

ment as possible. He will report to the adjutant-general of the division at the Occidental Hotel, San Francisco, as soon as the troops are prepared to move. General Dimond and staff will accompany the troops by order.

W. H. DIMOND, Major-General. A. E. CASTLE, Colonel and Adjutant.

GETTING READY.

Colonel Sullivan Warns His Men of Serious Business. General Dimond's order for calling out two regiments would have applied, according to regulations, to the Second and First regiments, Colonel McDonald being the senior colonel of the brigade; but Colonel McDonald is in the tie-up at Salt Lake City and cannot get away from there.

The order was first issued to these two regiments, and the second had already responded in large numbers at their army, at Page and Gough streets, when the order was changed, calling out the First and Third regiments, and the men of the Second were dismissed.

Colonel Sullivan of the First took the precaution to stop in at the Grand Army Tent and Market as he was on his way home at about 6 o'clock last evening, and there found that the order (or the news of it) had already gone abroad and that his men were already being drummed up.

As the time passed and they began to gather in their uniforms and the sound of the drums floated into the street, a great crowd gathered about the doorway, which speedily called for the placing of guards there.

In the army the scene of preparation was full of exciting bustle and hurry. No civilian was allowed in the army who could not demonstrate his right to be there. Women, however—the relatives of the soldier boys—who applied were allowed to pass up the stairs, and soon filled the balcony and the assembly room.

It was half-past 9 o'clock before the order to fall in was given. The drums beat the assembly and company after company marched to its place in the square formed about the hall. The men were equipped in heavy marching order, with knapsacks, blankets and overcoats.

When they had been brought to "attention," Colonel Sullivan began to speak. "Men of the First Regiment," he said, "we are not going out on a picnic or a frolic, but on very important business. I want to impress upon you the need of carrying yourselves with that calm steadiness that should mark the soldier at all times when upon duty. We are going to try to impress the enemy with our strength. There are to be two regiments—the Third is going with us—and I hope that it will have the effect of quelling the disturbance or preventing any."

"We are going, however, to protect property under the call of the State, and it may be that something more will be required of us."

"These are hard words, but I want you to understand the mission you are going upon. I hope that when you get to the front you will bring every man whom we take away; but in any case let us bring back the honor and credit that goes with the performance of duty."

Turning, the colonel issued the order: "Four's right; forward, march."

The drums beat and the regiment moved down the stairs and out into Market street. There was a slight burst of applause following the colonel's address, but up in the gallery women were in tears and waved their handkerchiefs ruefully to the boys as they passed out.

THE EMBARKATION.

The Men Jeered by the Crowd at the Ferry. A great crowd of people followed the regiment all the way down to the ferry. A ball was made within a block of East street. An ammunition cart drove up and twenty rounds of cartridges were issued to each man.

As early as 6 o'clock one section of the Light Battery under Captain Sims had reported at Colonel Dickinson's headquarters at the Telephone building with two Gatling guns. It had been decided to leave the other section in reserve with orders to be ready to accompany the Second Regiment in case it should be ordered out.

It was a quarter to 11 o'clock when the First Regiment, with the battery, followed by the ambulance corps carrying their surgical equipment, and the signal corps marched through the ferry gates.

The crowd at the ferry had been growing constantly during the halt, and as the soldiers moved on to the boat the throng followed it to the gates with hoofs of derision.

It was some minutes later before the Third put in an appearance, passed through the gates, and so far as San Francisco was concerned, things took their every day, or rather every night, appearance.

Private William H. Donnelly, of Company A, Third Regiment, was struck on the head by a brick thrown by one of the crowd while marching to the ferry, and received a big cut on the forehead. He was ordered to report to the surgeon in the morning. He lives at 622 Jessie's street.

Following are the companies, their officers and numbers en route to Sacramento: First Regiment—Company A, Captain R. A. Marshall, 48 men; Company B, Captain I. B. Cook, 69 men; Company C, Captain H. W. Woodruff, 65 men; Company D, Captain L. C. Baker, 81 men; Company E, Captain James A. Margo, 60 men; Company F, Captain E. C. Smith, 65 men; Company H, Captain E. G. Eisen, 50 men; total, 428.

Third Regiment—Company A, Captain James Duff, 30 men; Company B, Captain E. H. Kennedy, 49 men; Company C, Lieutenant Barlow, 40 men; Company D, Captain William Sullivan, 40 men; Company E, Captain H. J. Meagher, 30 men; Company F, Captain F. W. Warren, 38 men; Company G, Captain D. J. Driscoll, 45 men. Total, 235.

The regimental officers are: First Regiment—Colonel, William P. Sullivan; lieutenant-colonel, H. P. Bush; majors, George R. Burdick, Charles Jensen; captain and adjutant, C. H. Williams; lieutenant, H. B. Hosmer; battalion adjutant, Major John Galway; surgeons, lieutenants Thomas M. Cluff, W. A. Halstead, Louis Larere, D. C. Gray, W. Dohman.

Third Regiment—Colonel, T. F. Barry; lieutenant-colonel, J. C. O'Connor; major, Thomas Drady; captain and adjutant, P. M. Delaney; battalion adjutant, Lieutenant J. J. Giusti; lieutenant James A. Hayes, commissary officer; Lieutenant H. A. Wagner, ordnance officer; Lieutenant E. Keating, quartermaster.

BY SPECIAL TRAIN. Thirty Cars Awaited the Grand Army at Oakland Mole. Nothing but shadows and gloom per-

meant the big depot on the mole up to the hour when the State troops arrived at 12 midnight. Stentorian orders from the throats of commanding officers soon dispelled the quiet that reigned, and filled the vast structure with noises such as never were sounded there before.

Thirty cars stood on the tracks to receive the outboard regiments. They were divided into three trains to each of which was attached a Pullman, a flag at the strikers, calculated to impress them with the fact that the all-powerful arm of the law was at last raised in defense of the monopoly and that the hated adjuncts of a "regular train" would be run under its protection.

The shadows changed to gleams of light reflected from hundreds of bayonets and muskets when the First, headed by Colonel Sullivan, marched off the steamer in columns of fours, headed by the regimental drum corps, which, however, by order of Colonel Dimond did not beat time. A wheel to the right was made, and the soldiers formed in column alongside the special train stationed at the south side of the depot.

Several minutes elapsed before the order was given for the fours to left-wheel into line, then right face and march forward by files into the coaches. The First's hospital corps brought up the end of the procession, followed by a string of vehicles filled with tents, ammunition and other equipments.

The Third Regiment, under Colonel Barry, was held on board the steamer until the men of the First and their baggage train was well clear of the exit from the ferries.

Colonel Barry's men wheeled to the left in column and formed at the head of the north side of the mole. Their train consisted of ten coaches, mostly emigrant sleepers, and a Pullman was drawn up close to the fence that divides the space allotted to the Oakland and Berkeley trains from the main yard.

The Third didn't go on board the cars until nearly 12:30 A. M., but when they did their movements were orderly and strictly in accordance with discipline and tactics.

The troops had no more than landed than the assertion was circulated around that they would have a hard time getting to Sacramento, and, as if to prove the assertion, the news was almost immediately borne down to the office of the division superintendent that obstructions had been placed along the main track in front of Dalton's foundry.

A detail of specials under the direction of Yardmaster Dillon was immediately dispatched to clear everything out of the way. They found that several heavy beams of scrap iron had been rolled on to the track and cut, allowing the hundreds of pieces to spread out and encumber the line so that it would have been impossible to get a train through.

It took half an hour's hard work to get the debris out, and all might have been ready for the trains had it not been suddenly discovered that freemen were as scarce as hens' teeth. They were hustling for them until long after the big clock in the sheds showed that the glorious Fourth had passed its zenith.

But that was not all of their worry. Somebody got onto the airline, and she was exhausting at such a rate that it was calculated that another hour would be taken to get things in working order for the brakes.

The Gatling gun, under charge of Company H of the First, was stored in one of the forward baggage-cars of the regiments and ran along with a quantity of paraphernalia that nearly filled the conveyance. In this car the company had also taken quarters and were somewhat cramped for room.

Some complaint was heard from several officers relative to accommodations being too limited, but it was soon discovered that several of the men had been locked by mistake, thus reducing the train space. When these were opened there was ample room for all the blue coats that were marked with the number "2."

Sentries were posted and the depot looked warlike, the guards patrolling it for its full length. The greatest difficulty of the event seemed to be the storing of ammunition and camping outfits.

There were no lists in the ammunition cars, and in attempting to unload an express-wagon in the darkness a careless corporal let a big box of cartridges drop, which nearly crushed in the toes of a tall sergeant who was trying to strike a match.

Such little detriments to progress did not cause any ill feeling, but only served to show that the boys were in a happy frame of mind even if they were about to face a mob of Sacramentoians, who might at least throw bricks.

In about one hour from the time the boat landed nearly all of the heavy luggage belonging to the troops had been placed on cars and everything was ready for departure. The train known as the first special, containing the First Regiment, pulled out at 1:10 A. M.

The train consisted of an islander-General Dickinson and staff and the First Regiment. There were twelve Pullman coaches and two baggage-cars. Billy Belden was the engineer and George Ames conductor. Twelve minutes later the second train, carrying General Dimond and the staff and the Third Regiment, cleared the sheds.

It consisted of eleven Pullman coaches, the pushed by engine 158, with George Clark, engineer, and F. E. Bradley, fireman.

Special No. 3, or the commissary train, did not follow the first two trains, but will remain on the track until later today.

No men were left in charge of it, as the supplies had not arrived. At 1:30 o'clock all was quiet at the mole.

The train passed at the Sixteenth-street station at 1:40 on the way to Sacramento.

TWO MORE SPECIALS.

One for Soldiers and One for Commissaries. OAKLAND PIER, July 4.—Another train of flatcars, boxcars, day coaches, supposed to be for the purpose of carrying the Second Regiment of Artillery, its ordnance and provisions is made up on the track, ready to move at a moment's notice.

Another special is being made up in the yards to go south, which will carry commissaries and an order of engineers, conductors and brakemen to help matters in some manner not stated.

ALAMEDA COUNTY NATIONALS. Disbanded, but Ready to a Man to Start. Companies A and F of Oakland and C and G of Alameda, which were under arms from 5 till 9 o'clock at their army last evening, were dismissed at the latter hour by an order from Brigadier-General Dickinson, but ordered to hold themselves in readiness to report at a hour's notice. The boys were happy at their release, but were ready to a man to go where sent.

Now Jacques is Juggled. LONDON, July 3.—Colonel Jacques, who represented Lawrence, an American claimant of the Towney estate, was arrested today and charged with fraudulent practices. He was remanded for trial.

OVER THE HILL

Shafter Takes His Regiment. SOME SLIGHT DELAY Made the Colonel Very Angry.

CLOSE TO LOS ANGELES. Regulars Will Reach That City This Morning.

STRIKERS SOAPED THE ENGINE. Why the Train Carrying Uncle Sam's Men Stopped Four Hours at Bakersfield.

BAKERSFIELD STATION, July 3.—The special train from San Francisco, carrying six companies of the First United States Infantry, under the command of Colonel Shafter arrived here at 12:40 o'clock this afternoon. Fully 2000 people were present here on the arrival of the train. The engineer who brought the train in left it upon arrival here, and for four long weary hours the train stood at the station, the soldiers keeping guard and the people grouped about with eager eyes watching the movements of Uncle Sam's infantrymen.

The train came in by the way of Mendota, giving Fresno the go-by, and thereby avoiding all chance of trouble with the strikers at that point.

The local Brotherhood of Locomotive Engineers met after the train came in and decided that engineers could take out their engines with any freemen, and so two big engines were prepared, but in firing up it was found that they had been soaped so that the water foamed. While this was being remedied another meeting of the brotherhood was held and there was much acrimony, but finally at 4:45 the train steamed out with two regular engineers, the master mechanic acting as one of the firemen.

The train moved slowly by the depot with a squad of soldiers walking on each side, several in each cab and two with fixed bayonets on each platform. A little beyond the train stopped to allow the guard to get on and then off it went. During the afternoon at least 3000 people gathered at the depot, and while there was much discussion there was very little loud talk and no ugliness manifested.

Shortly before the train started Colonel Shafter notified Division Superintendent Burkhalter at Mojave by wire that if he did not start that train in ten minutes, he (the colonel) would take it out himself, and immediately it commenced to move.

No mail was sent to Los Angeles from here. MOJAVE, July 3.—The train bearing the United States troops left here for the south at 10 P. M.

TELEGRAPHIC CORRESPONDENCE

The Western Union Will Not Give Up Debs' Messages. LOS ANGELES, July 3.—Nothing particularly new or exciting developed in the strike situation here to-day and everything is quiet about the depots and yards of the Santa Fe and Southern Pacific companies. No attempt has been made to move trains to-day. The excitement is probably held in check awaiting the action of Judge Ross in the contempt case of Conductor C. E. Heatt and the results of arrests that will soon be made upon bills handed in by the Grand Jury.

Before taking up the Heatt case Judge Ross requested the Grand Jury to inquire into the incendiary speech of Dr. Ravin at the mass-meeting at Hazard's Pavilion last night. Ravin is a lecturer of the First Spiritual Society, which meets every Sunday at Music Hall. He is a pyrotechnic orator and is a little inclined to allow his vehemence to run away with his judgment. He is well educated and has a large following in this city. The strikers say that they did not endorse Ravin's remarks and did not authorize him to make them.

After the Ravin incident came the report of the Grand Jury. They handed in several true bills and the names will be known until the parties have been arrested.

Colonel Blanton Duncan then made application to be admitted to practice in the United States courts in order that he might defend the strikers. The application was taken under consideration and the trial of Conductor Heatt was commenced. Heatt is charged with violating the order and injunction issued by Judge Ross on June 30 enjoining the railroad employes from interfering with the handlings of United States mails so long as they retained their positions with the companies. It is charged by the Santa Fe Company that Heatt accepted his regular running orders and then refused to take out the train and forthwith resigned his position. A number of Santa Fe officials testified for the prosecution, as did also a Deputy United States Marshal.

In his own defense Heatt took the stand and said that after receiving his orders he walked to Mr. Beamer's office and explained to him that he had been served with an injunction by the United States and asked for protection. He requested Mr. Beamer to walk to the train with him to prove that the crowd was threatening, and as he refused to do so he resigned his position. He further testified that he had received no instructions from President Debs to strike.

United States District Attorney Dennis then called a representative of the Western Union Telegraph Company to the stand to produce certain telegrams alleged to have passed between Debs and Heatt, but as the company refused to produce the telegrams and as there was a prospect of a long argument Judge Ross, after announcing that he objected to holding court on the 4th of July, but thought this case important, said that he would adjourn court until 10 A. M. to-morrow. The arguments will consume several hours, and the Judge will then give his decision.

Late this afternoon the switchmen and firemen of the Southern Pacific Company resigned in a body, and the carmen went to headquarters for the same purpose, and their foreman was not present, and their resignations will be presented later. It is expected that the engineers will also resign when formal orders to report for work reach them.

Colonel Shafter with the United States troops has not reached the city yet, and it is thought the soldiers are still at Bakersfield waiting for an engine to complete the journey to Los Angeles. Five hundred deputy sheriffs have been sworn in, and more can be had on short notice if circumstances require them. It is therefore thought by the authorities that even if trouble should occur the deputies can cope with it if the troops are unable to get away from Bakersfield.

The conductors and brakemen on the Los Angeles and Yuma divisions of the Southern Pacific Company received instructions from Superintendent Muir and Superintendent Burkhalter respectively this afternoon to report for duty to-morrow, July 4, at 10 A. M., or they would be considered as having severed their connection with the company. A meeting of the conductors and brakemen was then called, and at 7 o'clock to-night they replied to the superintendent's request that their services were not needed until the strike was settled, and if the company insisted on calling them to duty to-morrow morning they would tender their resignations in a body.

RUNNING THE BLOCKADE. Slow Resumption of Train Service in the Interior. FRESNO, July 3.—Last night Superintendent Frazier tried to get a crew to take out an engine and caboose to Mendota, but the men had an idea that it was a scheme to have them make a trip for the purpose of bringing in the Pullmans now sidetracked there. Being unsuccessful Mr. Frazier had to finally act as stoker. Arriving at Mendota he met the special train carrying United States troops, and also luckily found a fireman to relieve him.

Last night Superintendent Frazier invited the employes to his office for the purpose of having a talk with them and of finding out how the boys stood and what their feelings were on the present situation. The men have no grievances, but told him positively that no Pullmans would be hauled.

No. 16 local to-day was made up as usual, and the regular conductor, Haven, was told on reporting that Jim Keating and crew would make the run. The employes at once held a meeting, selected a committee to wait on Mr. Frazier and inform him that unless Haven's crew were reinstated the train would not move. Haven and crew went out with the train at 12:47, two minutes late.

Both the ice companies to-day notified consumers that the stock on hand was very small. The Southern Pacific folks for the last three days have been supplying ice men, but to-day notified the ice companies' agents that they must economize.

Last evening Warner, Fisher, Rogers and Farlow, four sears, went from Tulare to Mendota on a handcar, in response to a request of Superintendent Frazier, for a fireman. Warner went as stoker from Mendota to Bakersfield on the train carrying the regulars.

Superintendent Frazier returned to Fresno with the other three men early this morning, and they were kept in hiding at the depot hotel all night. While walking on the street they were met and recognized by other railroad men, who convinced them that it would be best and safest to promise not to work on trains carrying Pullmans.

The local firemen consent to handle all trains not hauling Pullmans. It is evident that sears were to replace firemen who refuse to strike on forbidden trains. Mendota railroad men put a rope around Fisher's neck and made him walk out of town. He was picked up by the special engine when returning to and brought to Fresno.

STOCKTON, July 3.—The train which started out of Oakland pier at 10 o'clock this morning for Stockton in charge of Conductor C. E. Heatt, was delayed at this evening. The train was out in two by strikers at Sixteenth street, Oakland, and a second start was not made until 1 o'clock. Then a boxcar was met on the track at Shell Mound Park with brakes set and the brake wheel gone. The blow given the boxcar by the engine broke the chain and the car was pushed ahead with a brakeman on it. It signal and finally ran onto a siding. The train then came on without further trouble. This was the first train that came by way of Port Costa since Saturday. The regular evening train came in to-night by the way of Livermore.

BROKE THE STRIKE. Matters Coming to a Head on the Coast Division. SAN JOSE, July 3.—The teup on the Coast Division in this city is about over. This morning two through trains for San Francisco and Monterey passed through this city. The strikers were unable to get the Sixteenth-street yards crew and crew for Oakland via Niles since the teup left this morning at 5:45 with a non-union fireman in the cab. The train for San Francisco on the Coast Division also got away. The Southern Pacific company posted a notice in the broad-gauge depot this morning notifying the strikers that if they did not return to work by 1 P. M. it would be considered that they had left the company. As the strikers at this point are nearly all men of family they decided that the best thing to do was to go back to work, and notified the agent to that effect. The freight hands will not go to work till Thursday, but the switching crew began straightening out the freight yards to-day.

The narrow-gauge strike is still on, though all the passenger trains are running.

STRIKERS HOT.

Ebullitions of Force in Oakland. THEY ARE ENJOINED. Judge McKenna Follows Judge Ross.

CHARGES OF CONSPIRACY. United States District Attorney Garter the Orator. FREIGHT AND MAIL BY RIVER. Mrs. Stanford Arrives in Triumph. The Crisis Welcomed at Fourth and Townsend.

Everybody was prepared for anything that might happen on the Oakland mole yesterday, and it nearly came off several times. At no period since the strike have the sheds been so crowded as they were from the first boat in from the city until long after the last train had departed. A feeling of vague unrest was in the air, and it was not confined altogether to the breasts of the railway officials.

That something was going to happen was certain. Just what or from what direction it might come was uncertain. The crowds lounged this way and swayed that, talked and speculated and waited. It was a monster Micawber, with a sort of a hankering for bloodthirsty tidings.

The news came that the special train bearing Mrs. Stanford, which had laid over night at Willows, would be in about 10 o'clock in the morning. This was followed a short while later by the intelligence that the Southern Pacific, taking advantage of the permission given by the A. R. U. to Mrs. Stanford, would endeavor to run a Pullman train in ahead. Should such a move be made, it was quickly surmised, there might be trouble. As it happened, things turned out in this manner somewhat later, but the Southern Pacific people deny that there was any design in the matter at all.

About 10:30 o'clock excitement was at fever heat and the news ran down the line that the Stanford train was coming. Fifteen minutes later the news spread that the train had been stopped at the Sixteenth-street crossing in Oakland and that deputies on the train for Tracy, which had left the mole a few moments previously, had been taken off, disarmed and mobbed and that a raging riot was in progress. As if to confirm the news, the Tracy train was slowly backed into the sheds and the fireman, John Alexander, was not aboard.

Excited groups gathered around the cars and the story of the stoppage at Sixteenth street was told in a hundred different ways. The tension was getting extremely severe, when another train was seen rounding the curve by the first tower and in a few moments the long-expected Stanford special drew up.

It was in charge of Conductor Brady, with Engineer Poor and Fireman Silva, and had on board the A. R. U. escort of Mrs. Stanford, consisting of G. J. Harly, President T. J. Roberts of the A. R. U., T. Glaze, S. Baker, George Dillingert, Maurice Harmon, F. W. Walraven, William Fitzgerald, H. L. Walthier, E. E. Seiler, J. F. Hearney, W. A. Ray and G. A. Coffeter.

President Roberts of the A. R. U., who had arrived at the depot by request of the railway officials, was one of the first to alight from the train, and Mrs. Stanford and her party soon followed. Mrs. Stanford was taken to Superintendent Wilder's office and left for San Francisco by the first boat.

Mrs. Stanford was delighted, she said, to get down, and said she had been treated like a queen by the young men who had been sent down as her escort by the A. R. U.

They did everything to make things pleasant for me all the way. At Dunsmuir we had a band of music and flowers and fruit. I was much touched, but I knew, as they told me, it was all a tribute to my husband's memory."

Mrs. Stanford did not care to say anything concerning the strike.

Rumors of constantly increasing trouble at the Sixteenth-street yards grew and grew and soon seemed to draw a large number of waiting passengers and loungers from the mole in that direction, so that for a time there was comparative stillness in the sheds. The Tracy train was sent out again, this time with yard engine No. 187 running ahead. It passed the first tower all right and was going ahead some distance above when the switch engine was suddenly swerved onto a sidetrack, which had been left open, and crashed into three boxcars standing there. The switch, which had been left open in the excitement, was turned in time enough to prevent the train from following the switch engine, and it passed safely on its way, although rumor had it that it was ditched later at Emeryville. The end of one of the boxcars was completely smashed by the collision with the switch engine.

There was not much to keep up the excitement until about 1 o'clock, when a number of the striking railroad men came down on the day coaches and gathered around the switch engine which had crashed into the boxcars. They were talking concerning the happenings at Sixteenth street, when Special Officer Kellogg of the railroad forces took it upon himself to disperse them. He grabbed one by the coat and seemed to be preparing for hostile demonstrations, when the man told him he guessed he had better not. A ring of strikers gathered round and told Kellogg to his teeth he dare not hit the man. Superintendent Wilder arrived on the scene about this time, loudly declaring that he didn't want any fighting there.

All who haven't business here had better get out," he concluded. "This is private property."

Master Mechanic McKenzie and several others gathered around their chief and counseled all sides to keep cool. There were a number of deputies present and special railroad watchmen, and it looked for a minute as if a conflict was at hand.

Division Superintendent Wilder broke away as he caught sight of Sheriff McKillop and loudly called upon that officer to clear the yard of the strikers. The Sheriff could not be made to see it in that way and coolly turned on his heel. The strikers dispersed as they pleased.

Besides the Stanford special four other trains had arrived before the noon hour. No. 88 got in from San Jose at 8:17 o'clock

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Division Superintendent Wilder broke away as he caught sight of Sheriff McKillop and loudly called upon that officer to clear the yard of the strikers. The Sheriff could not be made to see it in that way and coolly turned on his heel. The strikers dispersed as they pleased.

Besides the Stanford special four other trains had arrived before the noon hour. No. 88 got in from San Jose at 8:17 o'clock

in charge of Conductor Costigan, Engineer Bradley in the cab. No. 94 pulled in from San Jose ten minutes later. No. 30 from San Ramon and Calistoga got in at 9 o'clock and No. 18 from Stockton at 10:07. In the afternoon the train from Galt pulled in at 4:20 o'clock and reported a midnight chase for the lives of the crew from Galt to Stockton. Along about 2 o'clock in the morning, while at Galt, the crew received word that a handcar had been stolen on the road by some fourteen strikers, and that they were coming down to make things lively for the crew. A hasty consultation was held and it was decided to pull out for Stockton and safety. Engineer Van Gees pulled the lever for all side was worth, threw the throttle wide open, sailing along the track at a rate which made the raw fireman's hair stand on end. When they reached Stockton he promptly deserted and had not been seen since. The train returned to Galt and left for the mole at 2 o'clock yesterday afternoon, a Deputy United States Marshal on the train and the postal clerks firm.

The first train out in the morning was No. 33, Engineer Goff and Conductor Clough. It left at 8:12 for San Ramon and Calistoga. No. 83 left for Galt at 9:10, Engineer McGraw and Conductor Dolan. In the afternoon No. 35 left at 4:52 for San Ramon, with Engineer M. M. M. and Conductor D. McIntyre. No. 13 left for Davis three minutes later, with Engineer Taylor and Conductor Dyer.

No. 91 got out for Stockton about 5 o'clock in charge of Conductor Billy Martin, with Engineer Marsh in the cab. The local for San Jose departed a few minutes later.

STRIKERS GET MAD. They Stop the Stockton at Sixteenth Street. For the first time since the strike began Oakland was nearly the scene of a fight. So far the strikers have maintained order and quiet