

TESTIFIED THEY WERE INTIMIDATED.

Railroad Employees Give Evidence Against the Strike Leaders.

CHICAGO, Sept. 7.—An attempt was made to-day by the Government's counsel in the contempt cases against Debs and other officials of the American Railway Union, to compel the defendants to produce their documents, records, telegrams, and private correspondence. Judge Woods decided to hear from the prosecution next Tuesday.

Several witnesses testified to the interruption of traffic and intimidation. To all such testimony the defense entered an objection on the ground that the officers and Directors of the American Railway Union were not responsible for the acts of the mobs.

F. L. Krieger testified that he had seen a telegram from Debs dated July 4, asking the switchtenders to strike. Only ten of them did so. Krieger was much confused on cross-examination. He acknowledged that he had been sent to Chicago as a witness by the Chicago, Milwaukee and St. Paul Railroad.

William Mackay, an engineer, of Milwaukee and Charles Mills, a fireman from the same place, both of the Chicago, Milwaukee and St. Paul Road, testified that they had left their trains at the instance of strikers, who intimidated them. Mr. Mills was not a member of the American Railway Union on leaving his engine, but was made to join immediately afterward. He swore he was forced into it.

W. I. Henry testified in regard to receiving certain telegrams signed "E. V. Debs," asking him to tie up the Big Four system. Mr. Henry told the officers of the American Railway Union that his road had no grievance and refused to call out his men.

At the beginning of the afternoon session H. E. Sarber of Garrett, Ind., an employe of the Baltimore and Ohio, told about receiving a telegram signed "E. V. Debs," which requested him to work among the men on that road with a view to having them strike. Joseph Dillingham, also an employe of the Baltimore and Ohio at Garrett, Ind., was cross-examined with the object of proving the existence of a black list.

H. F. Sembower, an associate of the two preceding witnesses, testified that he was stopped while running an engine by a big mob, which threw stones at the train within the limits of Chicago.

J. F. Murphy, an engineer of the Michigan Central, told how his train had been stopped by a mob at Kensington. At this point Mr. Erwin objected vigorously, insisting on the Government indicating how it was expected to connect the acts of mobs with those of the defendants. Judge Woods allowed the witness to proceed, taking the ground that this connection would have to be proved, or he would not consider the testimony.

Henry Swan, a Rock Island fireman, testified in regard to the reception of the reading of the Federal injunction at Blue Island by the strikers and other residents. "The men heard the injunction read, but jeered all the time and hooted Marshal Arnold and Deputy Allen, who read it." Another witness said he saw the injunction notice pulled down, cursed, and torn in pieces.