

THE RAILROADS AFFECTED.

Their Condition According to the Latest Reports Received.

CHICAGO, July 1.—The following is a summary of the reports at the General Managers' headquarters to-day from the various roads affected by the strikes:

The Rock Island announces all trains abandoned until further notice. This is done for the reason that the road is blocked with freight and is full of derailed switches.

The Michigan Central switchmen at Kensington Junction were driven from their posts this morning by the mobs. Considerable difficulty is experienced in getting trains past that point.

Baltimore and Ohio passenger trains since last reports have made fair time. This morning an attempt to start freight was made, but resulted in failure.

This morning the yard force of the Wabash at East St. Louis quit work, but the yard force at St. Louis proper resolved to remain at work. The switch engine men and firemen at Chicago also quit work. The engineers and firemen on through passenger trains running into Decatur, Ill., refused to run their trains through, and they are now held at that point. The passengers are being properly provided for. Many of the freight crews on this road running between Chicago and Detroit have left their stations.

The Chicago, Burlington and Quincy Railroad has hired thirty new freight switch engineers and firemen in Chicago, and expects a number of old men to report for duty to-morrow. Passenger service in Chicago is intact.

The Atchison, Topeka and Santa Fé situation is about as yesterday. Passenger trains have departed and arrived on time. Passenger trains are now running through to Grand Junction and Denver.

There is now no obstruction to moving trains, freight or passenger, on the Atlantic and Pacific.

The Southern California Railroad is still tied up. The situation at Raton and Las Vegas is unchanged, but trains will be moved to-morrow.

About fifty or sixty men employed in the Baltimore and Ohio shops at Chicago Junction struck this afternoon. All passenger trains are being moved promptly.

About 3 o'clock this afternoon a gang of about thirty strikers broke into the Pan Handle switch tower, at West Pullman, took the telegraph operator out of it by force, and chased him down the track with threats against his life if he ever returned.

The Illinois Central trains have been coming through without interference, but about 3:30 P. M. one of their trains was stopped near Harvey, and detained about an hour.

The Chicago and Erie, on account of defection of switchmen in Chicago, is not doing any freight business west of Hammond. The Chicago and Grand Trunk firemen, freight conductors, and brakemen went out last night at midnight. Consequently that road was unable to move two through trains after arrival at Battle Creek.

The Chicago and Northwestern succeeded in moving everything regularly.

This morning the Chicago, Milwaukee and St. Paul switchmen in the Western Avenue yards received instructions to go out. They have had two or three meetings since, but it has not yet been determined whether they will go out. The men at Milwaukee have not gone out, and say they do not propose to.

Chicago and Great Western trains are leaving practically on time.

The Chicago and Northern Pacific service continued to-day uninterrupted.

The Wisconsin Central Railroad had no trouble south of Chippewa Falls. Between Chippewa Falls and St. Paul more or less trouble was had with the switchmen and some brakemen.

Illinois Central passenger trains have been getting out on time with full equipments. There is no trouble on the main line between Chicago and New-Orleans, with the exception of Cairo.

The Monon car repairers went out, but have agreed to go to work if they can be protected from the mob. Trains went through Hammond without obstruction.