

STRIKES AND TROOPS

The Situation Becoming More and More Dangerous.

GENERAL MILES AT CHICAGO

Strike Paralyzing Business all Over the Country--A Few Passengers but no Freight Moving.

East of the Rockies. CHICAGO, July 3.--The Pullman boycott is gradually spreading. The Burlington, which employs non-union men, is about the only Chicago road not affected. The Chicago & Northwestern, which up to last night had escaped, is completely tied up today, its suburban traffic is very heavy, and great inconvenience results from the stoppage of this branch of business. The Illinois Central, Erie, Milwaukee & St. Paul and the Great Western, all report like conditions. A general tie-up at Detroit today stops the Michigan Southern and the Michigan Central effectually. The Western Indiana Terminal, over which the Grand Trunk, the Chicago & Erie, Wabash, Eastern Illinois, Santa Fe and Monon roads enter the city, was handling passenger trains with a reasonable degree of efficiency up to last night. Today all these roads are again in trouble. A new difficulty is presented by the refusal of the engineers and firemen to risk lives by working with green hands, and the railway managers themselves are not anxious for fighting. They are exceedingly fearful of precipitating a battle on the 4th of July, and will make no serious effort to move trains before Thursday morning. They also say a suspension of business at this time is not an unmixed evil. "We know perfectly well the freight is in the country and must be moved sooner or later," said one today, "and we shall ultimately get our share. It will not be long before the inconvenience resulting from this suspension will be keenly felt everywhere, and then we believe public sentiment will be a great factor in the extinction of Debs and his people. The prices of provisions is advancing very rapidly, and fruits, ice and all kinds of perishable property are commanding high prices."

Worse at St. Louis. ST. LOUIS, July 3.--The strike situation in the territory tributary to St. Louis is decidedly worse today. All the American Railway Union men on the Western division of the Wabash struck today, and the engineers refused to work with "greenhorns." On the Cotton Belt, the American Railway Union men went out during the night, leaving that system in bad shape. The First Regiment of the Missouri National Guard has been ordered in readiness for service. At East St. Louis all the warehouse laborers struck closing every freight house. Not a single road on that side of the river has a complete switching crew. One road on this side which has been handling its own business with its own crews is the St. Louis, Keokuk & Northwestern division of the Burlington. This morning the switchmen and yardmen in the St. Louis and Southern St. Louis yards, of the Iron Mountain road, returned to work.

Serious Trouble Expected. ST. PAUL, July 3.--The Burlington passenger train for Chicago and St. Louis was stopped at Westminster street, in the East St. Paul yards, this morning. Two men jumped on the train and cut the air brakes, and at the same time an explosive of some kind was thrown under the engine, blowing out the cylinder head. The train came to a dead stop, and a few minutes later the Northern Pacific train for Fargo came from behind at a rapid speed. A collision was averted by the prompt action of the engineer, who stopped his train within eight feet of the Burlington. A large crowd of strikers and many women are at Westminster street, and serious trouble is looked for tomorrow. Many special police and extra United States marshals were sworn in today. Nothing is moving except passenger trains.

Coxey on the Stamp. MINNEAPOLIS, July 3.--"Gen." Coxey arrived today to fill an engagement to speak at a local labor picnic tomorrow. He declared he was not responsible for the deprivations of some of his followers in various parts of the country but the movement had accomplished great good in calling attention to the condition of the industrial classes. He declared he was certain of election to congress.

Closing up Freight Houses. MILWAUKEE, July 3.--The Milwaukee & St. Paul and Northwestern are moving passenger trains. Freight business is seriously hampered, however, and the Northwestern has closed its freight-houses. The breweries are the worst sufferers.

Closing up Freight Houses. CHICAGO, July 2.--Judges Grosecup

and Woods, in the United States court, issued an injunction today restraining the strikers, based both upon the municipal laws and the interstate commerce act. It is a very sweeping order, and aims to protect the roads in the transportation of freight as well as in carrying the United States mails. The injunction names twenty-three roads, all in the membership of the railway association, and the Union Stock Yards Transit Company, that must not be interfered with. All members of the union, and "all persons whatsoever" are ordered to refrain from interfering with the trains, freight or passenger. The men are also ordered not to enter the yards or premises of the companies with intent to do unlawful acts, or to compel, by threats, violence, or by any other means, the employees of the road to quit work. The order also enjoins the defendants from inducing by "persuasion, threats, violence, or by any other means, the employees of the companies to leave the service of the company, or to induce them to refuse to perform their duties."

Fight at Blue Island. CHICAGO, July 2.--Today's developments in the great Pullman-American Railway Union strike have been prolific in sensationalism, the principal theater of action being in Chicago and adjoining suburbs. Wild rumors were rife, and when it was announced more orders had been issued for the Second regiment to proceed at once to Blue Island, 18 miles out, extra editions of all the evening papers with warlike headlines were eagerly scanned by thousands of people. This report proved later to be unfounded. The first serious clash occurred today, when 200 deputy United States marshals were surrounded at Blue Island by 2000 strikers, who openly defied the federal authority. Weapons were drawn on both sides, and Deputy Marshal Logan badly cut with a knife, but when a bloody conflict seemed imminent, the deputies retired to their barracks to await reinforcements, leaving the strikers masters of the situation. During the battle United States Marshal Arnold was pulled off a car platform and kicked and rolled over in the dirt by strikers.

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Strike Ended at Cincinnati. CINCINNATI, July 4.--Railway officials tonight consider that the strike is over, unless it is affected by influences from connecting points. Superintendent Peters telegraphed the Pennsylvania officers that another day would see the last of the strike here. The Chesapeake & Ohio soon overcame the trouble today with its freight and yardmen, and is running full forces on all trains tonight. The Southern's men tonight asked to get back unconditionally as a body. The Louisville & Nashville, Cincinnati, Hamilton & Dayton, the Baltimore & Ohio Southwestern and other roads have taken back enough old men to be fully equipped, and are holding the new men. All are running freight, including livestock. The Big Four made some progress here today, and announce that its freight and passenger trains will run tomorrow.

Meat Scarc in New York. NEW YORK, July 3.--This city is threatened with the worst fresh-meat famine it has experienced in 20 years, on account of the railroad strike. Nothing in the way of livestock or dressed meat has started from Chicago to this city since Friday. Prices on all meats went up with a bound this morning. The consumers will have to pay from 25 to 50 cents per pound for meat. The delicious fruits which are brought overland from California have suffered most through the railroad strike. Some fruit is still coming, but there will be little received after tomorrow until after the strike is settled.

The Northern Pacific. SEATTLE, July 4.--The hope of avoiding a strike on the Seattle & Lake Shore road was abandoned at 2 a. m., when the men refused to handle the incoming Portland train, manned by a nonunion crew. The men declared they would not handle Pullmans, and Superintendent Kline discharged them. This morning he was equal to the emergency, and had non union engine crews ready to take the place of the deserting crews. The result was that trains went out as scheduled.

Azoff Sentenced to Be Hanged. SANTA CRUZ, July 3.--Anthony Azoff, who shot and killed Len Harris, was sentenced this morning to be hanged at San Quentin, September 12. This afternoon Azoff was prevented from committing suicide. A sharpened spoon was taken from him. He was seen by the other prisoners sharpening the spoon, and the sheriff was notified.

Passengers Undergoing Hardships. BLOOMINGTON, Ill., July 3.--There are five passenger trains on the Chicago & Alton lying on a side track at the Union depot. Every trainman on the Alton is out except the engineers. They may decide to go out at the round house meeting today. There are 600 passengers here, and many cases of great hardship.

General Miles in Command. WASHINGTON, July 3.--General Nelson Miles, commanding the department of the Missouri, was recalled from leave of absence for consultation with officials concerning the strike situation. He left for Chicago to assume control of the government troops.

Will Make Another Effort. BLUE ISLAND, Ill., July 3.--General Superintendent Dunlap has concluded to make another effort to clear the blockade before making another appeal for troops. Fifty more deputy marshals arrived today.

Garrison Ordered Out. WASHINGTON, July 3.--Orders have been prepared and the whole garrison at Fort Sheridan under Col. Crofton, of Chicago, has been ordered to prepare to move. The garrison consists of eight companies.

Abandoned at St. Joseph. ST. JOSEPH, Mo., July 3.--Employees of the Kansas City division of the Chicago & Great Western road quit work today. Trains for Kansas City were abandoned here.

Troops at Battle Creek. LANSING, Mich., July 3.--In response to information from the sheriff of Calhoun county, Governor Rich has ordered the Fourth regiment to assemble in readiness at Battle Creek.

The Wabash Shops Closed. TOLEDO, July 3.--This morning 450 employed in the Wabash shops were informed the shops were closed on account of the interference of strikers with trains.

Russia Objects to Japan. ST. PETERSBURG, July 3.--The government has served notice upon the government of Tokio that Russia will not permit Japan to occupy Corea.

The Chronicle is prepared to do all kinds of job printing.

THE MILITIA NOT IN IT

And They Refused to Charge When Ordered.

THE MID-WINTER FAIR ENDED

The Regular Troops in Chicago March Beside the Trains But the Strikers Get There.

Regulars in Chicago. 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 mobs in the stockyard district, which, however, were held in check by police and deputies, backed up by the near proximity of a detachment of regulars from Fort Sheridan, for whom the strikers have a wholesome respect. Trains are once more moving at Blue Island, the turbulent element having suddenly scattered down when confronted by pieces of ordnance and glittering bayonets. After the troops disembarked at the stockyards, the strikers vented their spleen by ditching the two rear coaches of the troop train, and disabled the engine by shoving coupling pins into the cross-head guides, being careful, however, to wait until the regulars were a safe distance away.

The Chicago and Northwestern today resumed its passenger service, which is now running regularly and without interference. The Illinois Central announces that its suburban passenger service will be resumed tomorrow. The Atchison & Topeka and Alton service is seriously crippled, though the former's passenger trains are moving on time. The Baltimore & Ohio passenger service is normal, while the Nickel Plate's freight service is at a standstill, and passenger trains are irregular. The Chicago & Calumet Terminal is at a standstill. The Michigan Central sent out a train of 40 cars of meat today. The Pennsylvania announces that it will be moving perishable freight to and from Chicago tomorrow.

AT THE STOCK YARDS. UNION STOCK YARDS, Ill., July 4.--Soon after 2 p. m. a train was seen coming into the yards on the Lake Shore road at Fortieth and West avenue. The mob that had been loitering around Halsted street since the first trouble this morning, immediately started toward the train with the intention of intercepting it. The train was made up of three passenger cars, containing six artillery and five cavalry companies of United States troops, in all about 175 men, together with ten cars of cavalry horses and two flat cars loaded with half a dozen gatling guns. On the engine and tender were stationed eight artillerymen with a pistol in one hand and a rifle in the other. Troops were on top of the box cars with loaded rifles, which they held in a threatening position.

With this formidable showing the troops failed to intimidate the crowd, who at once uncoupled the two rear cars and threw several switches. Then they crowded around the engine and succeeded in getting the engineer to abandon his post. A nonunion man who accompanied the soldiers, and who is said to be a cousin of William Pinkerton, the detective, volunteered his service to act as engineer. The train started again, after connecting the cars that had been uncoupled, but it had not proceeded more than about a block when the cars were again uncoupled, this time in the center. The troops were then ordered out of the cars and marched along the train on both sides, clearing the way and keeping the mob back until the train was made up and started for the yards, arriving at the depot at 3 o'clock. The troops immediately went into camp at Dexter Park.

Sacramento's Most Exciting Day. SACRAMENTO, July 4.--This has been the most exciting day in the brief history of the strike. Early this morning 1,000 armed militia arrived here from San Francisco and Stockton and proceeded to the armory. As they proceeded down L. street countless thousands of people lined the sidewalks and alternately cheered and hissed the troops. The anniversary of the birth of the nation seemed to have been forgotten in the great struggle between capital and labor. After reaching the armory the troops halted and were received by General Dickenson. Subsequently they entered the big building, where they were served with breakfast. Soon after 11 o'clock General Dickenson ordered the troops to load their guns, preparatory to going to the depot. During the

loading process a gun in the hands of a member of the company from San Francisco exploded, seriously wounding O. H. Wing, a local fireman, and injuring two soldiers. Wing was shot through the bowels, and will die. One of the soldiers was shot through the right leg, and is now in the railroad hospital. The other escaped with a flesh wound. In anticipation of a lively scrimmage between the soldiers and strikers, an immense crowd gathered at the depot this morning. It was not until 10 o'clock that the San Francisco First and Third regiments and the two companies from Stockton marched up Sixth street to J. thence to Second to the depot, with companies G and E of Sacramento, at the right of the column. As soon as this body of nearly 1,000 men were observed heading for the depot, a stream of people proceeded them and crowded the west end of the depot. The Sacramento regiment was ordered to clear the depot of the crowd, but the further advance of the regiment was blocked by a dense mass of people who refused to retreat from the soldiers. They were reasoned with by United States Marshal Baldwin and others and urged to permit the soldiers to enter without a collision, but they refused to move.

General Sheehan then reported to Marshal Baldwin, by whose request the troops were sent here, and under whose command they were, and explained that it was impossible to clear the depot without using force, and asked for a written order to fire, but the marshal refused to give such an order. At first he said that he was not aware that the troops were under his control, and that he would give no orders until the law setting that fact was pointed out to him, and it was made plain that the troops were under his orders. He was then asked by the military authorities what he wished the troops to do, and replied that he wanted the Yolo and American river bridges guarded. General Dimond was asked to make a detail to carry out this desire of the marshal, which he did by ordering General Sheehan to detail one company to guard the Yolo bridge. Company G, of the Sacramento regiment, was detailed for the Yolo bridge and company E, of the same regiment, for the American bridge. Companies G and E were reported as ready to obey orders.

Acting under instructions from the United States marshal, General Sheehan commanded the Sacramento companies to clear the depot of strikers. The men marched into the depot amid the wildest cheering, but when the order to disperse the mob was given they lowered their guns and marched from the depot. This was the signal for a tremendous amount of cheering. The strikers shouted and yelled, and one of their number climbed upon an engine and triumphantly waved an American flag. The Stockton companies were then called upon to clear the depot, but, likewise, laid down their arms and returned to their barracks. As the Sacramento and Stockton companies marched up Second street to the armory they were enthusiastically cheered. Realizing the futility of further attempting to disperse the mob, Marshal Baldwin ordered General Sheehan to have the troops return to the armory. Amid the wildest cheering the soldiers then marched back to the armory.

Blue Island's Blockade Raised. BLUE ISLAND, Ill., July 4.--The blockade on the Rock Island was entirely raised at 1:15 p. m., and trains that have been tied up for five days began to move. The first of the trains that were stalled at Joliet came up to the track guarded by soldiers. Ten cars, half of them Pullmans, made up the train, which was followed every few minutes by six other trains of equal length, all guarded at the point of the bayonet. The spectacle of this procession of empty trains on the track was more novel and interesting than any Fourth of July procession which could be produced. All the deputy sheriffs have been withdrawn, and a large number of them have gone to Riverdale, on the Illinois Central, where trouble is expected.

The Midwinter Fair Is Ended. SAN FRANCISCO, July 4.--The end of California's Midwinter fair came today, when San Francisco day and the national holiday were jointly celebrated. The exposition was formally opened January 27. The total attendance up to this morning was 2,140,154. Today over 75,000 people passed through the gates, making a total attendance of over 2,200,000.

Richard Croker Back from Europe. NEW YORK, July 4.--Richard Croker arrived today on the steamer Majestic. From the pier he was driven direct to Tammany hall, where the Fourth of July celebration was in progress. His appearance was greeted by enthusiastic cheering.

That Pie



I had for dinner was the best I ever ate. Thanks to COTTOLENE, the new and successful shortening.

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THEY'RE ALL DIFFERENT

Nobody Ever Saw Two Women Who Were Just Alike. One of the constitutional opinions of the average man is that women are all alike, writes Junius Henri Browne in the Ladies' Home Journal. It crops out in his speech perpetually, sometimes in the way of kindness and sympathy, oftener in the way of derision and contempt. When a wife has forgiven some great wrong done by her husband, when a mother has sacrificed herself for her children, we hear: "It is just like a woman." We hear the same thing if she has deceived her lover or involved her father in debt. This dissent is due to the fact that some men are sentimentalists, and that more men are cynics. The former are always praising women; the latter are generally sneering at or decrying her; but both think that she has only one nature.

The sentimentalist believes her to be good, gentle, loyal, truthful under every circumstance; the cynic pronounces her bad, harsh, inconstant, hypocritical or unjust. Neither is wholly right or wrong. She is good and bad, gentle and harsh, loyal and inconstant, truthful and hypocritical. Her qualities depend largely on the individual, and the individual varies with mood and environment. She is not out of the ideal, nor is she drawn from dejection. She is primarily human, as man is; a compound of brain and body, of strength and weakness, of generosity and selfishness, of charity and prejudice, of altruism and egotism, of affection and aversion. Some women are far better, some women are far worse than the mass; but, better or worse, they are fundamentally unlike one another, and often unlike themselves. Poets and novelists may, to a great degree, be responsible for the average man's opinion of woman. The poets have ordinarily used her as a vehicle of passion and romance; as a source of light to set off the darkness of men's sins. She has been portrayed as their better angel, as turning them from vicious courses, as comforting them in illness and affliction, as recompensing and blessing them after all their trials with her unaltered love.

The Land of Ducks.

There are more ducks in the Chinese Empire, says an authority, than all the world outside of it. They are kept by the Celestials on every farm, on the private roads, on the public roads, or streets of cities and on all the lakes, ponds, rivers, streams and brooks in the country. Every Chinese boat also contains a batch of them. There are innumerable hatching establishments all through the Empire, many of which are said to turn out about 50,000 young ducks every year. Salted and smoked ducks and duck's eggs constitute two of the most common and important articles of diet in China.

Sufferers from chills and fever, who have used quinine as a remedy, will appreciate Ayer's Ague Cure. This preparation, if taken according to direction, is warranted a sure cure. Residents in malarial districts should not be without it.

The American manager who has engaged Slivinski, the pianist, sent him a cable dispatch before departing: "On no account have your hair cut."

Whiskers that are permanently gray or faded should be colored to prevent the look of age, and Buckingham's Dye excels all others in coloring brown or black.