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BOYCOTT AND STRIKE

Stage Lines are Called Into Existence.

TROOPS ARE ORDERED OUT

Lack of Shipping Facilities is Causing Many Industries to Close—Concerning the Roads.

The Effect in San Francisco.

SAN FRANCISCO, July 1.—The continuation of the strike has so badly demoralized the trade of large business houses and manufacturing establishments as to necessitate the closing of many stores and a temporary suspension of operations until there is some prospect of receiving and shipping goods. Many clerks, laborers and mechanics are affected by the decision of those concerns which will shut down. One establishment alone throws 200 men out of employment. There are many stores and commission houses which have notified their employees that their services will not be required tomorrow, Tuesday and Wednesday. The heads of these houses hope that the strike will be settled by Thursday. Such houses have taken advantage of the Fourth of July and have concluded that it's better to shut up the shop than to keep a large number of men around with nothing to do. Other business houses have agreed to keep their stores closed until the tie-up on the railway is raised, and freight and goods commence to be sent out and received. The California Sugar Refinery, which employs in the neighborhood of 800 men, is one of the establishments which will cease operations until the railway war is ended. The American Biscuit Company has also notified its 200 employees that it will not need their services until Thursday, and if the trouble between the railways and train hands is not settled by that time, the factory will have to shut down for a longer period.

In the Twin Cities.

ST. PAUL, July 1.—At the headquarters of the American Railway Union it was stated tonight that the number of men on a strike in this city, as an outgrowth of the Pullman boycott, was 1360. Of this number over one-half are employees of the Northern Pacific, and most of the remainder are on the payrolls of the Chicago Great Western, the Milwaukee & St. Paul and Burlington. About 150 are out at Minneapolis. Reports to the union were to the effect that, in spite of trains running pretty regularly in the passenger service, freight traffic was paralyzed. The officials admit that traffic is pretty well demoralized, but scout the idea that they will ever give up the fight. A meat famine is threatened.

The Northern Pacific.

TACOMA, July 1.—No train left for Portland today, but two trains arrived from Seattle. The Portland train should have pulled out at 11 a. m., but the fireman would not work and no one could be found who would take his place. A force of 30 deputies is guarding the Northern Pacific Co.'s property at the Seventeenth street depot. This afternoon a crowd of about 500 strikers and hoodlums attacked the deputies, throwing rocks at them and calling them the vilest names. Deputy Harmon was struck on the head by a rock and almost knocked senseless. The police finally interfered and dispersed the mob.

Regarding the Mails.

PHILADELPHIA, July 1.—John W. Hayes, general secretary of the Knights of Labor, is doing his best to have the government keep its hands off in the present fight between the railroads and their employees. He has written the following letter to congressmen in support of a resolution to be introduced by Senator Kyle tomorrow, at the instance of Mr. Hayes:

"We beg leave to call your attention to the joint resolution, introduced in the senate today, Monday, July 2, 1894, and ask for it at your hands immediate and favorable consideration. The United States government, if we are correctly

informed, contracts with the various railroad corporations to carry United States mails. In no case do the contracts call for the attachment of other cars than mail trains. The various companies, whose employees are now on a strike, are seeking to enlist the services of the United States government in coercing their employees to perform services against their will, under cover of the said contracts for carrying mails. It is well known that these employees stand ready at all times to do service on mail trains.

"In view of these facts and the heretofore declared policy of the government in no way to interfere with private enterprises, such as railroad corporations unless the laws of the land are violated, we hereby petition you to carry out this declared policy now by the passage of the Kyle joint resolution. The railroads are either public or private enterprises. If the former, it is the duty of the government to assume control thereof and give to the employee the same fair emolument and just treatment accorded to all other employees. If the latter the government has no right to interfere in any way between railroad corporations and their employees, or to render the former the assistance of the United States courts or armies in coercing said employees.

"If the mail contracts of the government with the railroad companies are not complied with, there is ample remedy in the penalties attached and in the courts of the land. Believing the above to be facts in the case, we respectfully petition you to do justice to the great mass of your constituents by the immediate passage of the Kyle joint resolution."

Hayes expresses himself as sure the men will win the fight if not interfered with by government troops.

The Southern Pacific.

SAN FRANCISCO, July 1.—There seems to be no improvement today in the strike situation in California, and, judging by the occurrences of the past twenty-four hours, even if the Southern Pacific succeeds in sending out more trains from the Oakland yards, there is but little prospect that they will proceed on their way. The Oregon express, which left Oakland last evening unmolested by strikers, is now effectually stalled at Red Bluff, and, to make the situation worse, over 200 feet of their railroad trestle a few miles north of Dunsmuir was burned last night, and it will take several days to repair this damage before trains can pass between here and Portland. It is claimed the burning of the trestle is the work of strikers, but the fact is not established yet, and there is another report that the trestle was fired by woodchoppers who had been crowded out of employment by Italians and Chinese. As soon as the fire was reported at Dunsmuir this morning, the local members of the American Railway Union sent a large force of men to extinguish the flames. They also placed guards at other exposed bridges and trestles, and cleared the town of a number of suspicious characters.

The strikers have already commenced interference with railroad property at Red Bluff. When the Oregon train arrived there early this morning, it was stopped just outside the town by a danger signal, and when an attempt was made to start again, it was found that the track was greased, and further investigation showed that it was greased for a distance of eight miles. The train managed to get to the station, and was boarded by strikers, who cut the train in three sections and left it on the main track. The two deputy marshals who accompanied the train were powerless. The strikers also pulled the spikes from the rails in the yard, emptied the water from the tanks, and secured the switches with padlocks. The train could proceed no further. The Los Angeles express, which left Oakland last night, has likewise failed to reach its destination. It went as far as Fresno last night, but the fireman deserted there. A few hours later another fireman was obtained and the train made a second start, going as far as Bakersfield, when it was again stalled.

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have little sympathy for the dyspeptic. They can eat everything that comes along. While they can eat rich food without fear of the dyspeptic's bad experiences, they nevertheless greatly appreciate a delicate flavor in their pastry.

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They are Still at Ellenburg.

ELLENBURG, July 1.—Two United States marshals came up from Yakima this morning with instructions to give the company protection in moving the train which had been here since Wednesday. The company called its crew at one o'clock this afternoon and repeated the call several times but there was no response. It is not believed it will be able to secure a crew here. The delayed passengers are being fed by the company, and the best of feeling, aside from the impatience to get away prevails.

As if no Railroad Existed.

STOCKTON, Cal., July 1.—The situation in Stockton today, in regard to transportation between neighboring towns, is precisely as it was previous to 1887, before railway lines through this city were constructed. The train tie-up is now complete. No trains, not even locals, are running between this city and Lathrop. Stages have been put on in the different valley and mountain towns and Stockton has become the center of a line of coaches. Three stages came in last night from Milton, bringing the mail.

A True Bill Found.

LOS ANGELES, July 1.—It is now strongly rumored that the federal grand jury, called together by Judge Ross yesterday, has found a true bill against a large number of strikers who endeavored to persuade men from taking out the Atchison & Topeka train and that indictments will be returned in the morning. Warrants were immediately issued and attempts will be made to arrest the men indicted. Deputy marshals are being sworn in. District attorney Denis does not confirm the above but refuses to deny it.

Several Arrests in Indiana.

HAMMOND, Ind., July 1.—United States Marshal Hawkins left here for Indianapolis tonight with nine of the mob leaders as prisoners, arrested on warrants sworn out before United States Commissioner Vandusen, for obstructing and retarding the passage of the United States mails. Considerable difficulty was experienced in executing warrants. After the arrest things were quiet here. The eastbound Erie train, with two Pullmans attached went through this evening peacefully.

Illinois Troops Ordered Out.

SPRINGFIELD, Ill., July 1.—Governor Altgeld tonight called out six companies of militia to proceed to Danville at once. Three additional companies were ordered to Decatur: The troops are sent application of the railroads.

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