Oswego Daily Times.

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ANXIOUS TO GET BACK.

PULLMAN EMPLOYES WANT THE BOYCOTT DECLARED OFF.

This Desire on the Part of the Workmen Said to Have Occasioned Debs' Proposal to the General Managers—Debs Still Says the Railroad Fight Is On Although the Roads are Operating as Usual—Troops Will Probably Soon Be Removed from Chicago—The Losses by the Strike Will Probably Reach $8,000,000.

CHICAGO, July 16.—The announcement that the strikers at Pullman were on the point of surrendering and asking for employment in the palace car works at the reduced wages, is confirmed. Thos. Heathcote, leader of the Pullman strikers, admits that all his influence and that of other labor leaders was required to prevent a general stampede of the workmen, and officials of the Pullman company say they expect orders from headquarters any day to open the car shops which have been closed more than six weeks.

It was in anguished tones that Mr. Heathcote made the announcement "I don't know what these men would do if the shop doors were thrown open to-morrow," he said. "It has been hard to keep many of them from going back to work, and after they do I suppose there will be nothing left for me. The railroad companies will not be likely to give employment to the man who led this strike and held the men out against one of the greatest corporations in the world."

Pullman officials say a week would be required to get ready for opening the works. They expect the announcement of opening to be made this week and expect to begin operations with all the men to get out the contracts now on hand.

Mr. Heathcote stated that the A. R. U. had never donated a dollar to the hungry Pullman strikers, and that the only way Debs had shown his sympathy for the strikers had been by calling out railroad men. Heathcote added that he did not expect the railway union to furnish any funds, although a number of strikers thought that would be an appropriate manner for him to show his sympathy.

DEBS ON THE EMPLOYE'S ACTION.

Debs was informed last night that it was the intention of the workmen at Pullman to return to their duties at the earliest possible opportunity, removing the original cause of the railway strike conducted by the A. R. U. Debs said he could not give the report credence. When told that Thos. W. Heathcote, the chairman of the strike committee at Pullman, admitted reluctantly that such was the case, he said: "If it be true that the Pullman operators are about to go back to the conditions of servititude against which they revolted on May 11, without a single wrong redressed, it is perhaps the best proof to the world that they have been so subjugated and enslaved by the methods of the Pullman company that they are unable to continue their self-assertion in spite of all we have endeavored to do for them.

"However, their return to work can neither help nor harm us in our general strike. The Pullman question necessarily became a secondary one when the general managers' association took the cudgels to drive the American Railway Union out of existence and its recent refusal to consider any proposition emanating from us, leaves us with no possible retreat. We have fought the cause of these people until we are so embroiled that we must continue to fight without them."

ALL TRAINS ON TIME.

At the Union depot yesterday every train on all the roads using that terminal was reported on time and there was not so much as a rumor of trouble in any of the yards nor along the line. At the Grand Central station the same encouraging reports were received. There were no soldiers on guard, and train were arriving and departing with such regularity that there were no announcements to mark up on the bulletin board. At the Dearborne station all trains were running on time, and with the exception of one train on the Chicago & Eastern Illinois, suburban trains had also been resumed. The Western Indiana, which had trouble with misplaced switches Saturday, had overcome all difficulties, and trains were running as usual.

SAN JOSE, Cal., July 16.—The strike situation here remains unchanged. Troops still guard the round house and yards and officers are on duty in the depot. Strikers and sympathizers are scarce about the depot. All trains are running without interference. Fear that tracks or bridges may have been tampered with causes slow time to be made, and all trains are late.

MINNEAPOLIS, Minn., July 16.—No orders for a strike on the Great Northern railroad have been received, and it is doubtful if the men would go out if ordered to strike. The men who did go out are now seeking employment on other roads. All trains are running regularly. William Murray a non-union fireman from Waseca, Minn., employed by the St. Louis railroad, was assaulted by three men and badly beaten last night.

WON'T RE-INSTATE STRIKERS.

CINCINNATI, July 16.—The Big Four striking switchmen presented an appeal to the company last night asking to be re-instated, and were flatly refused. These men went out in sympathy with the Pullman strikers.

WILL REDUCE WAGES.

MILWAUKEE, July 16.—It is rumored that the Chicago & Northwestern and the Chicago, Milwaukee & St. Paul railroads will make an all round reduction in wages of ten per cent. to take effect August 1. This measure is looked upon as a result of the great strike.

COST OF THE STRIKE.

CHICAGO, July 16.—The total loss to the railroad companies by the strike is estimated at from $5,000,000 to $8,000,000. Counsel for many of the railroads are already at work drawing up claims for financial redress from the county of Cook and the city of Chicago. The losses to produce dealers and commission men will foot up $1,500,000. The effect on the California fruit trade has not been disastrous. The first car of California fruit to move eastward in twelve days started yesterday. A vast amount of perishable freight spoiled en route.

A. R. U. MEMBERS ARRESTED.

WHITING, Ind., July 16.—Three A. R. U. men were arrested for contempt of court in violating the strike injunction of the United States courts. The men's offence consisted in posting notices about town and on railroad property asking other railroad organizations to stand by the A. R. U. They will be taken to Indianapolis for trial.

AS TO THE REMOVAL OF TROOPS.

SPRINGFIELD, Ill., July 13.—Gov. Altgeld said last night he had not yet considered the subject of withdrawing the troops from Chicago. They will remain there until Mayor Hopkins feels that the civil authorities will be sufficient to maintain order. He thought the troops would be withdrawn shortly, however. He was engaged most of last week in securing arms so as to increase the force in case the strike should be greatly extended, and was prepared to put ten or twelve more regiments in Chicago on a day's notice.

PULLMAN'S STATEMENT CORROBORATED.

TERRE HAUTE, Ind., July 16.—Geo. M. Pullman's statement that he bid low on the contracts for cars taken this year is corroborated by President Louis J. Cox, of the Terre Haute Car Works company, who says: "I bid against Mr. Pullman and I was surprised at the figures at which he took the contracts. They were far below mine, and I made mine very low owing to the hard times."

DEBS' UNION BANKRUPT.

CHICAGO, July 15.—The question that now agitates President Debs and his board of directors is the financial condition of the American Railway union. It has no money in the treasury, but for that matter, it never had much. When organizers were sent out recently to form auxiliary organizations, the word was passed around that the cash was not a necessary consideration. New lodges were formed, but not a cent was paid in. This strike has been very costly, and there is not money enough in sight to pay the bills. More than that, many organizations threaten to withdraw from the union because, as they contend, the latter has been worsted in the present contest, and has lost its prestige. The difficulty under which the American Railway union labors is that it is composed of elements not at all congenial. Skilled and unskilled labor stand side by side and on the same plane.

NO TIE UP ON THE GREAT NORTHERN

MINNEAPOLIS, July 16.—There is no tie up on the Great Northern railroad and there is none likely so long as the road maintains the present attitude.

Bank Robbery Prevented

BELMOUNT, S. D., July 16.—An attempt was made to rob the People's bank Saturday afternoon. Three men rode into town, coming from the hills in the west. They galloped through the streets, shooting their rifles. They dismounted in front of the bank and two men entered while the third stood guard. Warned by the firing, Cashier Newcomb had placed all the bank's money in the vault and had also locked himself in the vault. All the other employes of the bank fled. The robbers attempted to force open the safe but without avail and after dallying with it for half an hour, they remounted and rode out of town. One of the robbers is reported to have been killed by a posse of citizens.

In a Sad Plight.

BEAVER FALLS, Pa., July 16.—Thirteen men, victims of train robbers, are now at Homewood, six miles from this place, with nothing left to wear but their shoes and underwear. Saturday night they were riding in a box car on the Fort Wayne railroad. While passing Geneva station, five armed men forced an entrance to the car, and under threats of death, compelled the men to strip off their clothing. The robbers then threw out the clothing and jumped from the train. The victims claim to be union men en route to Cincinnati, where they have secured employment. They had a little money, and in addition to all their clothing, lost about $100 in cash.

THE FIRE RECORD.

HUNTINGTON, W. Va., July 16.—A number of frame structures on the east side of Ninth street, including the building occupied by the *Daily Advertiser*, were burned this morning and the flames communicated to the Florentine hotel and destroyed a part of it. Loss $25,000.

A Murderer Suicides.

FARGO, N. D., July 16.—Reginald Williams, a member of the colored company of United States troops at Fort Totten, who was in jail here waiting trial on charge of murdering one of the soldiers of the same company last February, was found hanging in his cell this morning dead.

Gov. Matthews a Senatorial Candidate.

LAPORTE, Ind., July 16.—Governor Matthews will be a candidate for U. S. senator. The announcement has stirred the friends of Senator Voorhees to activity and the senator will open the campaign in Northern Indiana at Rome city, August 8.

Da Gama Willing to Surrender.

NEW YORK, July 16.—A *Herald* special from Valparaiso says: A correspondent in Rio Janeiro, sends the following news: Admiral Saldanha Da Gama, who is in Portugal, has informed President Peixoto that he is ready to surrender. This action has probably been taken in view of the negotiations which have been undertaken to keep Admiral Mello in exile.

Republicans Win in St. Paul.

ST. PAUL, Minn., July 15.—By a decision of the supreme court yesterday the republicans gain control of the upper house of the city council. The city clerk, a democrat, in calling the roll at the first meeting, called the names of a majority of democrats, who organized the body. The republicans took the matter into the courts with the result stated.

Outraged Then Murdered.

JACKSON, Tenn., July 15.—Miss Portia Wellington was murdered near Pinson in this county yesterday. She was about 16 years of age, the daughter of W. T. Wellington, a prominent planter of Pinson. The throat of the dead girl was black, as though she had been choked and her dress was torn. The condition of the body leaves no doubt that the murder was committed in an attempt to outrage the victim.

Civil Service Investigation Commission.

ALBANY, N. Y., July 16.—Senators O'Connor and McMahon, of the special committee of the state senate judiciary committee, which was authorized to investigate the administration of the state civil service laws, and to report to the next legislature, were this morning at the rooms of the state civil service commission. Senator Saxton, the third member of the commission, did not attend. Those present included Civil Service Commissioners E. Prentis Bailey, D. F. Van Vleet and W. D. McKinstry and John B. Riley and Col. S. W. Hurt, former chief examiners of the state civil service commission. Chief Examiner Webster, of the U. S. civil service commission, and Chief Examiner Sherwin, of the Massachusetts civil service commission who had been subpœnaed as witnesses. The appointment of this special committee by the senate was brought about on account of the complaint made by the New York civil service reform association of violations of the civil service laws.

The Baker's Bill

Tells of Greatly Increased Appetite.

"It affords me great pleasure to tell not only the condition of my present health but also that of my whole family. A friend who knew of my poor health advised me to use Hood's Sarsaparilla. After two bottles a great change in my health was noticed. I do not have that tired feeling, no pain in the stomach, especially after eating, and in fact I feel like a new person and hold some pleasure in life. Every member of my family is using Hood's Sarsaparilla and with beneficial results, if I may judge by my baker's bill each week.

Mrs. Mary Ecke, Brooklyn, N. Y.

Hood's Sarsaparilla Cures

Hood's Sarsaparilla is wonderful for purifying the blood and aiding digestion." MRS. MARY ECKE, 165 Alabama Av. Brooklyn, New York.

Hood's Pills cure Biliousness. 25c.

AGAIN THE BRITANNIA.

GOULD'S YACHT DEFEATED IN THE BANGOR REGATTA TO-DAY.

With a Good Wind the Vigilant Led the English Boat but the Former Took Second Place When the Breeze Subsided—The Britannia Wins by One Minute, Thirty-two Seconds.

BANGOR, July 16.—The course over which the American sloop Vigilant and the British cutter Britannia sailed to-day for the County Down cup, or its equivalent in cash, £50, is peculiarly adapted to the English racing model. It has twelve turns, and, as the Britannia is credited with being at least a third faster in stays than the Vigilant, she entered the contest with the assurance that she had probably two minutes advantage of the contre boarder. Over this course, that of the Royal Ulster Yacht club, in July last year, the Britannia in a stiff northeaster, worsted the Valkyrie by 11 minutes and 44 seconds. The Britannia was second, the Satanita capturing the mug by two minutes and 29 seconds.

There were thousands of spectators. When the boats reached for the line the wind was brisk from the southwest. The yachts sailed over the conrse three times covering about 50 miles. The Vigilant was handled admirably at the start. Although she crossed the line three seconds later than the Britannia she secured the weather berth. The yachts were timed thus: Britannia 11:00:12, Vigilant 11:00:15. It was a reach close hauled over the first leg. The Britannia gained 18 seconds on the Yankee craft. The breeze had increased and filled the salty souls of the American on-lookers with joy and hope. They rounded the first mark boat thus: Britannia 11:24:58, Vigilant 11:25:13.

The wind was fairly piping as the yachts rounded and ran to the Blackhead mark, 5½ miles away. It was even too strong for spinnakers. Spinnaker poles were lowered and the great bellying sails were set. But they were taken in. There was something of a sea out in the open off Blackhead. The Vigilant drew up on her rival and passed her at the mark off Blackhead 21 seconds in the lead. It was a smoking tussle for the 4½ mile stretch across the lough to the Mark boat off Briggs with a nasty beam sea. The Vigilant showed her weather qualities and passed the mark boat with 52 seconds in her favor. The wind dropped a bit just after they rounded the Briggs mark. They made short tacks for the home mark, the Vigilant increasing her lead perceptibly. They passed the home mark thus, amid cheers from a thousand Irish throats: Vigilant 12:37:24, Britannia 12:38:55. The wind held true from the southwest but was somewhat softer than on the beginning of the first round. It began to freshen as they neared Carickfergus. The drop was bad for the Vigilant. In the close reaching on this leg she showed herself inferior to her rival. The Britannia picked up fifty-two seconds, rounding the mark at 1:09:52. The wind got somewhat of a Yankee gait on it again. At the Blackhead mark the time was: Vigilant 1:39:44, Britannia 1:42:38, a lead of two minutes and forty-four seconds for the Vigilant.

The Vigilant rounded the Briggs mark at 2:03:28, Britannia 2:06:35. Even with her old time allowance of three minutes the Vigilant, if the race had wound up here, would have been the victor by seven seconds. The wind had shifted nearly to north west and after passing the Briggs mark, the yachts made long and short boards of it to the commodore's boat. The Vigilant lost ground by making a hitch in shore losing 50 seconds in the three mile beat between Briggs and the home boat.

The wind after shifting to northwest, gradually fell almost to a dead calm, and the race ceased to have any interest to the unlucky American. The Britannia drifted into a light streak of air, and began overhauling the Vigilant, which then hardly had steerage way. At 3:10 the Britannia passed her cousin and stood for the Carickfergus mark. It was pure luck, combined with her talent in the light breeze, that gave the Britannia a lead of two minutes and nineteen seconds. The wind was from northwest, and increasing slightly as the yachts stood for Blackhead, on the last round.

BANGOR, July 16.—The Britannia won by 1 minute, 32 seconds. It is not known just what time allowance the Vigilant makes, but it is estimated to be from seventy seconds to two minutes. The Britannia wins handily. Allowing that she gets two minutes from the Vigilant she will have won the race by three minutes, thirty-three seconds, corrected time.

How the Clubs Stand.

Clubs	W.	L.	P.C	Clubs	W.	L.	P.C.
Boston	45	33	.607	Cleveland	35	30	.547
Baltimore	42	31	.607	Cincinnati	30	35	.462
New York	40	27	.597	St. Louis	30	39	.435
Pittsburg	39	30	.565	Chicago	24	42	.364
Philadelphia	36	29	.554	Louisville	21	45	.318
Brooklyn	35	32	.522	Washington	19	48	.279

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

Royal Baking Powder

ABSOLUTELY PURE

A POSTMASTER SUICIDES.

B. F. Gentsch of Buffalo Puts a Bullet in His Brain.

BUFFALO, July 15.—Bernard F. Gentsch committed suicide by shooting to-day. Mr. Gentsch left his house at South Buffalo at ten o'clock to go for a walk in his garden. When he did not return to dinner a search was made for him. He was found in a clump of bushes and some trees with a bullet in his brain. He died almost instantly. Mr. Gentsch came to America penniless. He established in business in Buffalo in 1854, and was worth about a quarter of a million of dollars. President Harrison appointed him postmaster and he served out his term to the very day. His administration was remarkably satisfactory. A few days ago he remarked that some of the speculative enterprises in which he was interested had failed during the hard times. Worry had caused him much sleeplessness of late. In 1878 Mr. Gentsch was elected to the assembly from the first district. He was born in Saxon-Attenburg, Germany, in 1835. He had several times been seriously talked of as a candidate for mayor. He was vice-president of the Hydraulic bank.

FOREIGN NOTES.

TOULON, July 16.—A sentry posted on the outer works of the Toulon arsenal observed a strange man loitering near the works this morning. The sentry challenged the intruder, who made no reply, whereupon the guard fired, killing him instantly. The police say the man was an anarchist.

LONDON, July 16.—Teddy Mills, ex-champion runner of England, died this morning at an advanced age. He won his first laurels as a runner at the time when Deerfoot was a famous sprinter. After winning the championship in several matches Mills retired from the track.

LONDON, July 16.—In the international shooting contest for the Queen's prize, at Bisley camp, to-day there are 1,900 contestants.

DUBLIN, July 16.—The voting for the office of city marshal by the municipal council to-day resulted in the election of Edward Clancy. O'Donovan Rossa received three votes.

FALLS HEAVIEST ON MINERS.

Pennsylvania Mine Workers Decide to End the Strike.

CORNING, July 15.—The miners at Arnot, Morris Run, Fall Brook and Antrim, Tioga county, Pa., have decided to resume work. They have been on strike since April 19th, when ordered out by President McBride of the United mine workers' union. The losses entailed by the strike fall heaviest on the miners. Estimating their number at nearly 1,000, with about three laborers to every miner, besides the drivers and other employes, there must have been 4,000 or 5,000 persons affected by the strike, who have lost about three months' pay.

Minneapolis Beats Anything Afloat.

BOSTON, July 16.—The trial trip of the new cruiser Minneapolis Saturday was started at 11:58 a. m. The average speed on the return trip was 23.20 miles, as against 22.92 on the first half, making the total average speed per hour of 23.05, and proclaiming to the world the fact that the new United States cruiser Minneapolis was the fastest armored vessel afloat. The requirements of the contract were that she should make twenty-one nautical miles per hour, and for each quarter of a knot above that figure the firm of Cramp & Son, builders, were to receive $50,000. In accordance with these terms the firm will receive $400,000.

Base Ball Saturday.

At Pittsburg, New York 9; Pittsburg 5. At Chicago Brooklyn 8; Chicago 8. At St. Louis, Baltimore 7; St. Louis 3. At Cincinnati; Boston 12; Cincinnati 14. At Cleveland, Philadelphia 7; Cleveland 14. At Syracuse, Binghamton 5; Syracuse 24; second game, Binghamton 8; Syracuse 11: At Springfield, Buffalo 10; Springfield 8. At Troy, Wilkesbarre 9; Troy 8.

GAMES YESTERDAY.

At Chicago, Brooklyn 7; Chicago 10. At Cincinnati, Cleveland 8; Cincinnati 17. At St. Louis, Baltimore 9; St. Louis 8, eleven innings. At Louisville, Washington 8; Louisville 11.

—Ground for the commercial travellers' home at Binghamton was broken this morning.

WRECK AT BATTLE CREEK.

Engineer Killed and Several Others Injured—Work of Train Wreckers

BATTLE CREEK, Mich., July 17.—Passenger train No. 6, on the Chicago & Grand Trunk railroad, was wrecked at three o'clock this morning at this point. Fireman Thomas Crow was instantly killed. Engineer Miller, Brakeman Mitchell, Conductor Bishop and Baggageman Adams were all cut and badly bruised. A woman named Roberts, of Chicago, was badly cut about the head and face, and was also injured internally. Several more of the passengers were badly cut and bruised, but none were fataly hurt. The wreck was the work of train wreckers.

The wreck was the work of some one who had a grudge against the road and wanted to get even. After midnight the bolts were removed from the fish plates which held the tracks together and the plates were taken from the rails at the top of Austin hill. Train No. 6, due here at 2:30 a. m. was twenty minutes late and running fast to make up time. The train had just passed the top of the hill and was coming down the grade when the engine and train left the track, and jumped into the ditch. The train was the same one that was in the awful wreck here last fall. It consisted of an express car, a baggage car, one day car and four Pullmans. When the rails spread, the engine ran about 190 feet and then went over on its side in the ditch. The tender followed, and the day coach and one of the Pullmans were turned across the tracks.

There is no doubt the wreck was the result of a deliberate plot to wreck the train and take the lives of a number of passengers. The same kind of a plot was attempted at Vicksburg last week. One of the trackmen fortunately found that the plates had been removed from the rails in the same manner as they were last night and in time to prevent an accident. There is no clew, as yet, to the perpetrators of the crime, but several men are under suspicion.

Striking Tube Workers Return.

MCKEESPORT, Pa., July 16.—It is estimated about 700 of the old employes returned to work in the National Tube Works this morning. Trouble was expected but there was no disorder. The city police force maintained order on the streets and 150 deputy sheriffs in charge of Sheriff Richards, guarded the mill.

The Stock Market.

NEW YORK, July 16.—A further rise in prices was recorded after the opening, American Sugar leading the upward movement. The stock, which closed at 99¼ Saturday jumped 101¼ on active trading. The rise was due to Washington rumors that the house conferees, would agree to the senate schedule on sugar. Lackawanna rose 1¼, Lead preferred 1¼, Denver preferred 1¼ and the other active stocks ¼ to ½ per cent. Canadian Pacific jumped 1½ to 66. Distillers was heavy declining from 22¾ to 21. The feeling on this stock continues bearish. The general market reflects the settlement of the strike and the return of the railway business of the country to something like its normal condition. A belief that the tariff bill will be disposed of soon is also exerting a good effect. At 11 a. m. the market showed reactionary tendency and prices were ¼ to ½ per cent. below the highest of the morning. Distillers was weak at 21.

NEW YORK, July 16.—Operators at the stock exchange are still working for higher prices. Commission houses report a little better inquiry for stocks. American Sugar is still the feature, the stock having risen to 102. The advance is based on rumors from Washington that the conference committee will agree to give the refiners some protection. The advance in Chicago Gas brought out long stock and a reduction to 75¾ ensued. Distillers was less active and somewhat steadier. The low priced railroad stocks were stronger, especially Richmond terminal common. At 2:15 the market was dull and firm.

Forty Thousand Deaths from Cholera.

TACOMA, Wash., July 15.—Advices received by the Northern Pacific steamship Victoria from Hong Kong say that cholera is spreading throughout the Chinese empire, and that the government officials are suppressing the number of deaths. In Canton alone it is said that 40,000 deaths have occurred.