. S. artillery acting as infantry. Six of the companies had been on duty at the arsenal at Washington, and two reached the city from Baltimore. The whole detachment was under command of General French. Their strength was about 250 men, all in regular fighting trim, supplied with rations, canteens, plenty of ammunition, and in all other respects regularly equipped for whatever work might be necessary when they reach the scene of tumult.

At last accounts the strikers held possession of the road. Large bodies of troops are being concentrated at different points along the line.

Railroad Strike in Pennsylvania.

The success that seemed to crown the movement of the strikers on the Baltimore and Ohio Railroad imparted inspiration to the men on the Western Division of the Pennsylvania Central Railroad to strike. On Friday morning the movement manifested itself by brakemen and conductors of freight trains refusing to take the trains out of Pittsburg.

The movement, however, was not confined to refraining from work, but in compelling others to quit work. As the trains came in, they were boarded by strikers, and the men who ran them were compelled to quit work. The whole movement of freight was thus stopped. Passenger trains were not molested.

A meeting of the strikers was held, which resulted in the adoption of a resolution which it is reasonable to suppose expresses their grievances. The resolution reads:

We, the undersigned committee, appointed by the Western Division of the Pennsylvania Railroad Company, do hereby demand from said company, through its proper officers, the wages as per departments of engineers, firemen, conductors and brakemen, received prior to June 1, 1877, and that each and every employe who has been dismissed for taking part or parts in present strike or meetings held prior to or during said strike be restored to their positions held prior to the strike; that the classification of each of said departments be abolished now and forever hereafter; that engineers and conductors receive the same wages received by engineers and conductors of the highest class prior to June 1, 1877; that the running of double trains be abolished, excepting coal trains; that each and every engine, whether road or shifting, shall have its own fireman.

The local authority in Allegheny county deemed it proper to call on State authority to assist in bringing the rioters to order, and accordingly presented the the state of affairs to Governor Hartranft by despatches. Adjutant General Latta was prompt in the adoption of measures to secure peace and prevent the unlawful detention of freight, and obstruction of the road.

Governor Hartranft issued the following proclamation relative to the disturbance:

In the name and by the authority of the Commonwealth of Pennsylvania:

A PROCLAMATION.

WHEREAS, It has been represented to me by the proper authorities of Allegheny county, that riotous demonstrations exist in the city of Pittsburg and various points along the line of the Pennsylvania railroad company, whereby the property of said company and the lives of its employees are put in jeopardy, and the peace and good order of the community broken, which the said civil authorities are wholly unable to suppress; and whereas the Constitution and laws of this Commonwealth authorize the Governor, whenever in his judgment the same may be necessary, to employ the militia to suppress domestic violence and preserve the peace;

Now, therefore, I, John F. Hartranft, Governor of the Commonwealth of Pennsylvania, do hereby admonish all good citizens and all persons within the territory and under the jurisdiction of the Commonwealth against aiding or abetting such unlawful proceeding, and I do hereby command all persons engaged in said riotous demonstrations to forthwith disperse and retire peaceably to their respective places of abode, warning them that a persistence in violence will compel resort to such military force as may be necessary to enforce obedience to the laws.

Given under my hand, and the great seal of the State, at Harrisburg, this twentieth day of July, in the year of our Lord one thousand eight hundred and seventy-seven, and of the Commonwealth the one hundred and second.

[L. S.] J. F. HARTRANFT, Governor.

By the Governor:

M. S. QUAY,

Secretary of the Commonwealth.

A late report says:

The following order from Superintendent Pitcairn, it is alleged, was the cause of the conductors and firemen striking on the Western Division:

NOTICE TO DISPATCHERS.

On and after Thursday, July 19, 1877, two train are to be run on Union and two trains on National Line through between Pittsburg and Altoona, thirty-six cars to a train, a pusher from Pittsburg to Derry, and a pusher from Conemaugh to Altoona. No passenger engines to be run on freight. Balance of trains to divide at Derry, first in and first out. Derry to be the headquarters eastward, where engines will be turned. Between Derry and Pittsburg all double-headers, thirty-six cars to a train, or as many as they can haul, to be increased or decreased in the judgment of dispatcher—according to lading in cars.

ROBERT PITCAIRN, Superintendent.

The proclamation of Governor Hartranft was entirely disregarded at Pittsburg. The railroad strikers were largely reinforced by strikers, furnace and other men. Tramps by hundreds increased the number of the mob, and hundreds of other discontented and vicious people helped to swell the multitude of the rioters. Between four and five o'clock on Saturday a company of Philadelphia citizen soldiers appeared on the streets of Pittsburg. The rioters did not fall back as promptly as ordered, but hooted and hissed and stoned the soldiers. The command to fire was given, and was delivered with effect. A number of people who were not rioters but spectators were killed and wounded. Among the killed and wounded was a woman and child. The fire from the troops was made the pretext for a demand that the soldiers be "exterminated." Demands were made on hardware stores for arms, and where they were refused, the stores were broken open and rifled of their contents. The arms and ammunition secured was to be used to further such purposes as the rioters had in view. Meanwhile the Philadelphia soldiers took up their quarters in a round house that belonged to the railroad company. Great crowds of excited men hastened to the place where the soldiers were quartered, and the most infuriated threats against them were made. The freight cars in that vicinity were broken open, and an indiscriminate scramble was made for such articles as could be used by the pillagers. Muslins, calicoes, goods of all kinds, boots and shoes, coffee, sugar, tobacco, everything that suited the fancy of thieves in the work, was taken. A number of private houses were entered and robbed. Hundreds of cars that were emptied were shoved up as near to the quarters of the soldiers as it was possible to get them, and coal oil poured on them, and from them to the round-house, with the expectation that when the whole would be fired the troops would be burned out. A number of the city armories were broken open, and their contents appropriated. Several cannon were taken out and hauled down to the quarters of the Philadelphians, and a bombardment of the place begun. It is related that a number of the soldiers became panic-stricken and left their quarters and attempted to escape through the crowd, but they were quickly detected and killed. It was a perfect pandemonium that reigned. The soldiers meanwhile remained quiet, until on command they marched out and across the city to the United States Arsenal, where they were not admitted by the commandant. From there they marched further into the outskirts of the city.

Almost at every point where there are manufacturing establishments the disorders occur.

The following dispatches detail much of the work of devastation at Pittsburg:

PITTSBURG, July 22.—The freight department of the Pittsburg, Cincinnati and St. Louis railroad and general office of the same company were fired at 4 30 p. m. These are in close proximity to the Union depot.

Last night after the troops took refuge in the round house, finding it difficult to dislodge the military from the building they resolved to burn them out. An order to this effect was issued, and it was carried into execution with fiendish alacrity by the rioters.

In consequence of the blockade which had existed for two days the sidings in the outer depot yards as well as those extending eastward some three or four miles, were crowded with freight cars filled with grain, produce and merchandise of all kinds, besides which a number of loaded oil, coke and coal cars were piled up in the mass.

While a portion of the mob surrounded the building in which the military had taken refuge large bodies proceeded to set fire to the oil cars, and in a moment the hugh volumes of black smoke, which rolled upwards in every direction, told that the work of destruction had commenced. The sight of the flames seemed to literally craze the rioters, some of whom rushed madly about with flaming torches in their hands applying them to the cars indiscriminately.

An alarm was sounded and the department promptly responded, but the rioters, who had complete control of the city, refused to permit them to make any effort to extinguish the flames. They said they were determined to destroy the railroad company's property, but no injury to that belonging to private citizens. They kept their word too, and when a lumber pile belonging to a citizen took fire the rioters themselves turned and helped to extinguish the flames and remove the lumber to a safe place.

Train after train was fired by the infuriated crowd, but the cars were so far distant from the round house that the heat did not seriously affect the military, although their position was one of peril. Finally a large party of strikers captured a car filled with coke which they ran from the Allegheny Valley road track to a siding connecting with the Pennsylvania road. They then procured large quantities of petroleum and pouring it over the coke, ignited the materials, and in a very few minutes the car was a mass of fire and it was then pushed along the tracks and forced against the round house. The building was soon ignited, and the soldiers were now compelled to prepare to fight their way out through the frenzied mass of humanity clamoring for their blood.

The building did not burn as rapidly as was desired and the mob bent on revenge rushed out on the road and sent burning trains toward the doomed building.

From midnight until 5 o'clock in the morning the main efforts of the crowds were directed to firing the buildings and cars, but about half an hour later the mob which had been besieging the military, left for some unexplained reason. This afforded the troops who were in actual danger of being roasted alive an opportunity to emerge from the building, and they succeeded in reaching Liberty street in a very few moments. They quickly formed in line and marched up to Thirty-third street and thence to Penn avenue and Butler street. Their objective point was the United States Arsenal on Butler street, where they expected to obtain shelter.

While turning into Butler street, however, the leaders had discovered their retreat and fully 1,000 men armed and supplied with ammunition, followed in pursuit. Some of the troops fired at citizens either accidentally or intentionally as they were going along, and this added fury to the cry for revenge. When they reached the arsenal the commandant refused to admit them. He said he had but ten men and would be power less to hold the place if the mob should attack it. He consented to take care of the wounded and they were accordingly carried into the hospital. The main body of the troops continued their march out Butler street, a fusillade being kept on them by the mob as they moved forward. The shot fired killed one of the soldiers before they reached the arsenal, and nearly opposite the cemetery gate, fully a mile above the arsenal, two others were killed and were left lying on the sidewalk. They continued their flight and crossed over to the north side of the Allegheny river on the Sharpsburg bridge, the mob following them as rapidly as possible. After reaching the north side the troops scattered, and in this way the mob was divided into very small bodies.

In the meantime the city was in a state of anarchy. Thousands who had not joined in the pursuit of the fleeing troops gathered about the burning buildings and trains and assisted in spreading the flames wherever they had not been applied.

In the round house were 125 first class locomotives which had been housed in consequence of the strike. These were totally destroyed, but even the immense loss which will be sustained in this item, it is but a trifle in the aggreate damage done. The scenes transpiring on Liberty street, along the line of which the tracks of the railroad run, simply beggar description. While hundreds were engaged in firing the cars and making certain of the destruction of the valuable buildings at the outer depot, thousands of men women and children were engaged in pillaging the cars. Men armed with heavy sledges would break open the cars and then the contents would be thrown out and carried off by those bent on profiting by the reign of terror reigning.

The street was almost completely blockaded by persons laboring to carry off the plunder they had gathered together. In hundreds of instances wagons were pressed into service to enable the thieves to get away with their goods. Mayor M'Carthy early in the day endeavored to stop the pillage but the handful of men at his command was unable to control the crowd, who were desperate in their anxiety to to secure the goods. The pillage was checked, but the mob fired the cars and then proceeded with the work of destruction.

It is imposaible to form any idea of the amount of goods stolen, but hundreds of thousands of dollars will not cover the loss. Some of the scenes, notwithstanding the terror which seemed to paralyze peaceable and orderly citizens, were ludicrous in the highest degree, and no one seemed to enjoy them with greater zest than those outraged in the wholesale plunder. Here a brawny woman could be seen hurrying away with pairs of white kid slippers under her arms; another, carrying an infant, would be rolling a barrel of flour along the sidewalk, using her feet as the propelling power. Here a man pushing a wheelbarrow loaded with lead, others hurried through the crowd with large sized family bibles as their share of the plunder, while scores of females utilized aprons and dresses to carry flour, eggs, dry goods and so forth. Bundles of umbrellas, fancy parasols, hams, bacon, lard, calico, blankets and flour were mixed together in the arms of robust men, or carried on hastily constructed hand barrows.

At eleven o'clock in the morning it became apparent that something must be done to check the mob, and a number of citizens hurriedly prepared notices calling a mass meeting of citizens at old city hall to take measures to prevent further destruction of property. The meeting was held at noon, and a large number of leading citizens responded to the call. It was decided to appoint a committee consisting of Bishop Twigg, of the Catholic church, James Parke, jr., Dr. E Donnelly, James I. Bennett and Dr. S. F. Scovel, pastor of the First Presbyterian church, to have a conference with the rioters, while another committee was appointed to wait on the railroad authorities to ascertain what course they intended to pursue or to suggest a compromise that would put an end to the disorder which existed. The meeting then adjourned to meet again at four o'clock in the afternoon.

The committee to wait on the rioters failed to induce them to refrain from further destruction of property and railroad authorities could not be found. From the time the military fled up to three o'clock in the afternoon no effort had been made to check the mob other than the meeting of citizens referred to.

The mob worked very quietly and it was a noticeable fact that few of the railroad employees were engaged in the work of destruction. Here and there a man who had been discharged might have been seen leading a crowd, but generally the ringleaders were men who had never been employed on any railroad. Many half grown boys were foremost in the work of devastation and vied with the older ones in their efforts.

The operations were carried on very quietly and the multitude of men, women and children who filled the streets and occupied positions on the hillside south of the railroad, looked on with astonishment while the destruction of property continued.

At 3 30 a burning car was run down the grade under sheds surrounding the Union depot. Up to this time it was hoped that the building would escape, but the mass of pine lumber used in shedding over tracks were soon a sea of fire. While the fire was raging here the mob pillaged the freight depot of the Pittsburg, Cincinnati and St. Louis railroad which is in close vicinity. Boxes of freight received for shipment were broken open and valuable contents carried off.

After plundering the depot for an hour, and after the flour, hams, and all kinds of provisions had been carried away, the torch was applied and soon the vast depot and the company's general office adjoining, were a mass of flames.

The depot of the Adams express company, located on Grant street, was also destroyed.

The fire department of the city continued on duty from the time of the first alarm, but were not allowed to throw any water on, or make any effort to save the property of the railroad company. They consequently directed their efforts to saving the private property on the north side of Liberty street. In this they were mainly successful, although six dwellings and a sash factory, located near the round-house were destroyed early in the day.

When the Union depot building was fired, followed by the Panhandle office, a panic seized the citizens, who had up to this time calmly folded their arms and looked on. It was feared that a conflagration would sweep the entire portion of this city south of the Panhandle railroad tracks, as many of the buildings were small frames and as dry as tinder. At this juncture the fire department of Allegheny, which had been held in readiness in case of an outbreak on that side of the river, was summoned to assist in staying the progress of the flames.

The Panhandle railroad building was the last one in the line and the Allegheny department was placed on Seventh avenue to check the progress of the flames in that direction. When this last building was fired the whole territory between Seventh avenue and Mullvale section, a distance of three miles was a mass of flames. The railway company's property being all between the south side of Liberty street and the Bluff. The small houses on the hill, although badly scorched, were not destroyed.

The railroad buildings destroyed were as follows: Two round-houses, one machine shop, superintendent's office, car repair shop, blacksmith shop, three or four oil houses, Union transfer depot and the offices of the Pullman company, laundry and offices, dispatchers' office, powder house, Union depot hotel, Panhandle railroad engine house, general offices and freight depot of the Adams express company.

The freight depot of the Pittsburg, Cincinnati and St. Louis and the general offices of the same company were fired at 4.30 o'clock this afternoon. These are in close proximity to the Union depot.

Citizens are organizing and marching to the scene of the conflict to prevent further damage. All are armed with concealed weapons and heavy base ball bats.

Disorders in Baltimore.

The rioters on the Baltimore and Ohio Railroad stopped a detachment of troops that were on their way to Martinsburg, by placing obstructions on the road. The obstructions were put on the road at Cumberland, Md. The Governor of Maryland called out a number of the military, which caused the roughs of Baltimore to assail the troops as they marched through the city. The troops, on their way to the depot, were attacked by a mob, and defended themselves with their muskets, shooting a number of the rioters. The mob, however, tore up a portion of the track, set fire to some of the depot buildings, and prevented the departure of the troops.

Strike at Harrisburg.

On Sunday morning the strike manifested itself at Harrisburg.—Freight trains were deserted. About 40 locomotives are there, and some 1200 to 1500 cars. A man named Torbett addressed a large crowd. He said the strikers will succeed. He intimated that if the troops attacked them they had a right to strike back, as had been done at Pittsburg. A number of guns in the Capitol grounds have been spiked, to keep them from being used by the strikers. An attempt was made to run a train off the track, that was bringing troops to Harrisburg. Fortunately the obstruction was seen in time to stop the train.

The strikers in a series of resolutions demand the wages of 1873.

The Strike at Philadelphia.

At 6 o'clock on Sunday evening the tidal wave struck Philadelphia, and all trains but mail trains were prevented from leaving the city. The rumors are so numerous and conflicting that they are not worth publishing. United States troops under General Hancock have marched into the city.

Rioting at Reading.

About 5 o'clock on Sunday afternoon a riotous demonstration broke out in the city of Reading. Several freight trains were fired, and when the fire companies appeared on the ground to quiet the conflagration the mob would not allow them to work. The Lebanon Valley Railroad bridge, a magnificent structure across the Schuylkill, costing over $150,000, was fired at the western end shortly before midnight and totally destroyed.

On Monday night a collision between the rioters and the military took place, by which a number of people were killed and wounded.

Strike on the Erie Railroad.

On the 19th inst. there was a simultaneous strike of firemen, brakemen, and switchmen on the Western and Buffalo division of the Erie Railroad. All trains were stopped. What they demand is embodied in the following:

That all of the men discharged for taking part in any meeting or going as committee to New York shall be reinstated. Brakemen to receive $2 per day, switchmen $2, the head switchmen $2.25, trackmen in yards $1.50 per day, trackmen on sections to receive $1.40 per day and pay no rental on company's grounds, except as per agreement. The firemen to have the same pay, or rates of pay as they received prior to July 1, 1877, and monthly passes to be continued same as before, and passes to be issued to brakemen and switchmen.

A Detective's Views of the Standing of the Brotherhood of Engineers — A New Organization to Take its Place.

Said a detective: Strikers, under the rules of the order, are entitled to $60 a month until employed, and as there are now 390 of this unfortunate class on the pay-rolls, it costs the Brotherhood $23,400 a month to sustain them. A special assessment of $5 a member was levied last week, in addition to the regular dues, to help support the unemployed. This assessment is made payable on demand, under penalty of expulsion and of course is promptly met. This has created an ill feeling toward the Brotherhood among many engineers, who deem it a hardship to be compelled to contribute towards those who are idle, without just cause, and they particularly object to being further assessed to pay the Grand Chief $3,000 a year for incendiary speeches and provoking needless strikes. The Brotherhood is regarded as about broken, "for," said the detective, "it is nearly bankrupt and the members are resolved hereafter to study the welfare of themselves and families, and not participate in any more strikes."

Mr. Arthur recognizes as an inevitable result the downfall of the Locomotive Brotherhood, and he is now busily employed in perfecting an organization which he believes will prove much more formidable than either of its predecessors. It includes engineers, conductors, brakeman and foremen, to receive degrees in the order named. "The object of this Trainmen's Union," stated the detective, "is shown in a private circular issued by Mr Arthur, a copy of which we have. It is proposed to form an alliance of every branch of railway service, and bind them together by the most solemn obligations to stand by each other and make a general strike in the fall if their demand for higher wages in not complied with The employes of thirteen roads are known to be enrolled in this new society: The Pennsylvania, New York Central, Erie, Lehigh Valley, Delaware, Lackawanna and Western, Lake Shore and Michigan, Northern Central, Pittsburg, Fort Wayne and Chicago, Cleavland, Columbus, Cincinati and Indianapolis, Indianapolis and St Louis, Cleavland and Pittsburg and Philadelphia and Erie. A membership of 1,206 in the United States is claimed."

In response to a question as to weather the detectives had been able to trace outrages to the Brotherhood as an organization, the detective stated: Mr. Wilson, in a letter to the Brotherhood after being deposed, openly charged the members with having encouraged violence, and says that men who were known to have turned switches and placed obstructions on the tracks, endangering humane life, have sat in general council and been listened to unrebuked.

Lancaster has also wheeled into line on the tramp question. A meeting was held at Lititz on Saturday of last week at which resolutions were passed condemning the vagrant nuisance, and committees appointed to take such action as would help to suppress it. Five men were appointed a committee in Warwick township, whose duities it should be to arrest all vagrants found in that township. If this movement becomes general throughout this section, the tramp will soon be compelled to shuffle his weary way to some other region, where his mournful tale will fall upon ears that have not yet grown hardened from his villainies.—*Chester County Repuplican.*

On Monday, July 9, the aqueduct across the Swatara, at Middletown, suddenly broke down. The heavy iron pillars and supports were snapped in twain as though they were mere straws, completely breaking off four spans as though 'twere done with the carpenter's saw or the machinist's powerful steel bit. It is supposed that the water has been playing havoc with the heavy iron supports ever since its erection, while scientific scholars say that expansion and contraction and the changes of seasons are the cause of the break. The spans were eighteen feet in length, making a total break of seventy-two feet.

A Large Crop

The tobacco crop in Lancaster county will probably be larger this season than ever before. Certainly more plants have been set out than in any previous year, and their growth has thus far been quite encouraging, and it is estimated that at fair prices the value of the crop will reach $3,000,000.

They Never Eat Pork.

A ridiculous rumor was started on the New York' Change the other day that Turkish agents were purchasing pork in the market. The Turks, being Mohammedans, never eat pork.

Such a Saw. You Never Saw.

A saw, fifty-four feet long and eight inches wide, intended for use on the big trees in California, has just been turned out at the Beaver Falls steel works.

Horses Stolen—The Thieves Caught.

The Clearfield *Republican* says: On the morning of the 29th of June, Judge Clyde was short of a set of harness, and Samuel Irwin, a neighbor, (both residing in Lawrence township, about three and a half miles north of this borough) was minus a horse and buggy. Hence it was pretty well settled that there was a case of horse stealing on hand, and Mr. Irwin and two other gentlemen soon hitched up a team and set out to overhaul the thief or thieves. By the tracks of the horse and buggy, it was pretty plain that the thieves were moving down through Frenchville, and pursuit was made as rapidly as possible. But Mr. Irwin, finding that he could not overtake the runaways, telegraphed to Westport, upon reaching the railroad at the mouth of the Sinnemahoning. In this way the thieves were headed off between Westport and Renovo, and when ordered to halt, one man jumped from the buggy and started for the woods, and on refusing to halt, one of the pursuers discharged a pistol at him, the ball taking effect in the arm, which caused the fellow to twirl around three or four times like a top, and then he begged for quarters. While this was going on, the other fellow leaped from the buggy, too, and plunged into the river, and while making for the "other shore," the captors fired several shots at the swimmer, one ball ball passing through his hat, peeling the hair of his scalp. The firing and the noise attracted the attention of parties on the opposite side of the river, who, upon learning that the fellow in the water was a horse thief, commenced stoning him, pelting him right smartly. Mr. Thief, discovering that his reception would evidently be rather warm "over there," turned and commenced swimming down down stream. The captors then also commenced flinging stones at him, and when he found the pebbles lighting on him from both shores, and the water getting deeper, and supposing that there would be no "let up" in the flinging of stones, he begged for quarters and turned for the shore from which he started. And after reaching the dry land again, he made an attempt to escape by running into a thicket of bushes, into which the capturing party hurled the stones by the handful. This soon extricated the yell of "murder" out of the fellow in the bush, and upon surrendering, he was secured and handcuffed to his confederate, and the next day lodged in our prison. The thieves made a very narrow escape with their lives,

The thieves claim to hail from Columbus, Ohio, and gives their names Fred Smith and Frank Long, the former aged 25 and the latter 19 years of age—rather young for that kind of calling.

Mr. Irwin found his horse very much run down, and the buggy almost ruined The thieves had missed the road a short distance below the mouth of the Sinnemahoning, and horse, buggy and all went down 150 feet and landed on the railroad track all "right side up" except the buggy, which was considerably damaged. The escape from death of both men and horse was miraculous.

AGAIN.

This time the news comes by dispatch from Curwensville, Clearfield county, under date of the 17th inst., and says: On the night of July 5, Stewart Walker, a horse-thief, entered a stable owned by Senator S. R. Peale, Lock Haven, Pa., and stole therefrom Mr. Peale's saddle mare, valued at $500. He was followed by Deputy Sheriff Westbrook and Constable Harvey from Lock Haven, through Centre county, to Clearfield, and at a point named Stoneville, in Clearfield county, was surrounded by citizens but made his escape, and headed for Brookville, where he expected a horse-race on Saturday, the 14th. On Friday night Westbrook telegraphed ahead and had the road guarded, and at two o'clock A. M., Walker made his appearance in Curwensville, where two men made an attempt to arrest him. In an instant Walker turned the horse and crossed the bridge on the south side of the river and followed the road leading to Cherry Tree for about four miles, when he was followed by two men named Enos and Alfred Bloom, who routed Walker from a thicket near Bloomington. Walker starting to run, the Blooms fired three rifle shots, the last of which took effect in the left side, cutting the left lung. Walker then surrendered and told the party where the mare was, and at eight o'clock Saturday evening the Blooms arrived at Curwensville with the mare and thief, who are now in charge of the officers who followed them from Lock Haven.

In Livery.

Postmaster James, of New York, has decided upon uniforming the clerks and other employes of the postal service as well as the carriers. The suit consists of a navy blue cloth or flannel, embellished with guilt buttons for the clerks, porters, messengers, etc. These buttons are furnished by the Post office Department.

Indians Sue a Railroad Company.

The Choctaw and Chickasaw Indian Nations have brought suit against the Missouri Kansas and Texas Railroad on a claim for $700,000 for ties, timber, masonry, &c., used in the construction of that road.

A favorite mocking bird belonging to Colonel William L. De Borbon, of Reading, has displayed remarkable liberality in providing for the wants of two families of robins fly up and hang to the mocking-bird's cage when they are provided by the bird inside with all the dainty food in the cage, consisting of crackers, grasshoppers pieces of hard-boiled egg and other food. The robins receive it in their mouths and fly to their nest. When the robins come to the cage the mocking bird makes a very singular and unusual squawking noise, and then proceeds to share his food, unmindful of what his own needs may be.

Edward Beamer, of Allegheny, while entering his room early Monday morning, was shot by his landlord, who took him for a burglar. The ball struck Beamer's right shoulder and cut his coat and abrazed his skin, but not sufficient to do any material harm.

News Items.

Famine in British India.

Pennsylvania paid $14,892,900 for insurance last year.

They are building a railroad in Palestine, it is to be 500 miles long.

The Paterson, N. J., Fire Insurance Company has appointed a receiver.

Prospecting for new coal deposits near Pottsville causes great excitement.

Mr. V. Patterson, who mysteriously disappeared from Pittston some time ago, has turned up in France.

Worms are making sad havoc among the orchards in the vicinities of Watts burg and Corry. Some orchards are reported as not having a green leaf in them.

A father and two sons were suffocated in a well near Dayton, O., on Tuesday, by foul air.

Several prominent men of Altoona and Tyrone have been arrested for adultery.

The dog-catchers are still at work. Nearly 4,000 dogs have thus far been drowned.

Thirteen steamships will arrive in New York during August, with mails from British Ports.

The Philadelphia Spiratualists will hold a camp meeting at Sicklerville, in the lower end of Camden county, commencing August 9.

It was Mr. John Miller, son of Mr. Edward Miller, who attempted to shoot Taylor Boltosser, at Loysville, on the 4th inst.

The Methodists of Newport held a festival on the 4th—a big dinner—and realized $130 at a cost of only $21.

Jacob A. Blumer, ex City Treasurer of Allentown, has been arrested for embezzling $13,000. He was also cashier in a bank that went into liquidation.

Among the presents at a wooden Wedding recently, was an immence cake. This was reserved for the last, when it was cut, a cheese box, covered with icing was revealed.

A New caterpillar has made its appearance in Lancaster County and threatens the destruction of the tobacco crop.

A reward of $250 is offered for the arrest of the parties who stoned the tram on the Lehigh Valley Road at East Mauch Chunk.

Capt. W. B. Kellar, of Indiana county, has been arrested for forgery. He is alleged to have signed two of his neighbor's names to a note for $600 and succeeded in getting the note cashed at a Saltzburg bank.

It is estimated that not less than 2,500 fresh milk cows are shipped from Cumberland county to Philadelphia yearly.

An unknown man was found drowned in the Pennsylvania Canal at Baldwin, below Harrisburg, on Saturday a week.

James A. Favor, who is under $20,000 bail for assisting to kill the Harrington girl, east Boston, drowned himself in the canal at Lowell.

Muff Lawlor, John Slattery, and Charles Mulhern, the Mollies who turned States evidence, were released from prison on the 16th on their own recognizance.

Moses Everett, of Columbia county, fell from a load of hay a few days ago and was killed.

Mr. Moor Beatty, a builder of Philadelphia, while attempting to rescue Mrs. Philips, of New York at Atlantic City, on Saturday, was drowned, together with the lady whom he was trying to save.

A monster rattlesnake was killed near Black Rock Station in York county, a few days ago which had 24 rattles.

Seven skunks that had congregated underneath the floor of a hay shed of Wendell Miller, in Lower Allen twp, Cumberland county, were killed by Capt. George Ostott. John Longsdorf, on a neighboring farm, killed a nest of six skunks.

At 6:40 on Saturday evening a week a sharp and well defined shock of earthquakes was felt at Memphis, Tenn., lasting but a moment and doing no damage. A wedding cermony was being performed at Grace Church, and as Bishop Pierce, of Arkansas, who was officiating, announced the couple as man and wife, the shock came and created a commotion among those present.

The body of David Reinhard of Pottsville, was discovered on Saturday morning a week on the railroad at Mocht Carbon, Pa. He had evidently committed suicide by throwing himself under the wheels of a passing train.

The Warden of the penitentiary at Joliet, Ill., having discovered a plot of the prisoners in that institution to escape, on Saturday seized nineteen of the ringleaders and put them in solitary confinement.

A girl aged about eighteen years, and living near Scranton, was engaged in the work of picking coal from an ash pile of the Lackawanna coal and iron company, when her clothing caught fire from some cinders, and before the flames could be extinguished the girl was so badly burned that her life is despaired of.

While a party of young men were celebrating the night of the Fourth at Kylertown, Clearfield county, by throwing fire-balls, a drunken youth named Elisha Rickets, kicked over a pan of of burning turpentine, scattering the fluid over a boy named Snyder. He was horribly burned, and died, the next day in great agony.

Agnes Parr, a woman who is engaged in Philadelphia in taking charge of children, has been arrested on the charge of causing the death of a child placed in her care. She is engaged in what is called "baby farming," and many of the children placed in her care have but a short existance.

John Jenkins, hailing from Philadelphia, was arrested in Baltimore, for passing counterfeit half and quarter dollar pieces. He was committed. Upwards of two hundred pieces of counterfeit coin, in halves and quarters were found on his person when arrested.

Ebner Smith, a lad of 12, living in Allentown, fell through the bridge over the Lehigh into the water, a distance of fifty feet. One of his legs was broken and he was otherwise injured.

Mr and Mrs. Jonas Bowers, aged nearly 80, of Bowers' station, Berks county, though in excellent health, have their graves alread dug and their tombstones erected. His tombstone contains the inscription "God is love," followed by his home and the date of birth—January 20, 1798—and the headstone of his wife, who was born May, 1801, inscribed, "Wait for the Lord."