

THE PROSPECT DARKENING

MORE DEEDS OF VIOLENCE BY THE STRIKERS.

BURLINGTON EMPLOYEES ASSAULTED ON THEIR ENGINES AND THE PAINT AND AT AURORA BURNED.

CHICAGO, March 30.—This morning found the prospects for more trouble in the Chicago, Burlington and Quincy strike as promising as the worst enemies of the road and of the men could wish. The assault of the evening before and the arrest of two of the mob had resulted in giving the Chicago, Milwaukee and St. Paul a strike of its own yardmen to attend to. There were chances of more disturbance and acts of violence. The strikers were boldly proclaiming that at last they were going to boycott Burlington freight on every road leading into Chicago. A secret meeting was being held to decide, it was rumored, whether or not to order a strike on the Pittsburg, Fort Wayne and Chicago.

As for the Burlington officials they had no idea that their troubles were at an end. After last night's riot further outbreaks were to be expected. The first came this morning, when two "Q" engines, one pulling and one pushing, moved 33 stock cars from Western-avenue to the stock yards. At Centre-avenue Engine No. 399 of the Chicago, St. Louis and Pittsburg was passed, and as the "Q" pusher came along W. W. Thomas, its fireman, was stunned by a coupling pin thrown by one of No. 399's crew. There were 14 Pinkerton guards on the "Q" train, but they could do nothing, and several policemen made no effort to arrest the thrower of the missile. An hour later another Burlington stock train going over the same route was stoned at the Chicago and Alton crossing.

One result of the riot was to terrorize the new switchmen of the Burlington for a time, but this afternoon they were at work again. Within 24 hours 125 switchmen have arrived from the East, and with men previously engaged they put the "Q" in a fairly well equipped condition. This morning, however, the new switchmen, whose duties called them out of the Burlington yards, were unwilling to work unless fully armed or else strongly guarded by police. These conditions were realized in the afternoon and then the Burlington went ahead with its operations. It had had no trouble switching on its own yards at any time during the day, and trains over its line came and went without difficulty. The officials of the company say that the latest developments have given them no reason to think of backing down.

General Passenger Agent Morton, who, as usual, did the talking for the company, said that the company's loss on the paint shops burned at Aurora last night would not exceed \$50,000, and that the company had positive information that the fire was of incendiary origin, and was the work of striking switchmen. The object of the strikers was to drive out the new men quartered there. The loss will not alone fall on the company, but 175 men employed in the shop will be thrown out of work, and orders were received from the company's headquarters this morning to the heads of departments at Aurora to cut down the force at work to the lowest possible limit. Dispatches from the Mayor of Aurora gave every assurance of protection of property. Extra guards were put on this morning at Aurora to protect 30 new men sent from here.

A passenger coach on a siding at Downer's Grove was burned early this morning. It was beyond doubt fired by an incendiary.

"We have the law on our side," quoted Mr. Morton, "and we don't propose to back down. Mr. Arthur promised that he would call the strike off if the Burlington could get along without the Brotherhood. We did get along without them, and he inaugurated the boycott. The courts ruled against the boycott, and then followed the switchmen's strike. We shall not weaken after having gone so far."

James Quirk, the rioter arrested last night, today was fined \$5 and costs, and appealed. His companion on the dock, Henry Gallagher, was discharged, positive evidence against the men being slight. Both are in the employ of the St. Paul Road, and it was their arrest which precipitated the strike in that road's yards. The St. Paul officials found everything tied up in their Chicago yards to-day, only passenger trains moving regularly, and they went to work in a businesslike way, announcing that new men would be secured as soon as possible. The 200 strikers and their friends were driven out of the yards by the police, going sullenly, but without offering resistance, and guards were posted to keep the tracks clear. Then the officials had fires started under half a dozen switch engines, and, reinforced by strong detachments of their special police from Milwaukee and intermediate stations, set to work to clear up the yards, several conductors acting as engineers.

Meanwhile the strikers had held a meeting, tried to stand firm, and came straggling back to the tracks, only to find the specials on the ground and provided with quarters in sleeping cars and the roundhouse, with a dining car for a restaurant. Early in the afternoon a switch engine with a guard of special police, Conductor McCallery as engineer, Roadmaster Ahern as fireman, and two conductors as switchmen started out and brought in most of the cars which the Burlington tried to deliver to the St. Paul last night. There were hoots and yells from the crowd, but the demonstrations went no further. Next the officials devoted themselves to getting several derailed cars back upon the tracks, and succeeded in doing so, to the manifest disappointment of the crowd.

While matters were thus progressing in the St. Paul yards the strikers talked very bitterly of the company and the police, notwithstanding the fact that the company has been one of the strongest upholders of the "neutrality" policy in its dealings with the Burlington. They complained that the presence of the "Q" engine and men yesterday was part of a deliberate plan to force them into handling Burlington freight. As a matter of fact, the cars were new ones, shipped to the St. Paul from a shop on the line of the Burlington. Superintendent Collins, however, for the St. Paul, said that the company was a direct competitor of the "Q," and therefore it has been as neutral as possible. He couldn't see why his men had struck.

Meanwhile, at the hall of the strikers at Fourteenth and Jefferson streets, a secret conference had been going on for the purpose, it was reputed, of causing a strike on the Pittsburg, Fort Wayne and Chicago Road. So positive were the reports that they set new as the basis for the strike. It did not come then, however, but men on the line insisted that it was merely because some hitch had occurred to delay the strike and not because the project had been given up. The meeting adjourned late in the day and its members even then maintained their policy of secrecy. They would not admit that a strike would not be ordered, nor would they say that any order had yet been issued. At the Grand Pacific, where the heads of the Engineers' Brotherhood are quartered, there was little to be learned today about last night's outbreak. The St. Paul strikers were said to have gone out on their own responsibility. It is the impression at headquarters that if any Burlington freight should be offered to any other Chicago road its yard force will strike rather than handle this traffic. The brotherhood officers are very careful to say that such a boycott is not in accordance with the brotherhood's orders, and that the brotherhood, as an organization, has nothing to do with it. The men are acting individually.

Chief Arthur goes to Cleveland immediately, where he will call a meeting of the Executive Committee of the brotherhood to levy an assessment to pay the expenses of the Burlington strike. Chairman Hoke of the "Q" men acts in his place in his absence, and the Chief goes away backed by a set of resolutions drawn up by the Advisory Board of his organization, consisting of the Chairman of the General Grievance Committees of the trunk lines running into Chicago. These resolutions declare implicit confidence in Chief Arthur and in his honor and integrity, and go on to say that the board is satisfied it expresses the feeling of its constituents.

The resolution goes on:
Resolved, That we indorse the stand taken by him in all matters pertaining to the settlement of the trouble on the Chicago, Burlington and Quincy, and that we stand ready and willing to assist him in his efforts to maintain the dignity of the brothers in the Chicago, Burlington and Quincy Railroad, and also the brotherhood at large against the actions of the management of the Chicago, Burlington, and Quincy system."

Nevertheless the radicals are as lively as ever, and the doings of the last 10 days have shown that they are just at present running things to suit themselves.

The St. Paul people managed to send one freight train out to-night. Superintendent Collins said he had secured 11 engineers from along the line and they would be here to-morrow to begin work. He expected no difficulty in securing all the switchmen needed if the old hands did not return. From his attitude and conversation it appeared that he was not very sanguine about the speedy ending of the strike. By to-day noon he thought there would be enough engineers, firemen, and switchmen on hand to transact the usual amount of business.

Just before midnight a passenger train standing in the St. Paul yard was discovered to be on fire. In it were two St. Paul baggage cars and a Pan Handle coach. The fire at this hour is believed to have been incendiary.

The Burlington delivered no freight to other roads. In its own line 9 freight trains, comprising 71 empty stock and 69 dead freight

cars, were sent out, besides 3 lumber trains and 10 trains comprising 187 stock and 7 dead freight cars were hauled in from the West. Four switch engines did nothing else but make up trains in the lumber district. It is expected that within a few days now, unless another strike occurs, all the freight trains will be running as usual.

Six hundred men, representing every road entering Chicago, met to-night and discussed the situation, showing beyond a doubt that the boycott plan is ready to be carried out. One of the men declared that the Pan Handle was on the point of being tied up from one end to the other.

MILWAUKEE, March 30.—Up to to-night there were no indications that the strike of the Chicago switchmen would extend to this city. Orders were issued to the yardmasters in the several yards to hold all cars loaded with Chicago freight. Consequently the men had little to do but discuss the situation. All of the engine dispatchers employed in the Chicago, Milwaukee and St. Paul roundhouses were called to headquarters this morning and offered the places made vacant by the strike of the switch engineers, but they declined to a man. To-night it was reported that the freight conductors all along the line had been ordered to go to Chicago to take the strikers' places, and to-night a meeting of the switchmen was called to consider their attitude under existing circumstances. Nothing can be learned, however, as to their intentions.

Only passenger trains arrived from Chicago today. General Manager Roswell Miller said that they were rapidly filling the places of the strikers. "At present," he said, "we are manning our yard engines with crews from off the road, and they will do the work until we secure experienced switchmen." Neither Manager Miller nor General Superintendent Clarke thought the strike would extend to other terminal points.

QUINCY, Ill., March 30.—The switchmen in the Quincy yards received orders this morning to strike, and accordingly all but five of them left their posts about 9:30 o'clock. The strikers gave no notice to any one, and absolutely refuse to talk to any one on the subject. The strikers, as soon as they left the yard, went to the striking engineers' headquarters, where a long meeting was held to discuss the matter.