TEAR UP TRACKS.

A Mob of Strikers and Hoodlums Reported at Work on the Rock Island Road.

They Were Tearing Up Tracks and Derailing Trains at Fifty-first Street.

A Bonfire of Freight Cars at West Pullman, Just Out of Reach of Soldiers.

CHICAGO, July 5.—Just before 1 p. m. a mob of strikers and hoodlums were reported tearing up tracks and derailing trains on the Rock Island road at Fifty-first street. The police were called upon to send a sufficient force to subdue the mob.

BURNED CARS.

A Bonfire at West Pullman Not in the Nature of a Celebration.

CHICAGO, July 5.—The Fourth of July was almost a mockery in Chicago. The day was made the occasion for a big bonfire, but it was not in the way of a celebration. As if in defiance of the calling out of federal troops, came an act of incendiarism against the allied railroads. Almost the first news of the national holiday was a report of the firing of a number of cars at West Pullman, in the Blue Island district of the Rock Island. The conflagration took place just far enough away to be out of the quick reach of the detachment of the federal troops sent to that point from Fort Sheridan. The reports placed the number of cars burned at nearly a dozen, all freighters.

Kept Out of the Way of Soldiers.

At the stockyards and at Grand Crossing, where the other divisions of the Fort Sheridan garrison had been sent, the strikers seemed to have adopted a policy similar to that in vogue at Blue Island. They appeared to be anxious to keep out of danger of a collision with Uncle Sam's men, and devote their energies to localities where things were less on the buzz saw order.

A few passenger trains arrived at the depots in the city and were unmolested. One of these was a Santa Fe train at the Dearborn station at 10 a. m., with one Pullman attached. It entered the station with more armed deputies than passengers aboard.

Colonel R. E. Crofton, commanding the Fort Sheridan regulars, made his headquarters at the Grand Pacific hotel, and was in constant communication with the troops at the stockyards, Grand Crossing and Blue Island. All the railroads reported that they were running some trains, and railroad officials generally regarded the situation as encouraging.

TROOPS WILL BE USED,

If Necessary, to Enforce the Court's Order Regarding Northern Pacific Trains.

ST. PAUL. July 5.—The regular troops at Fort Snelling will be used, if necessary, to aid the United States marshal in enforcing the orders of the United States courts and in fully protecting at all hazards the men employed to take the place of strikers on the roads in the hands of the United States receivers. This is the advice of Judge Caldwell, and acting on it Judge Nelson is in consultation with General Merritt, who is watching the situation closely and will give whatever aid Marshal Bede may require. There will be no delay when violence is resorted to by the strikers and the United States court is openly defied.

Judge Caldwell's telegram was in reply to a letter of J. H. Mitchell, Jr., general counsel of the Northern Pacific, who wrote asking for acvice under existing conditions. The telegram is:

Judge Caldwell's Order.

"WEQUETSONING, Mich., July 2, 1894.
J. H. Mitchell, Jr., General Counsel Northern Pacific Railway:

Letter received. You have a clear preception of the situation, and your ideas as to mode of proceeding are sound. Every interference with the property in the possession of the receivers, or the men in their employ, or the operation of the road, is a contempt of court and a violation of law, and no previous special orders of injunction are necessary to make it so. In addition to contempt proceeding prosecution should be instituted against every one who violates any statute, state or federal. I advise that Judge Nelson and the marshal apply at once for troops to aid the marshal in enforcing the orders of the court. The men employed to take the places of the strikers, and the men who remain in the service must be fully protected at all hazards. It is obvious the struggle will be serious, and, I think, protracted. The issue is a momentous one. If a United States court, backed by all the power of the government, cannot enforce its lawful orders for the protection of the property in its possession, and the men in its employ, against open and continued nonclaimed resistance and violence, then civil government is at an end and the rule of the mob has set in.

HENRY C. CALDWELL,
"United States Circuit Judge."

Blocks Lumber Yards.

CHICAGO, July 5.—No switching is being done in the lumber district, and a great many of the planing mills have shut down as they cannot get cars to move the lumber. This will throw out of employment over 15,000 men.

Strikers Stole Powder.

CHICAGO, July 5.—It was reported at the General Managers' association headquarters that the strikers had broken into a freight car at Lansing, Ill., and stolen 68 kegs of powder. The car stood on a Panhandle sidetrack.

Will Not Work With Non-Union Men.

CHICAGO, July 5.—Firemen on the Rock Island met at Forty-seventh and State streets and were instructed not to work with non-union men.

GRADUALLY SPREADING.

Territory Covered by the Great Strike Constantly Increasing.

CHICAGO, July 5.—The Pullman boycott is gradually spreading, and each hour the area covered by it widens. There is little change to be noted with respect to the roads already reported as in trouble, a few of them are struggling to move their passenger trains, but freight traffic is practically at an end. The Chicago, Burlington and Quincy, which employs non-union men, is about the only exception among the roads in Chicago.

The Chicago and Northwestern, which had escaped trouble, fell into line during the night, and is completely tied up. Its suburban traffic is very heavy, and great inconvenience results from the stoppage of this branch of its business. The Illinois Central, the Rock Island, the Milwaukee and St. Paul and Great Western

All Report Like Condition.

The Michigan Southern and Michigan Central have been suffering because they occupied terminal facilities jointly with the Illinois Central and the Rock Island. Nevertheless, they have been able to move their through passenger traffic with comparative ease. The general tie up at Detroit stops these two roads effectually. The Western avenue terminal, over which the Chicago and Erie, Grand Trunk, Wabash, Santa Fe and Monon roads enter the city, had recovered from the first shock, and was handling its passenger traffic with a reasonable degree of effect. Now all of these roads are again in trouble.

A New Difficulty

is presented by the refusal of the engineers and firemen to risk their lives by working with green hands, and it is also doubtless true that the railway managers themselves are not very anxious to force the fighting. They are making no serious efforts to move their trains. They also say that a suspension of business at this time is not an unmixed evil.

The price of provisions is advancing very rapidly, and the hotels, restaurants and private families are feeling it very keenly. Fruits, ice, and all kinds of perishable provisions are commanding very high prices, and indeed are now regarded as a luxury. There are a number of factories that have been compelled to shut down, and a number of breweries have ceased operations. For the first time in the history of Chicago, not a single carload of livestock arrived at the stock yards by rail during the day, while the shipments of dressed meats is practically at an end.

GRAND JURY ORDERED.

The Department of Justice at Washington Sends Instructions to Chicago.

WASHINGTON, July 5.—A dispatch was sent from the department of justice to the United States attorney at Chicago, directing him at once to call together the grand jury. As no information had been received here of the arrest of President Debs or any of the other leaders of the strike, the purpose of the attorney general in assembling the grand jury was not clear, and he was requested by the Associated Press to state his reasons for so doing, but he declined to discuss the matter. It is surmised, however, that he intends to secure the

Indictment and Punishment of Debs

and the other prominent leaders for violating the anti-trust act of July 2, 1890, committed prior to the issuance of the omnibus injunction by Judges Groscup and Woods. The authorities here are fully determined to to enforce laws and punish those who violate them, and so far as the national government is concerned there will be no compromise and no temporizing. The present strike is regarded as a bold defiance of the laws of the crountry and a criminal infringement of the rights of the people of the whole country.

Marine Engineers to Help.

CHICAGO, July 5.—Land and water are to join hands in the strike. A deputation of marine engineers visited Uhlic's hall and stated that the local union here had resolved not to handle a pound of freight hauled by any of the boycotted roads. The marine engineers are United States examined and qualified and licensed men, and if they go out their places cannot be filled. The railway union is much elated over this accession.

Miles Assumes Command.

WASHINGTON, July 5.—General Nelson A. Miles, commanding the department of the Missouri, who was recalled from a leave of absence for consultation with the officials concerning the strike situation left for Chicago over the Baltimore and Ohio road, to assume control of the government troops concentrated at that point.

Arrested For Making Threats.

BLUE ISLAND, Ills., July 5.—Robert O'Keif and J. B. Rogers, both leaders among the strikers, were arrested for making threats. O'Keif resisted and severely pounded Deputy Marshal Kohl but was overpowered and locked up. A large number of arrests were made, and the strikers were much incensed at the wholesale locking up of their leaders.

Much Excitement at Pueblo.

PUEBLO, Colo., July 5.—Much excitement was caused by the arrest of the two railroad men for unknown cause, by deputy marshals. The prisoners will be taken to Denver. The deputies find difficulty in getting food, as only two restaurants will feed them. The A. R. U. leaders have asked the police to disperse the crowds around the depots.

Derailed a Train.

CHICAGO, July 5.—A passenger train on the Baltimore and Ohio railroad was ditched at Rock Island Junction by strikers. The engineer was badly hurt in jumping, and the road was completely blocked by the derailed train.

WILL COMPROMISE

Debs Says the Strike Will Be Settled By Saturday on Terms Satisfactory to All.

Conference Likely to Be Brought About by Mayor Hopkins Within the Next 24 Hours.

United States Troops Deployed in Various Parts of Chicago to Act as Guards.

CHICAGO, July 5.—President Debs of the A. R. U., said that a settlement of the strike, on a basis satisfactory to all concerned, will be made by Saturday. It is possible that a meeting between the officers of the A. R. U. and the General Managers' association will be held within 24 hours. Mayor Hopkins has been quietly negotiating with both sides and the meeting will be the result of his efforts.

DISPOSITION OF TROOPS.

Federal Soldiers Disposed of in Various Parts of Chicago.

CHICAGO, July 5.—The Fifteenth regiment, U. S. A., Colonel R. E. Crofton commanding, arrived in Chicago at midnight by special train from Fort Sheridan. The command experienced a long delay in securing stock cars for the cavalry horses and was further delayed en route by fears of misplaced switches. Some difficulty was met in persuading the engineer to bring the train within the city limits, as he objected to hauling troops into Chicago, but the man was finally prevailed upon to take the train into the station. District Attorney Milchrist met Colonel Crofton at the station and after a hurried consultation an assignment of troops was made. The First battalion, consisting of infantry companies A, C, H and G, was sent under command of Colonel Bailey to Blue Island, the command going on a Rock Island special about 1:30. Companies B and D were sent to the stock yards and E and F went to Grand Crossing commanded by Captain Humphreys. Troops B and K of the Seventh cavalry and Battery E of the First artillery remained in Chicago over night under command of Colonel Crofton.

REGULARS AT BLUE ISLAND.

The Yards Will Be Cleared Under Their Guard.

BLUE ISLAND, Ills., July 5.—Everything is quiet at 11 o'clock. Four companies of the Fifteenth United States army from Fort Sheridan arrived here at 5:30 a. m., over the main line and went into camp three-quarters of a mile from the depot, where all the trouble has been raised. The regulars are in command of Major Bailey of the First battalion. The train was commanded by Deputy United States Marshal Logan, and also District Attorney Milchrist was on board, and is here. No serious trouble is expected. The fireman on the train that pulled the regulars here refused to assist in backing the train into the switch where the soldiers disembarked. He was put under arrest by Marshal Arnold, and Roadmaster James Conlon fired the engine through the switch. The fireman is under arrest in the roundhouse. Wrecking crews will be brought in and the yards cleared under guard of United States soldiers. No demonstration was made when the regulars were brought in.

One hundred and fifty cars belonging to the Chicago and Eastern Illinois were burned near Morgan Park early in the morning.

They Made Threats.

Carroll Christ, a brick maker, and Ed Heimi, a greenhouse man, were arrested during the day for making threats against the deputy marshals. Heims said: "I will stick a knife through the first deputy marshal I get a chance."

The arrests were made near the general offices, and were the occasion for the gathering of what would have been an ugly mob but for the United States soldiers on guard.

Consisted of Crack Shots.

BLUE ISLAND, Ills., July 5.—Engine 579 with Master Mechanic Fitzgibbons holding the throttle, and one freight car carrying 10 deputy marshals and a corporal's guard of one sargeant and four privates, under command of Lieutenant Jaminson, left Blue Island at 10:30 for Morgan Park to take a freight car off the track. They will then go to Forty-seventh street and clear the block there. The corporal's guard consisted of Sergeant Meyers, the finest crack shot at Fort Sheridan, and his four men, the finest shots in the regiment. They were placed on top of the car ready for markmanship in earnest, if required.

Soldiers as An Escort.

BLUE ISLAND, Ills., July 5.—Ten deputy marshals and eight soldiers have been sent to the Grand Trunk crossing to escort train No. 4, which should have been here Sunday morning, but has been held at Joliet. John Buckley who claims to be a miner from Pennsylvania and just arrived in town, but who looked like a striking railroad man, was arrested by Deputy Marshal Albert Gray, on the charge of contempt of court in assisting in overturning the freight cars Monday night.

Regulars at Pueblo.

PUEBLO, Colo., July 5.—Companies A and H of the Seventeenth infantry, 93 men, under command of Captain Van Horn, arrived here at 3 a. m. from Fort Russell, near Cheyenne, Wy., to assist the United States marshals in prosecting the property of the Santa Fe and Union Pacific, Denver and Gulf roads. They have gone into camp in the heart of the city. The situation remains practically unchanged.

AT CAMP RELEASE.

Monument to Commemorate a Noted Event in Minnesota History.

MONTEVIDEO, Minn., July 5.—The Camp Release monument, erected by the State of Minnesota to commemorate the release of captives taken by the Indians in the memorable Sioux outbreak of 1862, was dedicated with imposing ceremonies, and in the presence of many distinguished citizens identified with that war, on the morning of July 4. The monument occupies a conspicuous spot on the old camp ground, overlooking the Minnesota river and about two and a half miles across the river from Montevideo. The number of prisoners held here by the Indians was 269, 107 of whom were white women and children, the remainder being half-breeds. They were taken captives at intervals during the great Sioux war, which lasted from Aug. 18, 1862, to Sept. 23 of the same year, and which terminated with General Henry H. Sibley's signal victory at Wood lake. It was this victory which enabled General Sibley, who was in command of the Minnesota troops, to negotiate for the surrender of the helpless women and children by the bloodthirsty Sioux. It was deliverance from a fate worse than death, and was one of the greatest acts of the general's life.

The Monument.

The monument is built of St. Cloud granite. The only polished portions are the apex and the die, on which the lettering appears. The base is 9 feet 2 inches square, and the height 52 feet. It stands on a high bluff and can be seen for many miles up and down the Minnesota river. On the front face of the monument are the words "Camp Release" in raised letters. The inscriptions on the other three sides tell briefly the history of that terrible war, of the release and the erection of the monument.

BATTLE AT IRONWOOD.

Three Hundred Shots Fired by Miners and Deputies.

MILWAUKEE, July 5.—A special to the Wisconsin from Ironwood, Mich., says: A battle occurred at 2 p. m. between striking miners and deputies, 300 shots were fired. Several miners fell, and were carried away by their companions. Number of dead or wounded is not known.

Northwestern Milling.

MINNEAPOLIS, July 5.—The Northwestern Miller says. Last week was another exceedingly quiet week with the mills, recent advances on flour restricting trading to the smallest limits. The domestic trade nibbled away, buying only where the flour was actually required, to be turned over again. The sales of the week approximated 93,000 barrels, while the output was 180,830 barrels, against 201,345 the previous week, 143,875 in 1893, and 197,455 in 1892. Export shipments 47,395 barrels, against 71,990 the week before. The railroad strike is greatly hampering the mills, and this week's output will be among the lightest in years. The Superior and Duluth mills ground 68,554 barrels, against 37,888 the preceding week, 36,496 in 1893, and 22,271 in 1892.

Sixty Great Northern Strike Cases.

ST. PAUL, July 5.—The United States circuit courts has opened for the June term. The grand jury has an enormous amount of labor before it. About 120 cases will come up for consideration, and among the number there will be over 60 cases arising out of the Great Northern strike, about that number of strikers or sympathizers having been arrested by the marshal and his forces and bound over to the grand jury on the charge of retarding, or conspiring to retard, the United States mail.

Slugged a Postmaster.

DULUTH, July 5.—The postoffice at West Duluth was robbed of over $300. Assistant Postmaster Mallory was closing for the night and was alone in the office. He stepped out the back door for a moment, and was struck on the head. He remained unconscious for two hours and is badly hurt. The thieves plundered the vault and skipped.

Sues the Directors.

DENVER, July 5.—Thomas D. Stewart, assignee of the Colorado Savings bank, has begun suit against the directors for $450,000, which will be required to liquidate the claims of depositors. The bill alleges that the directors willfully violated the banking laws and received deposits after the bank became insolvent.

No Real Estate Convention This Year.

ST. PAUL, July 5.—Word has been received that the national convention of real estate dealers, which was to occur in this city next month, will not be held until next year. A meeting of the executive council of the association was held in Chicago on June 21, but the call failed to bring out a quorum. Accordingly a canvass of the situation was made by correspondence, and the replies received were largely opposed to the idea of holding a convention this year.

Issued Another Injunction.

SAN FRANCISCO, July 5.—United States Judge McKenna has issued an injunction against Debs and other members of the A. R. U., restraining them from interfering with Southern Pacific trains.

Racing Boat Upset.

ST. LOUIS, July 5.—The six-oar racing boat of the St. Louis Rowing club, while out for a spin, struck a concealed log in the river, just above the Eads bridge, and upset. Fritz Sexauer was drowned. The remainder of the crew clung to the boat and swan out.

Troops Ordered to Sioux City.

OMAHA, Neb., July 5.—A special to The Bee from Fort Dodge, Ia., says the entire Fourth regiment, Iowa National Guards, has been ordered to Sioux City and troops are now on the way there.

THE BILL PASSED.

After a Discussion of Three Months and a Day the Amended Wilson Bill

Gets Through the Senate by a Vote of 39 to 34—Hill Voted Against It.

Two Populists Voted For and Two Against—An Important Anti-Trust Rider Adopted.

WASHINGTON, July 5.—In the midst of intense excitement at 10.41 p. m., after having been debated for three months and one day, the tariff bill, amended to take effect Aug. 1, 1894, passed the senate by a vote of 34 to 39, a strict party vote, except Mr. Hill, who voted with the Republicans against the measure. The Populists divide their strength, two, Messrs. Kyle and Allen, voting in favor of the bill, and two, Messrs, Peffer and Stewart, against it. A very important piece of legislation in the shape of

An Anti-Trust Law

was placed on the bill as a rider, without even so much as a division. It was designed, as Mr. Voorhees, chairman of the finance committee, said, to ensure "integrity in the execution of the law," it being admitted that any tariff system afforded abundant opportunity for the formation of trusts and combinations.

The most dramatic incident of the night occurred when Mr. Hill arose, and in ringing fervid tones, entered an eloquent protest against the "Populistic income tax," and arraigned his party associates for being false to their party pledges and their country. The Republicans drew around him, as he spoke, the galleries leaned over as he dealt his sledge-hammer blows. When in conclusion he declared theatrically that he would not support the bill, a wave of applause, quickly checked by the vice president, swept over the gallery.

RELATIONS MUCH STRAINED.

China and Japan Preparing to Fight Over Korea.

VICTORIA, B. C., July 5.—The Empress of China, 11 days from Yokohama, has arrived. She reports that Japan is continuing active war preparations, and the strained relations between Japan and China are as much a feature of Asiatic trouble as the Korean rebellion.

Korea, alarmed at the movement of her neighbors, pleads that both withdraw their troops from her shores and warships from her harbors. The Japanese navy is at its best, the coasts being secured for service and everything breathes a spirit of trouble.

A cable received from Yokohama announces that on June 13 the government army defeated the Togakito, recovering Senshu, the commander of the government troops who was captured by rebels, but whose life had so far been spared.

The Japanese army which landed at Juenichen on June 12 has divided into two divisions, one being left at Juenichen to protect the Japanese there, while the other division of 1,200 men proceeded to Seoul on the 14th to protect the legation and Japanese there. When later news reached Pekin an urgent telegram was sent to the viceroy from Minaveryuan.

A HUNDRED DROWNED.

Another Terrible Ferryboat Accident in Northern Hungary.

BUDAPESTH, July 5.—A terrible drowning disaster is reported from Med, near Tokay, in Northern Hungary. A ferryboat which was crossing the river Thiess, near the town mentioned, was capsized with 200 on board. It is reported that about 100 of the passengers were drowned.

Sabin's Petition Denied.

ST. PAUL, July 5.—The supreme court has died the motion of D. M. Sabin's attorneys for permission to make some minor amendments in their petition for the disbarment of J. M. Searles and F. M. Gail.

Robbed on a Train.

ANOKA, Minn., July 5.—An elderly German lady on the Willmar train between Minneapolis and Anoka, was robbed of $15 and a trunk check.

Mill Burned.

HINCKLEY, Minn., July 5.—Jordan & Matthews saw mill, at Rhodes Mill, burned to the ground. Loss $10,000.

Croker Home Again.

NEW YORK, July 5.—Richard Croker and two sons arrived aboard the Majestic. Mr. Croker stated that he was feeling well and had a splendid time considering his short visit abroad. He would say nothing further, however.

St. Paul Directory.

ST. PAUL, July 5.—The St. Paul Directory company has received its 1894 directories from the printers. It contains 84,992 names, an increase of 531 over last year. This would indicate a population of 190,000.

Blaze at Earlville, Ia.

DUBUQUE, Ia., July 5.—A fire at Earlville, Delaware county, destroyed the Bush & Co., egg packing and cold storage building and the Moreland hotel. The loss is estimated at $15,000, with partial insurance.

Good Service of a Gun.

RED WING, Minn., July 5.—A stranger was held up by robbers on the island and stoned. A man with a gun scared the robbers and saved $75. Persons in the city are suspected.

Ex-Governor Winans Very Ill.

PINCKNEY, Mich., July 5.—Ex-Governor Winans is dangerously ill at his home near Hamburg, with heart disease. Physicians who remained with him through the night, have little hope of his recovery.

THOSE INJUNCTIONS.

Debs Says He Is Not Doing Anything Contrary to Them.

CHICAGO, July 5.—President Debs of the American Railway union was called upon by a representative of the Associated Press and asked his opinion of the effect which the injunction process of the federal court would have upon the boycott.

"I have not yet been served with any injunction," said President Debs, "and perhaps I had better not cross the bridge until I get to it. I want to say distinctly that none of our officers are running from any court process; we are all here and can easily be found if wanted. I shall not deny that I have seen the injunction as it has been printed in the newspapers, and I am fully advised of its purport as the newspapers give it. As I read it, it seeks to restrain the men from doing exactly what we have always forbidden them to do, that is, interfering with the movements of trains, committing acts of violence and violating the laws of the land generally. Railroad employes have the unquestioned right to withdraw individually or in a body from the service of a company, but they have no right to interfere with others who may be employed to take their places. Their rights end where the company's rights begin, and if the company can secure other employes to successfully operate their road, they have a perfect right to do so. We rely solely for our success on our men holding out altogether. Supported as we are, financially and otherwise, by all the labor organizations of the county, we have no misgivings as to what the outcome will be. So far as law and order is concerned, court injunctions are not required, since the policy of our board of directors has always been, is and will be to restrain members from committing acts of depredation, and those who disregard our instructions should be held individually liable and punished accordingly."

TEN THOUSAND MEN

Suspended From Northwestern Pay Rolls by One Order.

CHICAGO, July 5.—A most sweeping order was telegraphed over the entire Northwestern system at 11 o'clock. It will throw out of employment 10,000 men. It is intended to strike from the pay roll during the continuation of the strike every man who is not absolutely necessary for the dispatch of what business the company is able to handle. The order was issued by General Manager Whitman, and lays low the forces in the motive power and car department shops and orders them closed up. It suspended all track forces, leaving but the section boss and one man on each section; car cleaners, checkers, yard force and all office force in local freight station in Chicago must go, and all the stations along the line have been reduced, retaining only enough men to take care of such business as the company is able to handle.

THE NORTHWESTERN SITUATION.

Passenger Trains Running But No Freight is Moved.

ST. PAUL, July 5.—With relation to the passenger service of the lines running in and out of St. Paul the strike situation remains exactly where it has been for several days past. The freight situation is neither as hopeful nor encouraging. Scarcely a box car in St. Paul is stirring and on the side tracks and general tracks are cars of fruit and meat and other perishable goods, to say nothing of merchandise. The shipping rooms of the jobbers are choked with out-bound orders that have been filled, but cannot be shipped.

Greased the Tracks.

ST. PAUL, July 5.—In making up the Fargo train on the Northern Pacific there was some little excitement in the yards at Mississippi street. The tracks had been greased and it was with difficulty the cars could be moved. Large crowds lined the high banks and even the tracks, outside the line of marshals and special police, but beyond the jeers and laughter there was no disturbance.

Blast Furnaces Closed.

JOLIET, Ills., July 5.—The blast furnaces of the Illinois Steel company in this city were closed down on account of no coke, and the other departments of the mill close on account of scarcity of coal. Oil is being used in most of the factories in this city, and it is quite scarce on account of the railroad strike.

STRIKE NOTES.

Missouri Pacific shops at Sedalia have been closed.

Four hundred and fifty men in the Wabash shops at Toledo have been laid off on account of the strike.

For the first time in its history not a car of livestock was received at the Chicago Union stockyards.

The grievance committee of the Milwaukee road denies that there is any strike on that system.

Lake transportation lines ere suffering severely from inability to get freight from railroads.

About 600 passengers are sidetracked at Bloomington, Ills., and there is considerable hardship among them.

A Wabash passenger train which left the Detroit at 10:25 was cut by strikers at Delray and has thus far been unable to proceed.

Ten firemen on Chicago, St. Paul, Minneapolis and Omaha road struck at Omaha.

The men employed on the Kansas City division of the Chicago Great Western road have quit work.

W. G. Curtis, assistant to General Manager Towne of the Southern Pacific, estimates that the company's loss owing to the tie up is $200,000 a day.

At Fort Wayne, Ind., the Wabash switchmen left their work and the yard engines are in the roundhouse. The company's shops are all closed and 250 men are out of work.

Everything on the Idaho division of the Union Pacific is tied up. The company refuses freight at most points, and the Shoshone shops have been closed.