

THE PULLMAN BOYCOTT.

Second Day of the Great Struggle
With Railroads in the State.

TRAFFIC ON THE GREAT SYSTEMS
AT A STAND-STILL.

Heavy Losses to Fruit Growing Interests
Inevitable—H. E. Huntington
Defines the Position of the Southern
Pacific Company—Letters Regarding
the Strike From Officers of the
Order of Conductors and Brother-
hood of Trainmen.

Special to the RECORD-UNION.

SAN FRANCISCO, June 29.—At the close of the second day of the great struggle between the American Railway Union and the Southern Pacific the strikers seem to have the upper hand. Traffic on the great railway system is paralyzed, so far as the Pacific Coast is concerned. No trains are running north or south, and from Ogden, Deming and El Paso west not a wheel is turning. Even the company's suburban trains out of San Francisco and Oakland are at a standstill. The ferryboats are running in every harbor, but at the Oakland and Alameda moles there are no connecting trains to bear suburban residents to their homes. Many thousands of people who do business in San Francisco and live on the opposite sides of the bay are thus put to the greatest inconvenience.

Little effort has been made to move freight. Evidence that the company expects a protracted struggle was given this afternoon, when, from the general offices of the Southern Pacific, an order was issued closing all the freight offices, and informing the clerks of that department that their pay would cease until further notice.

And it is this freight blockade that is the most disastrous to the business interests of California. Heavy losses to the fruit growing interests are inevitable, and many fruit growers and fruit dealers are faced with bankruptcy. Hundreds of cars laden with perishable fruit is sidetracked. In Northern California this is the fruit men's busiest season, and peaches, apricots, cherries, plums and berries are fast ripening in every orchard. A blockade of only a few days will see fruit to the value of hundreds of thousands of dollars too ripe for shipment. All this will be a total loss to the growers.

To-night there seems little prospect that the blockade will be raised for at least several days. A few locomotive engineers have shown a disposition to stand by the company and take out trains, but notwithstanding this apparent willingness on the part of the engineers no trains have been moved. The firemen, brakemen and switchmen, almost to a man, stand by the union, and so far have effectually blocked all traffic.

The company's shops at many points have also shut down. This evening it is reported that the railway company's telegraph operators all along the coast have declared in favor of the union, and that they are refusing to transmit railroad business over the wires.

Notwithstanding the apparent advantages of the American Railway Union, the general officials of the Southern Pacific declare that the success of the strike is only temporary, and that the company is determined in its policy of resistance, as expressed by President Huntington and General Manager Towne last night.

Though probably a hundred Deputy Sheriffs and United States Marshals have been sworn in here and at Oakland, the company has made no special effort to police its yards and tracks.

SITUATION AT WEST OAKLAND.
WEST OAKLAND, June 29.—At 5 P. M. the railway tie-up was as tight as ever, and the only trains running on this side of the bay were one local running to Oakland and a narrow gauge train to the same point. The American Railway Union tried to stop the trains, and managed to tie up the narrow-gauge train for an hour. One man, a freeman, quit work, but another man was found to take his place, and traffic was resumed. The one train on the broad gauge was operated by a regular engineer and a tugboat freeman. The Union tried hard to pull down the engineer, but there has been no disturbance of any kind. The railway yards are filled with trains made up ready to start. The American Railway Union has made no effort to take them out. The railway officials are making no effort to get out trains, and seem to be waiting for something to turn up.

Late this afternoon Oakland Lodge of the Brotherhood of Railway Trainmen, comprising 15 conductors, brakemen, baggage men and switchmen, held a meeting, and decided not to join the strike. A committee from the American Railway Union was present, but their arguments were unavailing. The railway trainmen expressed sympathy with the American Railway Union, but said their by-laws forbade a strike unless they had a grievance of their own. The American Railway Union held a big meeting, but did not accomplish much.

Bakersfield Lodge, where the railroad shops are located, telegraphed that a general strike had been ordered there.

President Roberts of the local lodge said that to-morrow the narrow gauge road will be tied up.

Division Superintendent Wilder of the Southern Pacific said this evening that no attempt would be made to run regular passenger trains. The engines of the company are at present devoted to maintaining the suburban service. An attempt may be made to-night, but if the railroad people have any serious intention they are keeping it very quiet.

At 9 o'clock there was no change in the strike situation. No trains except the Alameda, Berkeley and Oakland locals are running. The railway officials are concentrating their efforts to re-establish this suburban service, and are making no move to run regular passenger trains.

A thousand strikers and as many sympathizers congregated at the West Oakland yard to-night and showed signs of boisterousness. On the last trip of the Oakland local train Engineer Jeffries was hoisted at, and stones and gravel were thrown at him. One arrest was made by the police.

A secret meeting of the American Rail-

way Union is in progress, also of the Brotherhood of Locomotive Engineers. These latter are expected to endorse the strike, if not to participate in it. It is stated that the railway telegraphers are expecting an order for them to go out.

At 11 P. M. West Oakland was as orderly and quiet as any town in California. The crowds on the streets had gone home, and what remained early in the evening to be an ugly demonstration against Engineer Jeffries proved to be very mild. The crowd became tired of using bad language and throwing stones. The A. R. U. and the Brotherhood of Locomotive Engineers were still in session. The engineers will endorse the strike, but will not strike themselves unless they find some grievance. They will refuse to work with seals, and, individually, will help the American Railway Union, if they can. Division Superintendent Wilder tonight confessed that the outlook was very blue for the railroad, and said that the company would probably not make much progress for the next two days.

The citizens of West Oakland held an open-air meeting to-night and endorsed the strike. Agitators from San Francisco were present and spoke. They counseled the strikers to commit no violence, but to take care that no one hurt them.

TRAFFIC ENTIRELY TIED UP.
LOS ANGELES, June 29.—With the Santa Fe and Southern Pacific systems are still entirely tied up. Nothing is moving on wheels except the trains on the Terminal and the Redondo roads, and extra trains have been put on those roads to handle the increased business.

All day yesterday and to-day large numbers of men have applied for positions and signified their willingness to take out trains with or without Pullmans. In fact, it is said that the roads have more applications than is necessary to operate the trains at this end of the line. The strikers say that by this strike there are over 3,000 men in this city out of employment, from the engineers to the men that sweep out the depots.

At the Santa Fe word was received that all trains without Pullmans were moving East of La Junta, Col. The officials are confident that in this section trains will be running on the Southern California divisions to-morrow.

Employees of the various railroads in this city are joining the American Railway Union in droves, and it is conceded even by the officials of the roads that this movement has made this organization very popular among the men. The officials stigmatize Howard and Debs, the leaders of the American Railway Union, as renegades of older organizations.

Telegrams were received from the headquarters of the Brotherhood of Locomotive Engineers and also from the Brotherhood of Locomotive Firemen, stating that no difficulties existed between the railroads and those organizations, and requesting the men to perform their duties as heretofore.

United States District Judge Ross today issued instructions to the Grand Jury, charging them to diligently inquire whether any of the laws of the United States have been violated by any person or persons by their refusal to handle the trains on which the United States mails had been deposited, and while he contends that every man has a legal right to stop work and quit his employment whenever he chooses to do so, he has no legal right while continuing in the employment for which he is employed and the employer for which he is employed engaged to do, and where such refusal goes to the extent of violating a law of the United States it is the solemn duty of those charged with its administration to take every step requisite and necessary to its vindication.

INCONVENIENCE AT VALLEJO.
VALLEJO, June 29.—Much inconvenience is felt on account of the non-arrival of Eastern or city trains. The train to Logans and Suisun came down and returned this morning. On the Georgia street wharf and at North Vallejo depot have been put up notices that tickets will be sold until further notice. The steamer Anador made trips as usual this afternoon. Passengers were notified that they could go no further than Vallejo Junction. The Young Men's Institute will go down to attend the celebration by the steamer Sunol, the only mode of conveyance to San Francisco. Sheriff Henderson received a dispatch this morning from A. D. Wilder asking him to be prepared to protect the Southern Pacific Company's property at Benicia, as the switchmen and boat tenders had gone out. Sheriff Henderson drove over to Benicia and found everything quiet and orderly.

NEVADA TRAINS WILL BE ABANDONED.
VIRGINIA CITY (Nev.), June 29.—It is officially announced to-night that to-morrow all trains on the Virginia and the Carson and Colorado Railroads will be abandoned until the embargo on the overland lines is removed.

ARRANGEMENTS FOR MAILS.
SAN FRANCISCO, June 29.—At the United States postal headquarters here it was announced this evening that arrangements had been made to forward mails for Sacramento, Napa and Stockton on the river steamers. So far no steps have been taken to send mails to the north and south coast points on ocean steamers.

H. E. HUNTINGTON'S VIEWS.
The Case of the Railroad Company Plainly Stated.
SAN FRANCISCO, June 29.—The following appears in the Bulletin to-night:
George K. Fitch, Edg.—MY DEAR SIR: I beg leave, respectfully, to address you as the responsible conductor of two of the leading journals of the city of San Francisco and to solicit at your hands the opportunity of presenting to you and to the public the issue raised by what is now known as the Pullman boycott on the part of the American Railway Union. A public journal is the only medium through which the truth may be known right, public opinion formed and exact justice established. Rightly considered, the office performed by the journals of the country is far-reaching in its consequences, and this fact imposes high responsibilities. I have a right to assume that you have no desire to perpetrate any wrong or injustice upon any class or upon the rights of individual property associated into corporate relation. I therefore address you with confidence that you will be willing to hear and present any candid and impartial consideration of the issues involved in the existing boycott. The determination of the controversy between the railroads of the country and an organization of railway employees styling itself the American Railway Union is attended with such far-reaching consequences to the in-

dividual manufacturers or producers have a right to demand that persons under contract to do or perform any service for them in the way of the delivering of material or the transportation of their goods, shall perform that service, regardless of the relation which they themselves may sustain to the labor employed by them.

The principle once abandoned, puts the entire regulation of transportation in the hands of the American Railway Union, and in utter disregard of the rights of production or the rights of commerce. To yield to it means the abandonment of every civilized notion of national justice.

The principle involved in this controversy is as broad and as deep as the foundations on which society rests. Further than this, the triumph of the policy sought to be established by the American Railway Union puts the entire railway system of the United States in the hands of the employees of the smallest factory in the country as an aid to the coercion of any demand as to the rate of wages or the hours of labor, or any other subject of controversy between the employer and the employed.

The labor employed in the production of journals in this country is organized, as it has the right to be. Suppose, however, the boycott should be declared upon a single mercantile establishment by an organization of clerks employed therein. Would the Typographical Union feel called upon to strike because the paper continues a contract with that mercantile establishment for advertising? Or, suppose a strike occurs in a newspaper office. Would the American Railway Union feel called upon to demand that no express car be run upon the tracks of American railroads carrying the issues of the paper having a contention with its typographical force? It is within the bounds of sober probability that this policy, once successfully established, will extend to the independent of all labor organizations and railroads with such freight or such persons as may have incurred its displeasure.

In that event all the railway traffic will be under the direction and control, not of Governments, not of States, not of communities, not of society, but of a single labor organization, which by reason of intimate relation with this great factor of civilized life clutches it by the throat and declares that it shall be subservient to the purposes of conserving the rate of wages in the smallest factory in the country, and a party to every controversy which may arise between employers and employees in all the activities of life.

To recur more specifically to the existing controversy, the railroads are under contract with the Pullman Car Company to move its cars over their lines. The car company has a right to the enforcement of these contracts. When society denies it that right, then the obligations of a contract are impaired and the provisions of the Constitution of the United States are overthrown by a single labor organization, and the protection of the Government is withdrawn from individual citizens of the country. To defend this is to defend the most monstrous attempt at the usurpation of power ever sought to be established in any civilized community.

When labor organizations agitate themselves the right to place the property of another in jeopardy, they abandon all civilized conceptions of the rights of citizens and substitute force for law and violence for peace and safety. Labor has a right and it is its duty to organize for self-protection against oppression and wrong.

It has a right to the legitimate exercise of the power growing out of such organization and the resultant concert of action.

It has the right to the legitimate and proper exercise of its power in the conservation of the rate of wages.

All these are legitimate objects, but the possession of power is accompanied by responsibility, and every consideration of respect for the rights of individuals and of the public, which binds the consciences of all men.

It has no right to make persons, having no power to adjust its differences with the other persons, parties to a controversy in which they have no part.

The railroads of the United States are not parties to the controversy between Pullman and his employees, and the attempt to force them to become parties to such contest, and to inflict upon them financial injury because of their refusal, is an outrage which cannot be too strongly characterized.

It deprives them of their natural right to observe the obligations of contracts they have entered into for transportation of property and persons.

It deprives them of the legitimate revenues of their business, and is no more defensible nor honorable than would be the action of him who thrusts an innocent bystander between himself and his antagonist in a mortal combat.

The Southern Pacific Company has been criticized because it would not out on the cars it had entered into a contract to haul, and run its trains without such cars.

This criticism will be indulged only by those who are incapable of comprehending the true nature of the issue involved. It would be far more reasonable on the part of public journals and of public sentiment to demand that it adopt this policy rather than abandon it. The triumph of the American Railway Union in this case would be the inauguration of a new factor in transportation which would put all transportation in the hands of an organization for the settlement of the most petty controversy between an employer and his employees.

It would permit the carriage of goods, merchandise and the products of the country only on condition that the relation between every employer in the country and the labor employed by him was amicable and harmonious.

In this aspect of the case it makes every individual citizen of the country a party to every contest between any employer and his employees.

The position of the Railway Union in this case is contrary to every consideration resting upon good citizenship. It is admitted by every member that the Southern Pacific Company holds a contractual relation with the Pullman Car Company for the movement of cars over its lines, and yet it declares that the Southern Pacific Company shall not fulfill its contract. In this it is declaring a coercive measure in settling a dispute between an Eastern car manufacturer and his employees, and the rights and obligations growing out of a contract shall be disregarded. The public shall be incon-

venienced, the regular and legitimate operation of the railroads of the United States shall be suspended, and persons and corporations in no respect responsible for the controversy, or interested in any manner in its determination, shall be held unwilling parties thereto.

The moderate use of power is the only guarantee of its perpetuation. The worst enemy organized labor will encounter will be found in the man who counsels an oppressive use of power, or who encourages the perpetuation of any wrong upon the rights of individuals.

Your thoughtful consideration as a citizen of the Republic is respectfully invited to this presentation. Yours very truly,
H. E. HUNTINGTON.

NO TROUBLE WITH THE COMPANY.
STRIKE NOT ENDORSED BY THE OFFICERS OF RAILROAD CONDUCTORS AND TRAINMEN.
SAN FRANCISCO, June 29.—In the Chronicle of this date appears the statement that the Order of Railway Conductors and the Brotherhood of Railway Trainmen have already met and endorsed the stand of the American Railway Union.

This statement is untrue. The laws governing these orders render impossible any endorsement of a boycott of this character. There exists a federation on the Southern Pacific system of the Order of Railway Conductors, Brotherhood of Railroad Trainmen, Brotherhood of Locomotive Firemen, Order of Railway Telegraphers and Switchmen's Mutual Aid Association.

Any action contrary to laws of the Act of 1862 plan of federation can be taken only by members of these organizations as individuals, and that in direct conflict with their obligation both to these orders and the federation.

So far as the Order of Railway Conductors and the Brotherhood of Railway Trainmen are concerned, there has been no endorsement of the American Railway Union, but totally contrary action. The following instructions have been issued to the whole system and speak for themselves:

To the Chairman of All Orders of Railway Conductors, Divisions Southern Pacific Lines, Pacific System: We have no trouble with the Southern Pacific Company. Will you impress upon all our membership in your jurisdiction the necessity of attending to their regular duties and assisting the company in getting its trains over the road?

The American Railway Union strike, while said to be aimed at the Pullman Car Company, is directed against the injury to the Southern Pacific Company.

There will be an endeavor made to start an overland train from Oakland this evening in order that we will leave no man open to criticism from any fair-minded person.
W. V. STAFFORD.

The General Chairman of All Brotherhood of Railway Trainmen Lodges, Pacific System, Southern Pacific Company lines, says:

The Trainmen have no grievance with the Southern Pacific Company, nor the Pullman Company, and I shall expect every man to do his work and live up to the agreement that we have with the company.

This strike, while aimed at the Pullman Company, is affecting the Southern Pacific Company to a greater extent than any other strike. We realize the importance of the fact that the Southern Pacific Company owns 75 per cent. of the cars that run here.
C. E. SWAIN, General Chairman.

These instructions were fully endorsed by the local Lodges of the respective Orders here.

It can plainly be seen that the stand taken by these organizations is to attend to their own duties—whatsoever they may be. Our men do not go out of their way to take other men's places. They are simply required to go on about their own business. We have nothing to do with the American Railway Union. It is a new organization of sudden growth, whose purpose is to destroy the older membership and to destroy the older orders which have been in existence for many years and have been the means of obtaining for us all the privileges we now enjoy. We believe that we have too much at stake to take any such radical action as the present action.

On this system, by years of hard work, we have been able to build up a system of schedules and agreements with the Southern Pacific Company that are too valuable to risk without good and solid reasons, and we believe that this present boycott is justifiable on this system, and we are simply staying with our law as it exists.

We have no choice. We are minding our own affairs only, and would not appear in print if not for the fact that this gross misstatement appeared in this morning's press.

We have no ill-feeling against the men who are out, and they should have no feeling against us.

There seems to be a widespread feeling amongst the public that it is a fight made by the whole of the railroad men, but the fact is that all of the orders must inevitably suffer the consequences of the matter of that, as far as past history goes to show, in any event.

While we are not at liberty to speak for the other orders, we are exposing no secrets when we state that the Brotherhood of Locomotive Engineers and the Order of Railway Telegraphers are in thorough accord with the Pullman Company.

W. V. STAFFORD,
Chairman of Railroad Conductors.
C. E. SWAIN,
Chairman Railroad Trainmen.

PRESIDENT HUNTINGTON.

Letter on the Strike Trouble to General Manager Towne.

NEW YORK, June 29.—President C. P. Huntington of the Southern Pacific said this evening to an Associated Press reporter that he received a telegram from General Manager Towne at San Francisco, saying:

"We will make every effort to forward our mail through trains from Oakland to-night and hope to succeed."

In reply to this Mr. Huntington sent the following:
A. N. Towne, San Francisco: Your dispatch received, and I am very glad there is a prospect of mail being carried to-night. It is quite sure that when the men of the Southern Pacific fairly understood the question and learned it was not a grievance between them and the Southern Pacific, they would stay by us, and I shall continue to so believe until I have heard further evidence that they will desert us. It is a terrible annoyance to the public who use our roads, and also to us, particularly so because of our men having no grievance against us, and we own a large majority of the so-called Pullman cars. Endeavor to make the men understand this and the whole matter fully, for I am quite sure that when they do we shall have no trouble. The sleeping cars must run with the trains to which they properly belong. We owe it to the public and ourselves as American citizens to take sides in this fight between certain parties and the Pullman Company at Chicago. As you very well know, my sympathies always go out to the wage workers everywhere, and particularly to those in our employ, but we must stand for the right as we understand the right.
C. P. HUNTINGTON.

SITUATION IN THE EAST.

An Effort to be Made To-day to Tie-Up the Rock Island Road.

ALL OTHERS LEADING TO CHICAGO ALREADY AFFECTED.

Nearly Eighteen Thousand Men Out on the Eastern Lines—Roads Represented in the General Managers' Association Have Determined to Secure New Men to Take the Places of Those Taking Part in the Boycott.

Special to the RECORD-UNION.

CHICAGO, June 29.—After a meeting of the General Managers' Association, General Manager Earling of the Chicago, Minneapolis & St. Paul Railway had proposed to pursue the aggressive. "It was determined at the outset," said Mr. Earling, "that we would have to fight this strike. All the roads represented have determined to secure men to take the places of those who struck. New men are being employed now, and they will be put to work under ample protection. Representatives from the various roads were received and considered. The Fort Wayne, the Alton and the Burlington reported that some of their men had struck since last night. We already had shops at Milwaukee to-day owing to the present trouble. How long they will remain closed I cannot say. There is no truth in the rumor that Pinkerton men have been employed by the railroads to protect property and employees."

The Rock Island road, which is expected to be the last to be affected, is expected to be tied up to-morrow, it is said. An order to that effect was issued by President Debs.

Trainmen on the Rock Island road for certain reasons," said Mr. Debs, "but the time has come when we must act. The managers of the roads are standing shoulder to shoulder, and we must do likewise. You may rest assured there will be no more temporizing. The Burlington is or will be tied up, and the Rock Island road will be the last to be running all right to-day, and officials of the road say they will be run to-morrow, boycott or no boycott."

President Debs issued an address to the railway men of America, setting forth the cause and objects of the present strike. He says: "The struggle with the Pullman Company has developed into a contest between the producing classes and the money power of the country. This was what Lincoln predicted at the close of the war, and it is the situation that gave the great emancipator his gloomiest forebodings. We stand upon the ground that the workingmen are entitled to the right proportion of the product of their labor. This Pullman denied them."

Continuing, he calls upon all workmen to refuse to do any work, and in conclusion says: "I have faith in the great body of railway employees of the country, and an confident they will maintain a firm line. We realize the importance of avoiding any trouble with the Government, and we have neither wished nor intended to hinder the carriage of mail."

"The situation grows more encouraging each day. There have been no outbreaks thus far, and we shall do our best to keep the peace. We realize the importance of the railroads to export men, I say that all they can procure will be only a drop in the bucket. There are too many skilled men in the country, and we shall give even half a chance to run the road. The American sentiment is too strong against men who take strikers' positions in the places of the strikers, and we will see to it that no workmen to act as substitutes at this time."

General Manager Robinson of the Santa Fe said that his road is determined to move its trains regularly, and on time. "We have sent a force of switchmen with forty Deputy Marshals to guard the tracks," he said, "and we intend to see that our trains suffer no further delays. No arrests will be made unless our men are interfered with, but any interference will be promptly met by the Marshal force. The deputies sent out to-day to guard the Santa Fe were appointed under a new order of injunction issued by Judge William Woods of Indianapolis. Attorney E. Bancroft, representing the road, communicated with Judge Woods last night, and this morning the Judge telegraphed instructions to the United States Courts. Attorney Bancroft said it was the intention of the company to start its trains with new men, who will be hired in the North and the West, and Deputy Marshals will be expected to protect the men from interference under Judge Woods' injunction. Judge Woods is expected to issue orders to enforce the order and issue other orders if necessary."

Many of the commission houses at the stock-yards regard the situation as serious, and have notified their clients in Iowa, Kansas, Nebraska, Missouri, Texas and other States that the strikers induce the strikers to take eight trainloads of beef held by them through, as their refusal to do so would result in throwing thousands of men at the yards out of employment. The men refused, and the trains were returned to the packing-house. The packers say they will be glad to send perishable freight to the yards while the strike continues, but fear it will become tied up on the road, where it will spoil. As a result, the business of the yards will be tied up, whether the employees in the yards strike or not. To-day two trains of live stock on the Santa Fe and Illinois live stock outside of the yards remained on the tracks because the trainmen refused to act them.

The Chicago and Alton is also badly crippled. Passenger trains have been held up in fairly good shape, but freight traffic is badly congested, and much perishable goods is being ruined. The

American Railway Union officials claim they will have the road completely tied up.

President Debs says that within twenty-four hours matters would so shape themselves that a strike on the Burlington would be effective. Said Mr. Debs: "He is life or death with one of the sides. We must kill the managers soon, or it must disrupt organized labor for years to come."

It was reported to-day, in connection with the General Managers' conference, that plans had been formulated for the arrest, on charges of conspiracy, of President Debs and General Manager Lynch. It was said that the General Managers had been advised to arrest these men and have them searched for papers that, if found, would furnish indisputable evidence that certain men were amenable to the conspiracy law.

The Milwaukee and St. Paul railroad shops at Milwaukee were shut down to-day on an order from the general offices of the company in this city. Fifteen hundred men are thrown out of employment. This step, it is believed, will cause many employees were dissatisfied, and also on account of the general strike. The General Manager said the shut-down was on his order; that the strike means business, and would fight to the bitter end. The following was distributed this afternoon:

To the Employees of the Chicago and North-Western: This effort now being made by irresponsible persons to induce the employees of the company to abandon their employment with the avowed object of crippling the Chicago and North-Western in the discharge of its duties as a common carrier should meet with no favor whatever. There is no grievance between the company and its employees. Every promise and obligation has been and will be faithfully kept. You are therefore urged to continue faithful to the company's interests, and to ignore the suggestions of irresponsible persons of your several duties, and not to listen to the appeal of any persons whatever to make the Chicago and North-Western a party to the unjust and unbusinesslike action between another company and its employees. The duty of the company under the law, both State and congressional, is so plain that it is unnecessary to make any explanation nor to offer an apology. It must and will separate its railway without fear or favor, and it will continue to do so. It is the utmost under the law to protect its property and the men who are engaged in operating it. You are therefore urged to remain faithful to the company's interests and in the discharge of your duty.
"MARVIN HUGHITT, President."

John Egan, representing the General Managers' Association, furnished this evening to the Record-Union the following information: "An answer was returned to the following to show the extent of the strike at the present time and the number of men who have struck so far in the whole country. The following information is obtainable: Northwestern, switchmen and shop men, 1,200; Illinois Central, 3,000; Eastern Illinois, 330; Santa Fe, 19,000; Chicago & North-Western, 15,000; Wisconsin Central, 50; Great Western, 300; Baltimore and Ohio, 400; Pennsylvania, 2,500; Western Indiana, 200. Total, 37,880."

Mr. Egan said: "I anticipate before the close of the strike serious trouble. A large number of the men have struck without understanding what they are striking for, and when they find their places taken by new men they are bound to grow desperate. I do not look for an easy termination of the strike, but we will continue to progress. It is our hope that all the men we wish and to bring about as early a termination of the strike as possible. We are in the light to stay, and there will be no compromise nor give up."

CONDITION OF AFFAIRS AT OMAHA.
OMAHA, June 29.—President Debs of the American Railway Union wired Secretary Noble of the local union at noon. Mr. Noble conferred with President Miller of the local union and others connected with the organization on the position. An answer was returned to the effect that the local situation is such that in the wisdom of the local union it is deemed highly impracticable to precipitate a strike here, and the argument was made that practically no hope existed for the successful carrying out of a boycott, as the local union consisted entirely of men not in the train service.

THE PACIFIC.
TACOMA, June 29.—The Pacific division of the Northern Pacific is not fully tied up. One train went to Seattle this morning and one train arrived from there. A train arrived from the local union, and a train for that city departed at 5:30. The local train from Carbondale came and went. Three trains arrived between noon and 5 P. M. from the Eastern Railway Union, Eastern Washington militia companies and two troops of cavalry, and went through to the Woodland encampment. None of these trains carried Pullman cars.

After two long and stormy sessions, a federated meeting embracing engineers, conductors, firemen, brakemen, shopmen, freight clerks and other employees adjourned at 12:15 o'clock to-night, declining to endorse the action of the striking firemen, shopmen and freight clerks position. The meeting was called by the American Railway Union. The meeting met at 4 o'clock this afternoon, remaining in session until 7, when an adjournment was taken to three o'clock to-morrow. The present this afternoon and 2:30 to-night, Conductor J. W. B. Johnston, who was Chairman of the General Grievance Committee at the meeting, presided. Strong pressure was brought to bear by the strikers to get the meeting to endorse their action, and the meeting was adjourned to 12:15 o'clock to-night. Many fiery addresses were made behind closed doors, but the meeting finally decided to remain neutral by declining to endorse.

A train left for Portland at 5 P. M. and one for Seattle shortly after.

Marshal J. H. Roberts said that he has deputies in readiness to execute orders of the court.

PORTLAND, June 29.—The tie-up here is complete. Neither the Northern Pacific nor the Oregonian have any trains to-night. The Northern Pacific Atlantic express, which leaves at 5 P. M., was made up ready to leave, but the firemen refused to take it, and the train was canceled. The Southern Pacific California express was also drawn up at the station at 6:30, but the firemen left the cab. The United States mails on the two trains were unloaded and taken back to the Postoffice. The switchmen decline to handle any Pullman cars, and trains were made up by Mr. Lyons, the manager of the Oregonian Pacific Terminal Company. Pullman cars were cleaned and loaded by non-union men. The local trains on the Southern Pacific have not been interfered with.

NANAIMO COAL MINERS.
They Will Get the Old Rate of Wages, But the Force Will be Reduced.
NANAIMO (B. C.), June 29.—The coal miners in this district held a mass meeting to-day to discuss the question of equalization of work and wages. The meeting lasted all day, and was of a very stormy nature, and for a time it seemed eminently probable that a general strike would be ordered. Finally the miners instructed the committee to notify Superintendent Robins that the old rate of wages must be restored, or a lockout would ensue. Robins sent back word that he would accede to the demands, but would retaliate by closing down two mines and reducing the other employees to half time. A prolonged discussion ensued. Finally, late this evening, by a vote of two to one, it was decided to abide by Robins' terms. This means that some 600 miners will be thrown out of employment.