UNITED LABOR TO STRIKE.

All of Chicago's Unions Offer to Join in the Great Boycott.

READY TO ANSWER A CALL AT ONCE.

A Tremendous Struggle Has Now Begun and the Men Say They Have Counted the Probable Consequences—The Offer to Join in the Strike Made at a Meeting and Great Enthusiasm Reigned—A Woman Drafted the Resolutions—When Called Upon to Go Out There Will Be 200,000 Men on Strike—The Illinois Central Asks the Governor for Troops—The Stock Yards Silent—Some Trains Are Running, and Mails Not Delayed Seriously—Violence Here and There—Increase in Price of Supplies.

CHICAGO, June 30.—The Pullman boycott and the union of twenty-seven railroad managers in a defensive alliance against what until now has appeared to be a mushroom labor organization originated by professional agitators marks the beginning of what is regarded here as the greatest strike this country ever saw.

It is conceded that defeat by either side means not only lasting injury, but death, to the several interests involved. This much was demonstrated to-day, when, in the heat of passion, spurred on by speeches calculated to arouse the utmost enthusiasm among laboring men the many trade and labor unions of the city and State, through their representatives, voted to sustain the American Railway Union in a fight against the Pullman Company and the railroads now represented in the General Managers' Association.

A meeting of the chiefs and masters of labor organizations in Chicago was held at the headquarters of the American Railway Union to-day for the ostensible purpose of passing resolutions denouncing the hiring of armed forces by corporations to oppose the contestants of the rights of labor.

The question announced as involved was barely touched upon at the meeting, the resolution passed bearing chiefly on the attitude of the State officials, and asking for the abrogation of franchises held by the railroads under the State law, which, it is claimed, is being violated by the roads in refusing to supply transportation facilities unless they are permitted to run Pullman cars.

The most important clauses of the resolution bearing upon the action of the State officials were drafted by a woman, Mrs. Fanny Kavanaugh. The swinging into line of the many trade unions present was brought about by speeches made by all the prominent labor leaders of the city and State.

While not acting in unison the unions were all pledged before the meeting to join in supporting the railroad men in their struggle, and at a later meeting of the Trades and Labor Assembly, the central division of the United Labor Unions, a committee was appointed to wait upon the officials of the American Railway Union and offer the united strength of every trade and labor organization in the city.

The tender was made at headquarters this afternoon, and it was pledged that every union man in the city would go out on strike immediately if the officers of the Railway Union deemed it necessary.

The proposition made and accepted was that in case the trouble between the union and the railroads was not settled within the next day or two every union man in the city of Chicago, from the highest to the lowest, would be called out in sympathy with the railroad men.

At the low-at estimate this will mean a strike among the labor unions alone of over 150,000 men. Added to this will be the many thousands who will be thrown out of employment by the forced shut-down of all industries affected by labor agitation.

It will mean for Chicago alone the enforced idleness of at least 200,000 men, not counting the railroad men who are now out of work. It will mean crippling and great financial loss to hundreds of factories and corporations. The immensity of the lockout or strike cannot be estimated correctly at present.

When the proposition was made to the union officials to-day there was scarcely a man who did not pause to estimate the consequences. After a long discussion with the Executive Board of the American Railway Union, President Debs accepted the offer of unions on condition that they would not strike until called upon to do so by the union. Whether this call is issued is dependent upon the action of the railroads that are now fighting the union.

Labor leaders and their followers all over the city have caught the strike fever, and in many quarters it is threatened that there will not be any waiting for orders from the American Railway Union officers, and that strikes will be declared next week.

The news of the action of the trade union was not believed at first, but when fully authenticated the result among business men was plainly noticeable. Not one is there to predict other than the most widespread disaster in case the union decides to call upon the laboring classes for assistance.

With the issuing of boycott and strike orders to-day, the American Railway Union added several more roads to the list of corporations already affected. The first road to which the Union directed the attention of the men was the Rock Island.

Orders to tie up that road was issued yesterday, and went into effect early this morning. All the yardmen struck. The firemen will go out Monday, and the union has directed a general tie-up of the line from Chicago to Texas. The strike on the Nebraska division was ordered late this afternoon.

The most important tie-up to-day of a new line was the strike ordered on the Chicago and Calumet terminal. The men were out at 4 o'clock to-night, and the walk-out has resulted in the closing down of a number of factories using oil as fuel.

It was reported at headquarters that the Calumet strike would result in the closing of the Standard Oil Company's plant and the Chicago Sugar Refinery. About 5,000 men are employed by the oil company here, and about 3,000 at the refinery will be affected.

Reports at headquarters to-night were to the effect that the firemen on the Illinois Central road engines had gone out in a body. The firemen's division on the Central numbers about 300.

The firemen on the Santa Fé met this afternoon, and, after discussing the situation the members voted to withdraw from the Brotherhood and join the American Railway Union. Formal notice of the surrender of the charter of the lodge was sent out and the men all quit work this afternoon.

In the Pan Handle yards all the firemen and engineers joined the strikers as did a number of the Fort Wayne men at Huntington. Fifty freight handlers refused to handle cars switched by non-union crews, and, striking, they marched in a body to the union headquarters where they organized a local union of their own.

On account of the action of the Milwaukee in handling a Pullman car and refusing to withdraw from the Managers' Association, a general strike on that road was ordered, but the men returned to work at 2 P. M.

A committee of men not members of the union waited upon the union officials this evening to try to have the strike ordered postponed until a definite answer could be secured from the company. The request for a delay was refused and the order is now in effect. The men, however, will not strike until morning.

The action of General Manager Newell of the Lake Shore in working the switch tower for Rock Island trains caused the Union officials to declare a strike on that road this afternoon.

Strikes were also ordered on the Nickel Plate, the Northern Indiana, Big Four, and the Colorado Midland. On the Big Four the complaint is that the company has Pullman cars at Cincinnati.

GENERAL STRIKE ON THE GOULD SYSTEM.

The order for a general strike on the Gould system was issued this afternoon. On account of the Michigan Central being a member of the Managers' Association a strike was ordered on that road, and almost immediately a number of yard men and roadmen went out.

It was reported at union headquarters that the railway companies had asked the Western Union and Postal Telegraph companies to supply men to take the places of the striking operators on the different divisions, and acting on the same the union officials are threatening to cause a strike among Western Union operators who have recently joined the union.

A general tie-up of the Union Pacific has been attempted, and the men on the lower division of the Chicago and Great Western have been ordered out.

A complete tie-up was reported in the Monon as far south as Lafayette, Ind.

Late to-night it was announced that an understanding had been arrived at by the union officials and the grand officers of the Firemen's Brotherhood. All firemen would be permitted to act, either in a body or individually, in supporting the union.

Strikes among the firemen will be ordered on all roads in consequence. The engineers of three divisions in Chicago have agreed to take advantage of the interpretation of the rules by Chief Arthur and refuse to work with green crews.

What is looked upon as a significant move on the part of the capitalists, as the union designates all employers, was the visit to headquarters to-day of P. R. Studebaker of Studebaker Bros.

Mr. Studebaker is a large stockholder in the Pullman Company, and while the conference between him and the union officials was secret, it was given out that it was to arrange for a meeting to-morrow.

It is not known whether the subject will be a compromise with the Pullman Company or a protection to the Studebaker works.

The strike assumed such proportions to-day that ten roads abandoned all attempts to run any but mail and passenger trains.

Freight business is almost entirely suspended, and many roads have refused to accept business of any nature. The suburban service on all the roads except the Milwaukee has practically been abandoned.

RIVERDALE IN A MOB'S HANDS.

The suburb of Riverdale, just beyond the city limits, is to-night in the hands of a mob of strikers and their friends. The crowd is made up largely of men from Pullman, whose trouble with their employer precipitated the gigantic fight.

Traffic on the Pan Handle and the Illinois Central, whose tracks cross here, is at a standstill, and unless the present force of deputy sheriffs and deputy United States marshals is strongly reinforced this state of affairs is likely to continue all night.

The trouble began with the arrival of the New Orleans express on the Illinois Central, which left Chicago at 1:45 o'clock, guarded by a force of Chicago police and special officers of the road.

A crowd of about 500 had gathered, many of them armed with clubs and coupling pins.

When the train slowed up at the Pan Handle crossing striking switchmen tried to throw a switch so as to cut off the two Pullman cars attached to the train. A policeman drew his revolver and ordered the switchman away.

This kept the train intact, but it so angered the crowd that it was necessary to pull out at once at full speed to escape the storm of missiles that began to beat down on the cars.

While waiting for the next train to arrive the angry strikers went to the Illinois Central and Pan Handle stations and ordered C. R. Potter and F. R. Baker, the station agents of these two roads, to close up their offices and leave the buildings.

Baker refused, and was only protected from violence by the intervention of the President of the village, who prevailed upon the strikers to let him alone on condition that the depots be closed.

Baker, Potter, and Agent Hunting of the Chicago and Calumet Terminal Company's station here thereupon closed up their stations, and they have not been opened since.

By this time a patrol wagon of police from the Kensington station had reached Riverdale. Police Headquarters at Chicago had also been communicated with, and a special train with a dozen deputy sheriffs and about the same number of deputy United States marshals were started for the scene of the trouble.

When they arrived the mob formed around the train. It was the Gillman, Ill., local bearing United States mail.

It was evidently their intention to attack the officers, but when they were told by the marshals that the train carried mail, they were advised by their leaders to allow the train to proceed.

The deputy sheriffs and marshals got off the train, and they had hardly got their bearings before the row began.

The Pan Handle train from New York and Columbus pulled up and was immediately taken possession of by the strikers.

The handful of deputies and officers stood by, fearing to oppose the mob, which by this time had greatly increased in numbers.

The two Pullman cars and the dining car were cut off and pushed on to a side track. The train crew was then informed that it might proceed with the rest of the train, and after some parleying it was decided that this was the only thing they could do.

Meantime the passengers had deserted the Pullman's, and made their way to the city and away from the mob as best they could, considering themselves lucky to get out of it unharmed.

The mob of 1,000 strikers which was on duty three days continuously, and which absolutely controlled the railroad situation at Richmond, Ind., just across the State line, has been disbanded and the tracks are now clear, the seven mail and passenger trains that were blockaded here until noon today having been permitted to resume their runs.

When shortly after noon to-day Vice-President Harrel of the American Railway Union received a telegram from Chicago ordering him to stop no more trains carrying Pullman cars, there were seven through mail and passenger cars of the Erie and Monon roads blockaded here, some of them having been held since yesterday afternoon.

PASSENGERS SUFFERING FOR FOOD.

The hundred or more passengers on these trains actually suffered for food and water before they were released and many of them abandoned their journeys and made their way back to Chicago as best they could.

The Wells Fargo Express and Erie No. 8 were released, leaving their Pullman cars on the siding, where they had been pushed by the crowd. The others were held until orders were received from A. R. U. headquarters in Chicago.

Then the strikers dispersed immediately and traffic was resumed at once. The men declared the truce will be of short duration.

Over 1,000 employees of the Chicago, Rock Island and Pacific Railroad held a meeting at Blue Island last night. Every branch of the service was represented, and President Debs and Vice-President Howard of the American Railway Union made addresses.

President Debs called upon those present to come to the line, as he put it, and say whether they were willing to go out in a body to-day. Immediately there were loud cries of "Yes!" and about 1,000 persons from the various stations on the Rock Island road signified their willingness to come out. The President then said he would leave the men to appoint a committee to decide the time of the strike, and it took place to-day at noon.

The Union Stock Yards Railway and Transit Company was completely tied up this morning. Not even the Lake Shore suburban train was allowed to enter the yards.

Instead of the usual fourteen or sixteen freight trains arriving up to 9 o'clock, only one train of thirty cars has arrived. This train came in from the Burlington road, and was managed by the Burlington crew.

As a result of the tie-up, 2,000 men employed in the killing departments of the packing houses were laid off on account of the scarcity of cattle and hogs.

Fully 30,000 employees in the different departments will be laid off on Monday unless the strike is settled and trains permitted to haul live stock into the yards.

THE GENERAL MANAGERS CONFER.

The general managers of the roads entering the city met in executive session at 12:20 o'clock with the prospect of a prolonged meeting. Half an hour later an official statement was issued, in which the managers said it was useless to deny that the strike is widespread and serious and that it has embarrassed the freight traffic of the West to the total serious extent of any strike since the Eastern labor troubles of the seventies.

At the same time the roads have no intention of entering into a compromise with the strikers on any basis whatever, and they regard the men on strike as ex-employees, who have resigned their positions, and who are not anxious for work.

The companies fail to see the justice of the position taken by the American Railway Union of fighting Mr. Pullman over the heads of railroads that have no control over his movements or his management of his business.

A later and supplementary statement says that men are being hired in the East and will be brought to Chicago at once to take the strikers' places, and guarantees to all competent unemployed positions at the same rates and the protection of the companies, the police, Sheriff, and State authorities.

The general managers this morning issued the following in reply to the statements made by President Debs at a meeting last night:

"To the Public: The report that men are to be imported from Canada to take the places of the strikers is unqualifiedly false. Only American citizens are wanted."

There was an air of gloom about the headquarters of the general managers in the Rookery building.

Despite the desire to put the best possible face on the situation, it was admitted that things were going from bad to worse, and that the extent to which the systems were becoming involved was simply astounding.

From an early hour high officials of the roads centering in the city began to drop in to exchange experiences, and those who were unable to appear in person sent full and unbiased reports.

The first new of the day was to the effect that a large number of the switchmen, engineers, firemen, and trainmen of the Rock Island had failed to report at the usual hour, that the switches had been spiked, and that the road was practically tied up.

"The General Managers' Association is positive that serious trouble will arise on the Panhandle, the Rock Island, and the Illinois Central, and to provide against it General Manager St. John of the Rock Island Railroad and Strike Manager Egan of the managers' association waited upon Sheriff Gilbert and held a secret conference with him.

The Sheriff said Mr. St. John and Mr. Egan made no specific requests, but wanted to know whether he could and would respond to any calls for aid that they might make later in the day.

"I am swearing in and sending out along the railroad lines all the deputies that I can get," said the Sheriff. "There are only twenty-five deputies attached to my office, and it would be impossible to attend to this emergency with such a small force."

THE COST OF THE STRIKE.

Mr. Egan, Chairman of the General Managers' Executive Committee, was asked if he would place an estimate on the loss being occasioned to Chicago railroads by the boycott. He said:

"I would not say that $250,000 a day would be too large." This statement means that the American Railway Union has already cost the country over $1,000,000, not counting the vast loss in wages suffered by the strikers. It is estimated the Illinois Central Railroad is losing $80,000 daily. The company has been compelled to refuse perishable freight to and from all points north of Cairo.

"Hundreds of cars filled with bananas, pineapples, and other perishable fruit are stalled on the Illinois Central tracks in and about Chicago. Five cars of hogs, which were killed from heat and the lack of water, were removed yesterday. The financial damage to the Illinois Central is cumulative, as the system is one of the main feeders of the Southern fruit district, and its to a from failure to execute contracts will be enormous."

PRICES OF SUPPLIES GO UP.

In Chicago the situation is grave indeed. After to-day there is danger of the closing down of many important industries in the city, and in addition many of the mercantile concerns will be seriously handicapped.

To-day the prices of provisions of every kind have jumped to astonishing figures, and it is predicted that by next Monday the great commission houses on South Water street will be forced to a partial suspension on account of the inability to receive consignments.

The price of meat and vegetables are doubled to-day, and by Monday the people probably will be unable to secure any kind of provisions at reasonable prices.

The price of ice alone is an indication of the condition of the markets. Yesterday the price jumped from $2.25 a ton to $10, and a further increase of 50 cents and a dollar was made to-day.

The increase in the cost of living, coupled to the fact that vast numbers of men are daily expecting to be thrown out of work by shutdowns, causes grave apprehensions.

THE CALL FOR TROOPS.

The first demand for troops came from the Illinois Central, which demands military protection at Cairo.

The militia companies in the southern part of the State have been ordered to make ready for duty, and an officer has been sent to Cairo to investigate the situation.

SPRINGFIELD, Ill., June 30.—Gov. Altgeld yesterday received lengthy telegrams from T. P. Egan, Second Vice-President of the Illinois Central Railroad at Chicago, stating that the property of that road at Cairo, Ill., was in great danger of damage by strikers, and that the company had volunteered to pay all deputy sheriffs that might be sworn in, but had received no response from the Sheriff of that county. Consequently State troops were asked for.

The Governor wired the Sheriff at Cairo for the facts. Col. Bayle, Assistant Adjutant-General, was sent from here to Cairo last night to investigate and report on the situation at once.

The companies of State militia at Belleville, Carbondale, and Olney were ordered by the Governor to be ready to proceed to Cairo at any minute.

IN OTHER LARGE CITIES.

St. Louis, Minneapolis, and Cincinnati Are Affected Seriously by the Strike.

ST. LOUIS, Mo., June 30.—The Burlington trainmen in this city went on strike at 9 o'clock this morning. The Iron Mountain men went out early this morning. This practically ties up the freight department of the Gould Southwestern system. The switching of the passenger trains in the depot is being done by station men and clerks. Three Missouri Pacific engineers refused to work with the clerks on account of their being non-union men, and left their engines.

No cattle or sheep were received at the stock yards to-day on account of the strike. The city merchants are suffering from freight blockade at East St. Louis on account of the strike of the terminal railway associations.

MINNEAPOLIS, June 30.—A meeting of the A. R. U. men in this city this morning decided to call out the men at the Minneapolis transfer and on the Minneapolis Railway transfer. If these men go out it will result in shutting down all the flour mills in this city.

It is said that the Soo road is having difficulty in getting engineers this morning. Two trains are still in the station. The Soo road does not run Pullmans.

Judge Smith of the District Court at Minneapolis has issued a circular to the employees of the Minneapolis and St. Louis road warning them that, although it is recognized that any of the employees of this court may leave its service if they desire to do so, when they leave they must not interfere in any manner with the property or operation of this road. Any such interference will be dealt with as a contempt of court."

CINCINNATI, June 30.—All of the shop men employed by the Cincinnati, New Orleans and Texas Railroad, at Ludlow, Ky., to the number of 600, went out on a strike this morning in sympathy with the Pullman boycott. At a crowded meeting of members of the American Railway Union, in Ludlow, last night, it was decided to call out the trainmen.

POMEROY, Ohio, June 30.—All the freight crews on the river division of the Columbus, Hocking Valley and Toledo Railroad walked out of the yard this morning in obedience to orders from American Railway Union headquarters. No freight can be moved by rail. Mail trains are still running.

TRAINS THAT WERE HELD UP.

Pan Handle Officials Stole a March in the Early Morning—Violence Here and There.

CHICAGO, June 30.—A Pan Handle train, carrying five sleepers, was flagged at Riverdale last night, and the engineer and firemen were forced to hold the train while a force of 800 strikers detached the Pullmans. The forward part of the train moved on to Bernice, but when the officials of the road learned that it was proceeding without the sleeping cars they immediately blocked it.

This train was made up at the Union station in one section, and left on schedule time at 8:20 o'clock. It contained two mail cars, five Pullman sleepers, two baggage cars, two express cars, and four day coaches. The mail on board was destined for Cincinnati, Louisville, Indianapolis, Springfield, O., and intermediate places.

The train went out with a policeman stationed on every platform, and two on the engine. It was feared by the officials of the road that an attempt might be made to wreck the train between Western avenue and Canal street. The train went slowly to Western avenue, and at each street crossing was greeted with hoots and jeers of strikers.

It was not thought there would be any trouble beyond Western avenue, and the train was divided into two sections there. To be doubly sure of protection, the policemen were carried as far as Brighton Park. They returned in a special car. The Louisville and Cincinnati section of the train then went to Riverdale, where it was flagged.

Half an hour later an application was made to Sheriff Gilbert for protection, and at midnight he was asked to go out on a special train, swear in a posse, disperse strikers, and start the belated passengers eastward. This he declined to do, saying nothing could be done until daylight. At 3 A. M. the train and its second section, carrying mail, was still held by strikers.

Shortly after 3 A. M. the train and its second section carrying mail, go hered up in the Pullmans, and before the strikers knew what was up they had pulled eastward at the rate of fifty miles an hour.

At Blue Island, Fifty-first street, and Englewood, large crowds of strikers had congregated, and cursed and hooted the train crew, creating considerable alarm among the passengers. At Fifty-first street a gang of men ditched the train and drew the spikes at the switches, several times he was surrounded by the strikers, but they refrained from personal violence, and the train, which had four sleepers attached, was finally brought into the Union Depot an hour late. The passengers, on the motion of Walter B. P. Hister of Kansas City, who declared himself to be a friend of the strikers, passed resolutions eulogizing the courage displayed by Newton.

Much excitement was occasioned by a riot at Blue Island, about thirty miles from Chicago, on the Rock Island road, early this morning. A mob of several hundred men gathered around the tracks just after sunrise bent upon trouble. The first train to pass the junction Blue Island was a Summer freight. The mob blockaded the tracks, stopped the train, and did considerable damage.

CAIRO, Ill., June 30.—The strikers allowed one train of six day and two Pullman coaches to leave for Chicago at 5 A. M. yesterday. They say they did this through sympathy for the passengers who have been here for two days. They decline to allow trains shall leave. The men are quieting down, but say they will fight if the deputies come from Mounds.

Five mail trains are now held, and United States Marshal Printon has orders from the Attorney-General of the United States to send out all mail trains as they are made up, and not single mail coaches. There are fifty deputy marshals from Chicago at Mounds, four miles north, all armed with rifles.

The stock train of Summer Brain of the Lake Shore road was stopped at Forty-first street and held up by a mob shortly before 11 o'clock this morning. Police Sergeant Moran of the stock yards police, with a squad of six men, was sent to the scene. The mob refused to yield, and Moran and his men charged with clubs and forced a retreat. The train was then allowed to proceed. It left for the city again at 11:15, but it was stopped on its way to the city, and is still in the hands of the strikers.

The local tracks of the Rock Island road are blocked with suburban trains. Not a train came in from the suburbs this morning, and thousands of workingmen, as well as merchants, bankers, and other business and professional men, were compelled to walk long distances to the main cars or hire vehicles.

BEAVER, Ind., June 30.—A passenger train on the Chicago and Eastern Illinois road was held at Momence by the officials of the road last night because the trainmen refused to attach a car of ice and a car of beer filled to this city. The train carried the United States mail, and it is said that President Carpenter ordered the train held a week unless the trainmen concluded to haul the desired freight.

TERRE HAUTE, Ind., June 30.—Two through trains from Nashville for Chicago are at the station waiting for engines to carry them north. What engines are in the city are at the roundhouse with fires out, and no one ready or willing to fire up. Trains from Chicago are held at Danville, Ill.

INGLESIDE, Mich., June 30.—The burning of the Wisconsin Central bridge between here and Bassemer is attributed to strikers.

CINCINNATI, June 30.—The first case of violence since the strike began occurred in the Big Four yards about 10 o'clock. Two a non-union man who had been put to work were attacked by a number of strikers and badly beaten before they were rescued by the police. The engineer and fireman on the locomotive with which the two assaulted men were engaged switched the engine after the trouble and left the cab. The affair attracted about two thousand people, who witnessed the fight from the fifth street viaduct.

Shortly after 10 o'clock this morning Strike Manager Phelan issued an order calling out all the men employed on the first division of the Queen and Crescent system. The order applied to everybody connected with the operation of the road from Lexington, Ky. Phelan said he would have the entire southern road completely tied up by night.

A committee of Cincinnati butchers called on the strike manager this morning and begged him to do something for them in the way of transporting their beef from Chicago to supply the local market. "I can do nothing," said Phelan, "that would help you out. The fight is on and is moving in a system-tic way. George M. Pullman is the only man I know who can assist you. Do all you can to get him to restore wages and the strike will end, and your beef will be brought here on time."

SAN FRANCISCO, June 30.—The narrow gauge railroad which runs between Alameda and Monterey, a distance of eighty miles, on which trains ran spasmodically yesterday, ceased operations early this morning, all the men striking for more work. A report comes from West Oakland that the first blood of the strike has been drawn there. A stone thrown from out of a crowd of 5,000 people who had been gathering around the station struck Frank Clark, a gateman, on a local train. The train was whisked from out of sight before more damage could be done.

At Trinidad, Col., last night a mob took possession of a passenger train from La Junta. The engineer's life was threatened and the fireman jumped and fled.

TRAINS THAT ARE MOVING.

In Two of Chicago's Big Stations There Seemed to Be Little Difficulty.

CHICAGO, June 30.—The scene presented this morning at the Union Depot, on Canal street, did not indicate any serious result of the strike and boycott. Trains with the usual Pullman equipment reached the city on time, and, according to statements of passengers as well as trainmen, no difficulty was experienced anywhere on any of the lines. The Pullman conductor on the Pennsylvania's New York limited, which train arrived a few minutes late, said he saw no evidence of the strike from the time he left New York city until he reached Sixteenth street in Chicago, where he observed a derailed switch engine in the Union Depot yards.

This engine, he said, left the track this morning, but from what cause he did not know. At 10 o'clock a gang of trackmen had replaced it.

Trains reaching the Union Depot this morning and with Pullman cars attached were too following: Panhandle from Cincinnati, Louisville, Indianapolis, &c., 7:30; Panhandle from Columbus, Pittsburgh, and the east, 7:35; Chicago and Alton from St. Louis, 7:30; Chicago, Burlington and Quincy from the west, 6:25; Fort Wayne from Pittsburgh, 8:00; Pennsylvania, New York limited, 9:20. The Chicago, Burlington and Northern, with two sleepers, due at 9 o'clock, was reported a little late.

At the Grand Central Depot this morning everything was quiet. All trains left on time on the Northern Pacific, Wisconsin Central, and Baltimore and Ohio, but a few of the incoming trains were late.

The Chicago and Alton succeeded this morning in getting its passenger trains in and out with more or less delay. Its freight traffic, however, is absolutely at a standstill.

INDIANAPOLIS, June 30.—None but passenger trains are running through here on the lines affected by the Pullman strike. Switchmen in the yards were easily persuaded, and all attempts to make up freight trains in the yards were abandoned. There are 800 American Railway Union men here and 1,500 that run into this point. No orders to strike have yet been received. Division Superintendent Darlington of the Pennsylvania lines yesterday selected twenty-four men, including engineers, firemen, and conductors, to go to Chicago and help move trains there. Three of the men refused to obey the order, and they were immediately discharged. It is believed the discharge of these men may lead to a big strike. The last Legislature passed a law making it a $900 fine for any corporation to discharge a man for belonging to a labor union.

MINNEAPOLIS, June 30.—Every train left Minneapolis as usual last night with the exception of one. The employees on the St. Louis road struck at 7 o'clock last night, but enough men were secured to take out the only train since then. The Chicago and Great Western got a train out at 8 o'clock last night with Pullmans, no interference being offered.

NEW ORLEANS, June 30.—No developments were noted at New Orleans yesterday. All trains arrived and departed.

TOPEKA, June 30.—General Manager Frey says he will have passenger trains running at the accustomed hour all along the Santa Fé before Sunday morning. Everything is on time in Kansas. Pullmans are leaving La Junta this afternoon without trouble. Federal protection will reach Raton to-night, it being the worst place on the system. Local organizers are hard at work, and their secret committee is arranging to involve other roads in this State soon. They admit that it is hard to run a strike against the orders of Federal courts, and that they will devote their energies to other lines.

Everybody here expects the fog of war about Sunday night among the leaders of the old railway brotherhoods. This is now recognized as a life and death struggle between them and the Debs union. Some engineers and switchmen who a few days ago joined the union are now leaving it and begging for protection while they continue their work.

EMPORIA, Kan., June 30.—A large force of deputy United States marshals are in possession of the Santa Fé depot here, and passenger trains are passing both ways with the regular Pullmans attached.

TACOMA, June 30.—The Pacific division of the Northern Pacific Railway is not full tied up, as several local trains were moved yesterday. After initiating 250 men the American Railway Union took another vote last night on the question of striking, and decided against it by a very small majority. Two hundred and seventy-five employees at the Tacoma car shops and twenty-one freight clerks and twenty-one truckmen have struck. No freight is moving. Five mail carloads of mail which arrived are tied up in the yards.

THE FAR WESTERN BLOCKADE.

California Still in the Toils of the Strikers, with No Prospect of Release.

SAN FRANCISCO, June 30.—The railway strike continues to be embarrassing. The Southern Pacific Company continues firm in its determination not to run trains without Pullmans. The strikers are equally firm, and, as a result, the general embargo on almost all travel continues in force. There has been a complete cessation of freight shipments from this city. No mails have been received from the East for two days. The following telegram was received by Gen. Dimond, President of the Chamber of Commerce, yesterday from the Postmaster-General at Washington:

"Active and vigorous steps are being taken for the movement of mail trains and the prompt transmission of United States mails."

Freight clerks in this city, San José, Sacramento, Los Angeles, and other larger places in California have been suspended without pay pending settlement of the strike.

Word comes from Sacramento, where over 2,000 men went out yesterday, that the officers of the strikers have appointed several of their most responsible men as watchmen to guard the railroads' property. The members of the Order of Railway Conductors will not join the strike. The river steamers are doing a good business.

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Shortly after 10 o'clock this morning Strike Manager Phelan issued an order calling out all the men employed on the first division of the Queen and Crescent system. The order applied to everybody connected with the operation of the road from Lexington, Ky. Phelan said he would have the entire southern road completely tied up by night.

A committee of Cincinnati butchers called on the strike manager this morning and begged him to do something for them in the way of transporting their beef from Chicago to supply the local market. "I can do nothing," said Phelan, "that would help you out. The fight is on and is moving in a systematic way. George M. Pullman is the only man I know who can assist you. Do all you can to get him to restore wages and the strike will end, and your beef will be brought here on time."

SAN FRANCISCO, June 30.—The narrow gauge railroad which runs between Alameda and Monterey, a distance of eighty miles, on which trains ran spasmodically yesterday, ceased operations early this morning, all the men striking for more work. A report comes from West Oakland that the first blood of the strike has been drawn there. A stone thrown from out of a crowd of 5,000 people who had been gathering around the station struck Frank Clark, a gateman, on a local train. The train was whisked from out of sight before more damage could be done.

At Trinidad, Col., last night a mob took possession of a passenger train from La Junta. The engineer's life was threatened and the fireman jumped and fled.

TRAINS THAT ARE MOVING.

In Two of Chicago's Big Stations There Seemed to Be Little Difficulty.

CHICAGO, June 30.—The scene presented this morning at the Union Depot, on Canal street, did not indicate any serious result of the strike and boycott. Trains with the usual Pullman equipment reached the city on time, and, according to statements of passengers as well as trainmen, no difficulty was experienced anywhere on any of the lines. The Pullman conductor on the Pennsylvania's New York limited, which train arrived a few minutes late, said he saw no evidence of the strike from the time he left New York city until he reached Sixteenth street in Chicago, where he observed a derailed switch engine in the Union Depot yards.

This engine, he said, left the track this morning, but from what cause he did not know. At 10 o'clock a gang of trackmen had replaced it.

Trains reaching the Union Depot this morning and with Pullman cars attached were too following: Panhandle from Cincinnati, Louisville, Indianapolis, &c., 7:30; Panhandle from Columbus, Pittsburgh, and the east, 7:35; Chicago and Alton from St. Louis, 7:30; Chicago, Burlington and Quincy from the west, 6:25; Fort Wayne from Pittsburgh, 8:00; Pennsylvania, New York limited, 9:20. The Chicago, Burlington and Northern, with two sleepers, due at 9 o'clock, was reported a little late.

At the Grand Central Depot this morning everything was quiet. All trains left on time on the Northern Pacific, Wisconsin Central, and Baltimore and Ohio, but a few of the incoming trains were late.

The Chicago and Alton succeeded this morning in getting its passenger trains in and out with more or less delay. Its freight traffic, however, is absolutely at a standstill.

INDIANAPOLIS, June 30.—None but passenger trains are running through here on the lines affected by the Pullman strike. Switchmen in the yards were easily persuaded, and all attempts to make up freight trains in the yards were abandoned. There are 800 American Railway Union men here and 1,500 that run into this point. No orders to strike have yet been received. Division Superintendent Darlington of the Pennsylvania lines yesterday selected twenty-four men, including engineers, firemen, and conductors, to go to Chicago and help move trains there. Three of the men refused to obey the order, and they were immediately discharged. It is believed the discharge of these men may lead to a big strike. The last Legislature passed a law making it a $900 fine for any corporation to discharge a man for belonging to a labor union.

MINNEAPOLIS, June 30.—Every train left Minneapolis as usual last night with the exception of one. The employees on the St. Louis road struck at 7 o'clock last night, but enough men were secured to take out the only train since then. The Chicago and Great Western got a train out at 8 o'clock last night with Pullmans, no interference being offered.

NEW ORLEANS, June 30.—No developments were noted at New Orleans yesterday. All trains arrived and departed.

TOPEKA, June 30.—General Manager Frey says he will have passenger trains running at the accustomed hour all along the Santa Fé before Sunday morning. Everything is on time in Kansas. Pullmans are leaving La Junta this afternoon without trouble. Federal protection will reach Raton to-night, it being the worst place on the system. Local organizers are hard at work, and their secret committee is arranging to involve other roads in this State soon. They admit that it is hard to run a strike against the orders of Federal courts, and that they will devote their energies to other lines.

Everybody here expects the fog of war about Sunday night among the leaders of the old railway brotherhoods. This is now recognized as a life and death struggle between them and the Debs union. Some engineers and switchmen who a few days ago joined the union are now leaving it and begging for protection while they continue their work.

EMPORIA, Kan., June 30.—A large force of deputy United States marshals are in possession of the Santa Fé depot here, and passenger trains are passing both ways with the regular Pullmans attached.

TACOMA, June 30.—The Pacific division of the Northern Pacific Railway is not full tied up, as several local trains were moved yesterday. After initiating 250 men the American Railway Union took another vote last night on the question of striking, and decided against it by a very small majority. Two hundred and seventy-five employees at the Tacoma car shops and twenty-one freight clerks and twenty-one truckmen have struck. No freight is moving. Five mail carloads of mail which arrived are tied up in the yards.

THE FAR WESTERN BLOCKADE.

California Still in the Toils of the Strikers, with No Prospect of Release.

SAN FRANCISCO, June 30.—The railway strike continues to be embarrassing. The Southern Pacific Company continues firm in its determination not to run trains without Pullmans. The strikers are equally firm, and, as a result, the general embargo on almost all travel continues in force. There has been a complete cessation of freight shipments from this city. No mails have been received from the East for two days. The following telegram was received by Gen. Dimond, President of the Chamber of Commerce, yesterday from the Postmaster-General at Washington:

"Active and vigorous steps are being taken for the movement of mail trains and the prompt transmission of United States mails."

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