The Evening paper is the paper of Today, the morning paper is the paper of Yesterday.

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THE STRIKE TODAY.

Much Anxiety Felt by All Concerned for the Outcome.

U. S. TROOPS IN THE CONFLICT.

Beef Left to Rot on the Tracks—The Boycott Gradually Spreading.

CHICAGO, July 3.—With this morning's dawn opened what is expected to be a day fraught with exciting events befitting the climax of the conflict between the combatants in the Pullman-American Railway Union strike. Not until the small hours of this morning were yesterday's hostilities suspended, and then for an hour or two only, to await daylight, that they might be renewed with redoubled vigor. All night long, from every section west of Pittsburg came reports of strikes, tie-ups, of a Reign by the mobs, aided by municipal, state and federal officers to start moving the clogged wheels of commerce and of determined resistance to such action on the part of strikers and their sympathizers.

Interest centers principally on Blue Island. This town is eighteen miles out of Chicago, where traffic on the Chicago, Rock Island and Pacific is effectually tied up in spite of the fact that several United States deputy marshals are on hand, backed by overwhelming ten to one by the strikers, who are in anything but an amiable frame of mind.

Every legal resource having been tried in vain and the United States marshals' authority openly defied, nothing seems to remain but to invoke federal aid to get trains moving and to this end the troops are held in readiness at Fort Sheridan.

Even the marine engineers have caught the infection and stand ready, together with elevated railway men, to add their quota to the great army of sullen malcontents. What they expect to accomplish or what assistance they expect to be in compelling Pullman to submit the differences between himself and his late employes to arbitration is not known.

The shipment of fuel to this city is seriously embarrassed, as is the movement of every other commodity for that matter. There is, it is said, scarcely a ton of soft coal in the city, although 50,000 tons are burned daily.

There is, however, a great amount of hard coal scattered throughout the various yards, but this is a tedious, expensive means of making steam.

Every railroad entering Chicago is crippled. Many of the trunk lines are paralyzed. Traffic has been suspended on some of the lines. The limited service of the Illinois Central is practically at a standstill.

At 8 o'clock tonight an attempt will be made to step all trains on the Lake Street road. This line does not handle Pullman cars, but Mr. Debs has called the firemen out because the company is using non-union coal for fuel hauled by the Pacific side road.

Hopes are being moved to clear the blockade in California and Colorado, but there is no prospect that they will be stopped in transit by engineers who are in sympathy with the strikers.

An attempt to move troops from Springfield, Illinois, to Decatur and Danville created a small riot.

NOT A QUESTION OF PULLMANISM.

In an interview last evening John H. Egan, manager of the General Managers' Association, said the railway companies do not recognize in this strike the element of Pullmanism and will not have it. Management has no question at any stage of any proposition. We have no compromise to offer, and there is none that we will accept, as the railroad companies are standing together. There is no hope in this from our previous stand and we are filling the places of the strikers who are no longer consider in our service.

THE SOUTHERN PACIFIC'S LOSS.

SAN FRANCISCO, July 3.—W. G. Curtis, assistant to General Manager Towne, of the Southern Pacific company, estimated that the company's loss owing to the tie up is $200,000 a day and that in the five days that the road have been blocked the loss aggregates over a million dollars. The local interest will be seriously menaced if a way out of the difficulty is not found. There are 200 cars of green fruit between here and Ogden, and it is doubtful if even low cars save them. The cars are valued at $600 each, so that $30,000 is involved in this one item. Fruit is ripening rapidly and within the next ten days sixty additional carloads will be ready for shipment.

U. S. TROOPS CALLED INTO ACTION.

SAN FRANCISCO, July 3.—U. S. troops have at last been called into action in the great railroad strike in this state. For the first time in the history of California, the military authorities of the federal government have been called into the field to prevent trouble within the boundaries of the state. By orders of General Ruger, six companies of soldiers, fully armed and ready for a service of thirty-five days are now on their way to Los Angeles.

The military assistance to the railroad company has been given at the request of the U. S. marshal of the eastern district of California. Feeling that he was unable to cope with the situation in the U. S. ranks the marshal called upon the military authorities.

The departure of the United States troops from Angel Island has a double significance. It shows that the United States government has become convinced in the trouble and that the Southern Pacific Railroad company is concentrating admirably in the effort to open simultaneously the two great strategetic terminal points in the state.

The departure of the troops to Los Angeles has another meaning. It means that the great coast terminal of the Santa Fe system is also to be opened.

Incidentally the strikers will be overwhelmed on all important points on the western line, at Lastrup, Bakersfield and Fresno—three of their strongest positions. This military assistance, so valuable to the railroad and so earnestly sought by it, has, by a series of curious circumstances, been given without the request of the railroad and independently of its demands.

It is not misinterpreting to know what the state officers of the A. R. U. think of this important change in the situation. They claim that it will not affect in the slightest degree the present condition of affairs so far as the Southern Pacific is concerned. They look upon Sacramento as the key to the Southern Pacific system, and unless it is lost they will not be discouraged.

It is thus evident that the strike here as elsewhere is now at its height. The combatants have locked horns at last. The strikers have nothing but their own strength and the fidelity to themselves upon which to rely. The railroad company has its own enormous power and the greater one of the United States government upon which to depend.

READY FOR WAR.

WASHINGTON, July 3.—In an interview just after he had come from a conference with the President, the attorney general, Major General Schofield, commanding the United States army, said:

"We have made all necessary preparations and will now carry out the order of the United States courts with vigorous, with vigor and with promptitude."

MARINE ENGINEERS JOIN THE ANTI PULLMANITES.

CHICAGO, July 3.—Land and water are to join hands in the strike. A delegation of marine engineers visited Uhlrich's hall last night and stated that the local union refused had resolved not to handle a pound of freight handled by any one of the boycotted roads.

He said he had been authorized to give this information by Thomas F. Dowd, president of the local union.

This is the first offer to pour the lake into the controversy, and the union will consider the matter today and avail themselves of it to suspend freight business and involve shipping on the lakes.

The marine engineers are United States examined and licensed men and if they go out their places cannot be supplied. The railway union is much elated over their accession.

A GLOOMY OUTLOOK.

GALESBURG, Ill., July 3.—Grand Master Wilkinson, of the B. R. T., arrived home last night from an extended trip and pronounced the outlook to railroad matters gloomy. He said the brotherhoods expressed their part in the strike because of agreements connected with schedules and settlements it has with the several railroad companies entered into before this strike began and which the companies have not violated. Until such agreements are violated by the companies, the brotherhood can have no grievance.

FOOD LEFT TO ROT.

CHICAGO, July 3.—Today for the first time in the history of the live stock trade in Chicago not a single carload of animals reached the union stock yards by rail. The only live stock received was a bunch of thirteen hogs that came in wagons. Thousands of packing house employes and other workmen of the packing town were made idle. The Michigan Central tried to make up and start a transload dressed beef last night. The trainmen abandoned the cars with a scant notice and the beef was left to rot on the tracks.

THE BOYCOTT SPREADING.

The Pullman boycott is gradually spreading. The Burlington, which employs non-union men, is about the only Chicago road not affected. The Chicago & Northwestern, which up to last night has escaped, is completely tied up today. Its suburban traffic is very heavy and great inconvenience results from the stoppage of the branch of Southern. Top lines Central, Erie, Milwaukee and St. Paul, and Great Western, all report a like condition.

The general tie-up at Detroit today stops the Michigan Southern and Michigan Central officially. The Western Indiana terminal over which the Grand Trunk, Chicago and Erie, Wabash, Eastern Illinois, Santa Fe and Monon roads enter the city was handling passenger trains with reasonable degree of efficiency up to last night. Now the Western roads are again in trouble. A new difficulty is presented by the refusal of the engineers and firemen to risk their lives by working with green hands, and the railway managers themselves are not anxious for fighting. They are exceedingly careful not precipitating a battle on the 4th of July and will make no serious effort to move trains before Thursday morning. They also say that the suspension of business at this time is not an unmixed evil. "We know perfectly well that freight is in the country and we must move it sooner or later," said one today, "and we shall minimize it get our share. It will not be long before the inconvenience resulting from the suspension will be felt keenly everywhere, then we believe the public sentiment will be a great factor in the extinction of Debs and his people. The price of provisions is advancing very rapidly, fruits, ice and all kinds of perishable property commanding higher prices.

STRIKERS STEAL POWDER.

It was reported at the General Managers' association headquarters today that strikers had forcibly made a freight car at Lansing, Ill., and stolen sixty-eight kegs of powder.

HOLD THE TROOPS READY.

A telegram from the military authorities at Washington was received at the local army headquarters late last night ordering the Fifteenth regiment at Fort Sheridan to be held in readiness to proceed to Decatur, Ill., in addition to