

SOLDIERS AT HAND

Blue-Coated Representatives of Government Overawing the Turbulent Strikers.

SITUATION IS BUT LITTLE IMPROVED

Railroads Still Hampered in Their Operations by the A. R. U. Boycott.

MILITIA OPENLY DEFIED AT MANY POINTS

Mobs Refuse to Respect the Show of Authority of State Troops.

CHICAGO REMAINS OMINOUSLY QUIET

Embargo at Blue Island Partially Raised Yesterday—St. Louis Worse Off for the Day—San Francisco Still Tied Up—The Outlook.

Very little change is noted in the strike situation, except that matters are more grave, in view of the presence of state and federal troops at points where the trouble has become the most serious. Clashes with state troops have already taken place, and that bloodshed has not followed is because of the forbearance of the officers in command of the militia.

United States regulars are stationed at various points in Chicago, and these had the effect of quelling the mob that a few trains were moved in the city yesterday, and the blockade at Blue Island was partly raised.

Strikers at Sioux City stoned a company of the Fourth regiment, Iowa National Guards, when it was moved forward to clear a depot platform. San Francisco and Stockton militia refused to attack the mob at Sacramento, because strict orders not to fire had been given. The mob is in control there.

United States regulars at Pueblo have raised the embargo on the Santa Fe and trains between Denver and Pueblo were moved.

At St. Louis the tie-up is more rigid, as engineers refused to go out with nonunion firemen.

Cincinnati reports the strike practically over.

Memphis and other southern points have been drawn into the trouble and are mostly tied up.

The Fifteenth regulars arrived in Chicago at midnight Tuesday night and were at once stationed at points where trouble was feared.

DA: WAS QUIET AT CHICAGO.

Trains Are Dispatched, Though Not with Accustomed Regularity.

CHICAGO, July 4.—Taken in its entirety the day has been a quiet one in strike circles, barring an occasional flurry caused by the gathering of the mobs in the stock yards district, which, however, were held in check by police and deputies, backed up by the near proximity of a detachment of regulars, for whom the strikers have a wholesome respect. Trains are once more moving at Blue Island, the turbulent element having suddenly simmered down when confronted with pieces of ordnance and glittering bayonets.

After the troops disembarked at the stock yards strikers vented their spleen by drenching the two regulars with water, and disabled the engine by shoving coupling pins into the cross head guides, being careful, however, to wall off the regulars had got a safe distance away.

The Chicago & Northwestern today resumed its passenger service, which is now moving regularly and arriving at Chicago. The Illinois Central announces that suburban passenger service will be resumed tomorrow morning.

The Santa Fe and the Alton service is still seriously crippled, though the Santa Fe passenger trains are moving on time.

The Baltimore & Ohio passenger is normal.

Nickel Plate freight service is at a standstill and passenger trains irregular.

The Chicago & Calumet terminal is at a standstill.

The Michigan Central got out a train of forty cars of meat today. The situation is improving.

The Milwaukee & Burlington went out with their trucks and full equipment.

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man trials, both passenger and freight. Late this afternoon Captain Young of company F, Kansas National Guards, at Kansas City, Kan., received a telegram from the United States marshal at Topeka requesting him to immediately send as many abolitionists as he could get to the depot at that point. In response a car load of men was started there late tonight.

WAS BETTER FOR SOME ROADS.

Trains Ran Both Out and In on the Rock Island Yesterday.

With nearly all the officials at this point Independence day was one of great moment. At an early hour all the general managers were in their offices and the interest they showed in the numerous strike telegrams received from all parts of the country indicated the fear of a day of rioting. But, as the afternoon wore away and no overt acts were reported on their several systems, many of the officials took the remainder of the day off to visit their families, some of them to instruct their youthful heirs as to the true meaning of July 4.

Early in the morning the Union Pacific attempted to move No. 3 out of Ogden, with the assistance of twenty-four deputy marshals under the command of Marshal Nat Brigham. The strikers at that point, however, filed their emphatic protest against federal interference and proceeded to take the train from the marshals, calling off and sidetracking the Pullmans. This, in fact, was the first time that the strikers made assurance doubly sure, they cut the air hose on the sleepers. So powerless were the deputy marshals in coping with the strikers that the Union Pacific gave up its attempt to lift the embargo and abandoned the train.

Superintendent Bancroft telegraphed these facts to headquarters and stated trains could not be moved until they received the assistance of United States troops, which it is understood have been asked to be sent to that point. At Fort Douglas told to hold himself in readiness for action.

Superintendent of the Union Pacific shows the determined spirit of the strikers west of Cheyenne. Tuesday the train on Green River was taken in hand by a large number of strikers and unmercifully pounded. It was roughly handled by the strikers and the train was abandoned. The strikers are now making connections with the Union Pacific, Denver & Gulf for Denver.

For the first time in three days the Rock Island sent out No. 6 at 4:40 p. m., and No. 10 at 6:30 p. m., with full Pullman equipment, but the strikers were not allowed to get on the train. The strikers were not allowed to get on the train. The strikers were not allowed to get on the train.

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is quiet at 11 o'clock. Four companies of the Fifteenth United States troops from Fort Sheridan arrived here at 5:30 a. m., over the Rock Island line and are camped three-quarters of a mile from the spot where all the trouble has occurred. The troops are in command of Major Taylor of the first battalion. The train was commanded by Deputy Marshal John A. Logan, and also District Attorney Melchior was on board. No serious trouble is expected. The strikers on the train that pulled the regulars—were refused to assist in backing the train into the switch when the soldiers were disembarked. He was put in charge by Marshal Arnold, and Roadmaster James Conlon fired the engine through the switch. The train was under arrest in the roundhouse. Wrecking crews will be brought in this morning and the yards will be cleared under guard of the United States soldiers. No demonstration was made when the regulars were brought in.

Engines 579, with Master Mechanic Fitzgibbon holding the throttle, and one freight car carrying ten deputies and four privates under command of Lieutenant Jamison, left Blue Island at 10:30 for Morgan Park. The train was met by a mob of strikers and overturned last night. They will then go to Forty-seventh street and clear the block there. The corporal's guard consisted of Sergeant Johnson, the first sergeant, and four privates, and his four men, the best shot in the regiment. They were placed on the car ready for marksmanship in case of necessity.

Trains began to run again. The train of the last four days, eastbound, which were held at Joliet, Nos. 20, 2, 4, and 6, were held at Joliet. The strikers at the yards to await further orders. The first had eight soldiers and ten deputies on board and was not molested, though carrying five Pullmans. The rest of the train, which carried five and six Pullmans. Not a thing was done by the strikers.

Ten deputy marshals and eight soldiers have been sent to the Rock Island crossing to escort train No. 4, which should have been here Sunday morning, but has been held at Joliet. The strikers at that point, however, filed their emphatic protest against federal interference and proceeded to take the train from the marshals, calling off and sidetracking the Pullmans. This, in fact, was the first time that the strikers made assurance doubly sure, they cut the air hose on the sleepers. So powerless were the deputy marshals in coping with the strikers that the Union Pacific gave up its attempt to lift the embargo and abandoned the train.

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from the mountain regions of the north to the riotously inclined strikers already here portended grave consequences and the whole population is not unreasonably anxious.

General Stephens, when ordered to clear the depot of strikers, asked for a written order from the United States marshal. Baldwin refused. It was then the officers declined and the Stockton companies followed their example. Baldwin then ordered the strikers to get on the train. A large number of soldiers from San Francisco have overcome by the intense heat. Mayor Baldwin refused to clear the depot. He was ordered to keep away from the scene of the disturbances. The strikers are masters of the situation tonight. They have completely paralyzed the depot and the trains, with the exception of one company, have retired for the night.

At 9 o'clock everything is quiet at the depot. The strikers are in possession, but are making no demonstrations. Marshal Baldwin and a committee of strikers had a conference tonight. The strikers had wanted the committee to clear the depot, but the committee refused unless the Pullman sleepers were removed. The strikers would not yield, and the committee withdrew.

NO TRAINS OUT OF OAKLAND.

Strikers Still Maintain Their Grip on the Situation at that Point.

SAN FRANCISCO, July 4.—The troops of the state as well as those of the federal government are now in the field to protect property against the strikers in the great city. The strikers have been in a most serious stage and excitement reigns in every railroad center in California. Early this morning the First and Third regiments of the national guard reached this city from Sacramento. They are prepared to remain here until the strikers are dispersed. The strikers are in possession, but are making no demonstrations. Marshal Baldwin and a committee of strikers had a conference tonight. The strikers had wanted the committee to clear the depot, but the committee refused unless the Pullman sleepers were removed. The strikers would not yield, and the committee withdrew.

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and every one guilty of an infraction of them." Six men comprising the strike committee at Chicago and to be held in pursuance of instructions received from Washington last night. All is quiet here today and there is no change in the situation.

The Chesapeake & Ohio yardmasters quit, refusing to work with nonunion men. Several of the yard engines' crews quit, and the situation on the Chesapeake & Ohio is bad, with no prospect of early betterment.

ARRESTING STRIKE LEADERS.