THE PULLMAN BOYCOTT.

THE STRUGGLE OF THE AMER-ICAN RAILWAY UNION.

The Federal Troops Called Out to Assist the United States Marshals in Protecting the Property of the Allied Kallroads-The Extent of the Strike-Washington News.

The presence of the United States Regulars in Chicago, ordered out to assist the railroads in protecting their property from the members of the American Railway Union, who went on strike and declared a boycott against all Pullman cars in order to compel that corporation to restore the wages of the Pullman employes to the original figure, did not end the disorder as soon as

was expected.

A dispatch from Chicago says: 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 celebration. As if in defiance of the calling out of the 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 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 road. The blaze was started just far enough away to be out of quick reach of the detachment of Federal troops sent to that point from Fort Sheridan. The reports placed the number of cars burned at nearly a dozen, all

With rifles leveled and revolvers drawn, half of the Second Battalton, Fifteenth Reg-iment, United States Infantry, proceeded through a dense crowd of more than 5000 men, boys, women and children to their camp in the Stock Yards. The train left the Lake Shore depot camp in the Stock Yards. The train left the Lake Shore depot early in the morning, but at 6 o'clock p. m. was still on a side track, not where the managers intended it to be, but close enough for the boys in blue to unload their horses amountion four Hotokkis rifled

managers intended it to be, but close enough for the boys in blue to unload their horses, ammunition, four Hotehkiss rifled cannon and supplies, and go into camp, a wearled and jaded lot of men, not having slept for twenty-four hours, and without food, with the exception of a single hastily snatched meal, during that time.

The day was a trying one for the troops and the police, and one of intense excitement from daybreak until night. Besides the 150 men composing Companies C and D of the Fifteenth Infantry, there were the cavalry and artillery and a squad of seventy-five policemen. On the latter fell the brunt of keeping in control a crowd wild with excitement and inflammed by passion.

The trouble began early in the morning. At 8 o'clock Swift & Co. tried to move their stalled meat train, eastbound, which the strikers had held in durance for forty-eight hours. Every obstacle was placed in the way of the employes of the big packer, and it was 11.30 before the train could be started out on its long journey. Even then the

out on its long journey. Even then the troops were obliged to charge the crowd with bayonets, before which, like a flock of frightened sheep, it fell back and permitted the train to move

Six times the train was uncoupled by the strikers or their sympathizers, in spite of the fact that on every car sat the bronzed and seasoned army men, who had seen service and knew how to shoot, and who declared they would do so if any man attempted to in-terfere with the train. This they would have done, but the strikers were too agile for them. Before the rifles could be almed the offenders Before the rifles could be aimed the offenders would be back in the midst of the crowd, where it would have been worse than folly to shoot, jeering and hooting at the discomfited military. Only once did the soldiers look calmly on at two persons uncoupling the train, and, although they had plenty of time to shoot, falled to do so. In this case the persons were women.

The scene was noteworthy when Engineer Wrenn and Fireman Culp, both employes of the Lake Shore road, who had been running the engine pulling the military train all day.

the cake shore rosed, who had been running the engine pulling the military train all day, concluded to quit. With wild cheers the crowd rushed at the two men and despite their resistance picked them up and bore them aloft for a distance of three or four blocks. Of course this settled the question of moving for the pickt.

of moving for the night.

After the troops had abandoned their train and gone into camp the crowd derailed the two rear cars of the train and then, satisfied with their day's work, and finding no more soldiers or policemen to harass, they quietly

dispersed.
Fifteen Pan Handle freight cars were burned at Forty-seventh street, Chicago, by a crowd of strikers and their friends.

a crowd of strikers and their friends.

Trouble broke out at Hammond, Ind., in connection with the boycott of Pullman cars.

As train No. 8 on the Erie pulled in from Chicago on time at 4 p. m. it was attacked by about 160 men and cut in two. Two Pullman cars were cut off and the balance of the train was taken East. The persons attacking the train were not Hammond strikers but ware forced. strikers, but were men who were forced away from Grand Crossing by the arrival of Federal troops at the latter place. By the time the deputy sheriffs arrived at the train about 600 strikers were on hand, and when the deputies made a demand for the cars cut off they were told they could not have

On a request from United States Marshal Brinton Governor Altgeld ordered six com-panies of the Fourth Regiment, Illinois National Guard, to Mounds, near Cairo, to assist in maintaining order and to release Iilinois Central mail trains. Six companies of the Fourth Regiment, Illinois National Guard, arrived at Moun's to raise the em-bargo on Illinois Central freight trains detained there by the strike.

The Governor of Iowa ordered the Fourth

Regiment, except Company K, to Sioux The Wyoming troops reached Pueblo to

aid in moving mails. Freight routes by wagon were established in all directions from Fargo, North Dakota, for 190 miles, and took mail. Farmers feared that the strike would interfere with getting

twine and machinery for harvest.

The strikers in Oakland, Cal., held up local trains and pulled off the firemen and brakemen. The militia got ready to take the field. In Sacramento the troops refused to disperse the strikers, and finally marched to their arresting thout accomplished. back to their armories without accomplishing anything. The strikers in Oakland spiked the switches, and the track at Sixteenth street and beyond there eastward. This was done and beyond there eastward. This was done to prevent trains with military from passing. In Los Angelos the sympathy of all classes seemed to be with the American Railway Union, while ribbon sympathy badges were in demand and were generally worn.

A dispatch from Washington gave the following resume: "United States troops in the field in active operation against striking railroad employers at Chicago III.

the field in active operation against striking railroad employes at Chicago, Ill., Los Angeles, Cal., Baton, New Mexico, and Trinidad, Col.; threatening danger at Helena, Montana, a call for State troops from the United States Marshals at Sacramento, Cal., to protect railroad property, represented condition of the railroad strike as gathered from official dispatches received by the Attorney-Geheral and the War Department. At Helena Marshal McDermott telegraphed that the mob assumed a very threatening attitude and stopped the trains of the Northern Pacific Baliroad at that point. Attorney-General Olney telegraphed him to swear in 150 deputy marshals and open traffic. If he should be unable to do so with this force he was informed that the United States troops at that point, who were called there during the movement of the industrial armies in the West, would be ordered to assist him upon proper certification by the United States Circuit Judge and himself. One other point at which danger was apprehended was at Raton, New Mexico. United States troops were ordered there but telegrams state War Department. At Helena Marshal Mc-

that the train conveying the troops was deralled about 100 miles south of Raton. The opinion was that the Government proposed to re-establish order, maintain the law, and open railroad traffic, cost what it might Heretofore it procee ied with extreme caution feeling its way step by step, but when it secured the authority of the courts if enforced the injunction issued with promptness and firmness. The Attorney General telegraphed to United States District Attorney Milchrist, at Chicago, to have the Grand Jury convene as soon as possible, in order that it dictments might be found against President Debs and other officials of against President Debs and other officials of the American Railway Union, in conformity with the omnibus injunction issued by the United States District Court at Chicago."

State Sovereignty Question.

The eighth day of the greatest railroad strike in the history of the United States brought no signal victory for either side, Riot followed riot in Chicago, and the Riot followed riot in Chicago, and the United States troops, called upon to force a way for trains, were pressed about on all sides by angry crowds that heaped abuse upon them. The soldiers did not fire, but there were cavalry and bayonet charges in attempts to disperse the crowds. Cars were overturned to block railroad tracks from which obstructions had been removed, and when the cavalry dashed forremoved, and when the cavalry dashed for-ward the human masses separated, only to close again after the passage of the horse-men. A mail train was stopped by strikers and cars were destroyed and burned. The rioting continued far into the night after the rioting continued far into the night after the troops had gone into camp, the police being unable to cope with the frenzied strikers. Grand Master Workman Sovereign of the Knights of Labor arrived in Chicago. District Assembly No. 82, which includes the Knights on the entire Union Pacific variety from Camba west valed apparatus. system from Omaha west voted unanimous-ly to stop work. Governor Altgeld, of Illi-nois, telegraphed President Cleveland demanding that all Federal troops be removed from Illinois. The news was received with cheers by the strikers, and it created a mo-mentary panic among the railroad man-agers. The President's reply, was as fol-

"Hon. John P. Altgeld, Governor of Illinois. Springfield, Ill
"Federal troops were sent to Chicago
in strict accordance with the Constitution
and laws of the United States, upon the deand laws of the United States, upon the de-mand of the Postoffles Department that obstruction of the mails should be re-moved, and upon the representations of the judicial officers of the United States that process of the Federal courts could not be executed through the ordinary mans, and upon abundant proof that conspiracies existed against commerce between the States. To meet the conditions, which are clearly within the province of Federal authority, the presence of Federal troops in the city of Chicago was deemed not only proper, but necessary, and there has been no intention of thereby interfering with the plain duty of the local authorities to preserve the peace of the city.

Geover Cleveland."

AMERICAN RAILWAY UNION.

It Aims to Bring Into Organization All the Railroad Men.

The American Railway Union was organized at Chicago, June 20, 1893. Eugene V. Debs was elected President, George W. Howard, Vice-President, and Sylvester Keliher, Secretary. A manifesto was issued to the raliroad employes of the country, in which it was declared that the members were to come together on an equal footing, from an experienced engineer down to a station

"There will be one supreme law for the order, with provisions for all classes; one roof to shelter all, each separate and yet all united when unity of action is required. In this is seen the federation of classes, which is feasible, instead of the federation of organizations which has proved to be utterly nizations, which has proved to be utterly practicable.

vice of the railroads in America has been variously estimated at from 800,000 to 1,000. 000, and the latter figure is probably more nearly correct. More than 150,000 were organized at the time of the formation of the American Railway Union. The intention of the union is to bring within its fold the en-tire million of employes. Having effected this, the leaders say, strikes and boycotts

will be rendered impossible.

The union has a department of education, the main features of which are lectures upon subjects relating to economics, such as wages, expenses, the relations of employer wages, expenses, and allied themes. The declaration of principles of the union says on this subject :

"There will be a department designed to promote legislation in the interest of laborthat is to say, the enactment of laws by Legislatures and Congress having in view well-defined obligations of employers and employes, such as safety appliances for trains, hours of labor, the payment of wages, the rights of employes to be heard in courts where they have claims to be ad-judicated, and numerous others in which

partisan policies will have no part, the com-mon good being the animating purpose."

The organization is composed of a general union, consisting of a Board of Directors of nine members and local representatives.

The directing Board is elected every four years, and has a general supervision body. It meets like a legislature at stated intervals during each year. The union has committees of three members each on literature, mediation, insurance, employ-

ment and finance.

Any person of good character employed any person or good character employed in the railway service is eligible to membership, except general yardmasters, trainmasters, roadmasters, supervisors of bridges and buildings, general or commercial agents, superintendents of telegraph, master mechanics, division superintendents of transportation, and other officials of similar or higher rank. or higher rank.

The men at the head of the organization are of undoubted popularity with railroad employes. Its President, Eugene V. Debs, is a business man of no small ability, and the editor of the Locomotive Firemen's Magazine. He lives at Terre Haute, Ind.

KILLED IN A WRECK.

An Express on the Canadian Pacific Goes Through a Trestle.

A terrible wreck occurred to the Montreal express, going east, on the Canadian Pacific Railway, on a trestle over the west outlet to Moosehead Lake, some twelve miles from Greenville, Me., about seven o'clock a. m.

The train was proceeding at its ordinary rate of speed when it struck the trestle. The engine and baggage, mail, second class and smoking cars went over the trestle into a smoking cars went over the trestie into a rocky gorge, some twenty-five feet below. It was a wooden trestie, with an iron bridge in the centre. About forty feet of the western end of the trestle collapsed beneath the train. The sleeping car was the only one that did not go into the gorge, but that was thrown on its side in the gulleys.

The dead and injured were afterward put aboard a car and taken to Graenville. June-

aboard a car and taken to Greenville Junction, where they were carried to Moosehead Inn, which was turned into a hospital. Coroner W. H. Hanson, of Jackman, was notified. He soon arrived on the scene and started an inquest, The following were killed:

Fred Foss, Canadian Pacific station agent Fred Foss, Canadian Pacific station agent at Greenville Junction, scalded to death; single. G. C. Hoyt, of Fort Fairfield, Me., riding-second class. Fred Leavitt, engineer of the train, residing in Megantic, Canada, married; was crushed under the engine. Walter Starkey, mail clerk, home in St. John, New Brunswick, head crushed and mangled. Unknown man, riding second-class, killed under the wreck. Highest of all in Leavening Power.-Latest U.S. Gov't Report

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pain or resort to the knife.

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> The urban population of this country; that is, the population living in towns of 4000 and upwards, constituted, in 1889, 29.20 per cent. of the whole. In 1870 the percentage of ur-ban population was 3.35.

"Curs and Processes

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