

BY TELEGRAPH.

AMERICAN.

CHICAGO, 27.

The Pittsburg and Fort Wayne railroad started out a train at 5:15 this afternoon with a guard of forty-four policemen.

The mob this afternoon attempted to intimidate the workmen of the Phoenix distillery, North Side, but were themselves scattered by the police.

The foreman of a car shop to-day said it was the intention of all the workmen to return to work on Monday morning.

In declining the demands of the employees of the Baltimore and Ohio Railroad for an increase of wages, Vice President King presents facts and figures showing a great reduction in rates and traffic since 1861, and believes these figures will satisfy every reasonable man in the employ of the company that the wages they demand cannot be paid.

President Sloan, of the Delaware and Lackawanna Railroad, agreed to the proposition of the engineers to go to work at once at the company's terms, provided the firemen be allowed to do the same, and that the company give them their old wages as soon as the times get better.

At Washington, N. J., the strikers detached the passenger cars from the train, allowing only the mail cars to proceed, but the company refused to take the mail cars alone.

The Illinois Central Railroad was held at several points on Friday by the strikers, and the governor has ordered the military to protect the road at all hazards.

Superintendent Tousey said, to-day, that all trains on the New York Central and Hudson River Railroads were running on time, as there was no trouble at any point.

ROCK ISLAND, 27.—Everything is quiet. Freight trains are running freely on the Chicago and Rock Island, and Pacific and Western Union and Peoria and St. Louis run only passengers.

At Moline the employees of Deera's plow works are resisting a reduction of ten per cent.

DENVER, 27.—The Kansas Pacific closed their shops here temporarily on account of railroad troubles. No indications of a strike.

PITTSBURG, Pa., 27.

The strikers on the Pittsburg, Fort Wayne and Chicago Railroad notified the officers, to-day, that they would not offer any opposition to the company employing new men to the freight and passenger trains. The strikers say their men will no longer run the passenger and mail trains. If the company are unable to obtain new men willing to risk the taking out of the trains. This action of the strikers will stop all the passenger trains over that road.

CINCINNATI, 27.—The railways will start freights west, to-morrow. Numerous rioters were sentenced, to-day, to pay a fine of \$50 and thirty days in the workhouse.

NEW HAVEN, 27.—At a meeting of the workmen's party, to-night, McGuire, the leader, in a speech, threatened that New Haven would suffer as Pittsburg unless the city made an appropriation for the workmen.

COLUMBUS, 27.—A proposition is published here and circulated for signatures, suggesting that when work is resumed, the railroad men throughout the land contribute each from thirty-five to fifty cents per month to pay the citizens of Pittsburg for their losses in the late fire, caused by the hot-headedness of parties who were not strikers, the whole to be turned over to the United States Treasurer, and all over the sum necessary, to be used by the railroad reading rooms throughout the country.

The military has been dismissed, but notified to be ready for any emergency. A number of railroad employees met and demanded the wages of the year 1874. It was decided not to work till the demand was complied with.

DETROIT, 27.—All the roads but the Lake Shore are running on schedule time. The Lake Shore is allowed to run no freights.

NEW ORLEANS, 27.—The employees of the Texas Central in conference, to-day, with the officers of the road, compromised by accepting a restoration of the April standard, half of the increase to be paid on August 1st and half on October 1st. All hands go to work to-morrow. The only railroad troubles in the state now are in the Texas Pacific freight department. There is

considerable sympathy with the men for their good behavior, and they claim that they have not been paid their wages since March. Negro longshoremen struck for and obtained an advance from 30 to 40 cents per hour to-day.

OWENTON, Ky., 27.—Richard N. Shuck was hung, to-day, for the murder of Nelson Parrish, swearing that he was innocent. He implicated five others in the Kuklux murders.

SAN FRANCISCO, 27.—It had been anticipated some disturbance might arise previous to the sailing of the steamer *Belgio*, while Chinese passengers were collecting at the Mail dock to-day. A heavy guard was in attendance at the dock, and squads of police patrolled the streets leading to that locality as far as Market Street. No demonstration was made. About \$60,000 have been thus far subscribed to the fund of the committee of safety, and more is coming.

Notices are posted all over the town offering a reward of \$1,000 for the arrest and conviction of any person setting fire to property, and \$200 for cutting the hose of the fire department.

Last night some of the employees of the Pacific Mail discovered a man under the company's dock piling up straw and fire kindlings with the evident intention of firing the dock. He was handed over to a special officer and locked up, but by some mistake the charge of drunk was entered against him, and before the error was discovered he got off on a slight fine.

All is quiet throughout the city, and every ward is thoroughly patrolled by the safety committee, and large forces are held in reserve at various designated points besides.

Not a fire alarm during the evening.

PORTLAND, 27.—P. McGuire, with several others, have just returned to Lewiston from Joseph creek, where they found large caches of Indian supplies. They loaded several canoes with it and brought them down the river. They propose to go back and burn the balance if possible. They found the hides of settlers' cattle with brands upon them, also many valuable buffalo robes and some sixty head of horses, some of which had evidently been used in different fights. Some of them they killed and some they drove away, all going to show that when the Indians left there they intended to return. They saw no Indians save one old squaw. The destruction of these caches of supplies is important just at this time.

NEW YORK, 28.—The *Times* has the following summary: The great railroad strike is nearly at an end. The reports from all quarters indicate an early adjustment of the existing difficulties, and in many places compromises or concessions have already been made.

Travel has been resumed on the New York Central and Pennsylvania lines, but no freight trains are allowed to pass on the Lake Shore Railroad, and the strikers at Cleveland threaten to stop the passenger trains, to-day, if their demands are not conceded.

In the mining regions of Pennsylvania a most dangerous state of affairs exists, and all the roads in that section are blockaded.

In St. Louis there was much excitement yesterday, though nothing serious.

The officials in Chicago have succeeded in quelling the riots there. A number of ringleaders have been arrested, and their followers are evidently greatly demoralized.

From Fort Wayne and other points in the west, favorable reports have been received.

A bungling or dishonest request for United States troops, in Indiana, was made by the Governor of that State, yesterday, which could not lawfully be complied with.

At a cabinet meeting, the Postmaster-General reported that the mails were generally regularly delivered.

The Secretary of War laid before the cabinet dispatches showing that the work of suppressing the disorder was progressing. The opinion of the cabinet is that the strike, at points in the east, is at an end, and that no further violence need be apprehended east of the Ohio river; also that a day or two more will see travel and traffic restored on all the main lines.

A late report from Johnstown, Pa., says a fight occurred, yesterday, between the troops and strikers, at which several persons are said to have been killed.

The *World's* editorial says, David

A. Welles has calculated in the hundred years the United States has existed, they have only got ahead of their earnings some three years, and knocking off a working week makes a hole in this small surplus which is worth thinking of. It is within the mark, we think, to say, reckoning the loss of the earnings of the men who went on strike, of the men who they directly forced on strike, and of the men who were indirectly kept idle by the strike, the cost of quelling the riots, including pay for the transportation and sustenance of the militia and regular troops, and the actual damage to property, reckoned at \$8,000,000 in Pittsburg alone, that the strike and riots have cost the country \$20,000,000. This is equivalent to a total failure of the tobacco crop throughout the country for years. It is a quarter of the loss by the great fire at Boston.

ST. LOUIS, 28.—At five o'clock this morning a detachment of the 16th, 19th, and 23rd U. S. Infantry, numbering 350 men, under Jeff. C. Davis, embarked at the arsenal on board the harbor boat *E. G. Smith*, and steamed to the eastern approaches of the bridge, whence they marched to Relay depot, East St. Louis, took possession of all the surrounding yards and tracks, and property of all kinds. The strikers, about 200 strong, who were near the depot, scattered in all directions.

CHICAGO, 28.—The following is sent at the request of Mayor Heath, and is indited by him: Many dispatches from this city have greatly exaggerated the disturbance within the last few days. At no time have the lives or property of law-abiding citizens been seriously endangered, and but a small proportion of railroad employees or other workmen of Chicago have been engaged in the riot. By the collision between the rioters and authorities on Thursday and Thursday night, nine persons, all rioters, have been killed, and perhaps thirty more or less severely wounded. No damage to property has been done at any time, and but slight interference with business has occurred. The city is now entirely free from rioters, and strikers are rapidly returning to their various employments. There is no probability of a further outbreak or any disturbance of the business interests of the city; however, were it not for the prompt and efficient arrangement made by the authorities to suppress the disturbance, the trouble would probably have been quite serious.

SAN FRANCISCO, 28.—The steamer *City of Tokio*, from Hong Kong via Yokohama with a large Chinese passenger list, arrived at one o'clock this morning. By orders of the chief of police the Chinese will not be landed until four p.m., when every precaution will be taken to insure their safety.

WASHINGTON, 28.—But few dispatches have been received at the War Department this morning, all of which show an improved condition of affairs throughout the country, and there seems to be a firm belief that the disasters are at an end.

BALTIMORE, 28.—Freight trains commenced running on the Baltimore and Ohio Railroad, this morning, between this city and Cumberland. A train of sixteen loaded freight cars left Riverside station, near Locust Point this morning. No disturbance. Up to noon twelve freight trains had left Cumberland for Baltimore. A company of United States regulars were with the first train.

CUMBERLAND, 28.—Freight trains on the Pittsburg division are moving to-day.

INDIANAPOLIS, Md., 28.—Trains on all the roads are running, except the Vandalia and I. and St. Louis railroad, on which trouble exists west of here. The N. and St. Louis sent out a mail car this morning, and the Vandalia sends a passenger train at 1 o'clock. The police are guarding the depot. There is a feeling of perfect security now, and all is quiet.

PITTSBURG, 28.—At six o'clock this morning four trains, over the Pennsylvania road, arrived from the east with State troops. The first train stopped at Lawrenceville station, and from there to Milvale the cars are stretched along the track all filled with soldiers. Before evening there will be 3,000 troops here. The most serious trouble on the way was encountered at Johnstown, Pa. As a section of the train passed the depot at that place it was attacked by a

great mob, armed with stones and pieces of metal. They were thrown at the windows of the cars with telling effect. Volley after volley was poured into the train, crushing the windows and injuring a number of the soldiers. As the train moved on several different attacks were made, the last and most serious was after the train had passed beyond the depot some distance. At this point the patience of the commanding officer, Col. Hamilton, gave way, and reaching up, he pulled the bell rope to stop the train. The engineer and firemen were under a strong guard of soldiers, and they at once reversed the engine. In all probability this saved the lives of half on board the train, for at that point, just in front of the train, the switch had been misplaced, and a car, heavily laden with fire brick, placed on the switch for the fast approaching train to run into it, and be thrown over the embankment. When the train struck the switch its speed had been greatly slackened. The engine, tender, and two baggage and three passenger cars left the track, and came in contact with the car of brick with such force that the rails and ties were torn up, and the five cars piled up in a mass. Three cars were thrown completely around and lay crosswise upon the track. Col. Hamilton, of the First United States Artillery, was severely injured in the side, and several soldiers badly bruised by the concussion. The soldiers of the wrecked train remained at the siding till 6 o'clock this morning. The third section of the train was detained above the depot by the wreck, and was several times attacked by the mob. The soldiers of the wrecked train threw out a picket line and succeeded in arresting about one hundred of the rioters, of this number seventy-five or more will be brought to this city with the military this evening.

DETROIT, 28.—The strikers on the Canada Southern resumed work on the Canada division. All trains are moving as usual. Passenger trains from Buffalo and Detroit left on their usual time this evening. General Manager Muir telegraphs to General Passenger Agent Snow that the strikers have abandoned all their claims and have gone to work unconditionally.

LOUISVILLE, 28.—The city is quiet and no disturbance is probable. The strikers have generally returned to work, though some are holding out. Steps are taken to organize permanent citizens' militia.

PHILADELPHIA, 28.—The general superintendent of the Pennsylvania Railroad announces that the entire line is open for freight and passengers.

FORT WAYNE, 28.—The mayor and sheriff, with Superintendents Gorham and O'Rourke, made two fruitless attempts to raise the blockade, to-day. Strikers, numbering 500 or 600, drove them back. The strikers sent a delegation to Adams' Station, six miles east of Fort Wayne, took possession of the telegraph office, and telegraphed to the strikers to send a large force. Gov. Williams has been appealed to for assistance.

COLUMBUS, 28.—This afternoon the second freight train on the Little Miami was made up on the west side of the river and put out, soldiers accompanying it a few miles out. At Alton station the train was stopped by strikers from this city after the military had returned. Soldiers were immediately sent to Alton, the train was started again and continued unmolested.

An attempt was made about 3:30 p.m. to send out a train on the Indianapolis division of the Pan Handle, but the strikers coaxed the engineer and fireman off, ran the engine into the round house and put out the fires. The military were guarding the train in the meantime. The engine was again fired up and another attempt was made to get the train out. But the strikers switched the gondolas on to the track between the engine and train. While the engine was backing down the obstructions were removed under a guard of soldiers and the train finally got out. Several shots were fired at random between the soldiers without harm. The alarm bell was sounded and the citizen guards were called out, but soon returned to headquarters. There is much excitement, but no violence. To-night the citizens are well armed and are guarding the depots, railroad bridges, round houses and other buildings.

SAN FRANCISCO, 28.—The land-

ing of the Chinese passengers from the steamer *City of Tokio* took place this afternoon. A strong force of police and the safety committee received them shortly before 4 o'clock. The immigrants were placed in wagons escorted by guards, and moved along Second, Montgomery and Sacramento Streets to the Chinese quarter. There was not at any time the slightest disturbance.

CHICAGO, 29.

The railroad strike has few new features. The engineers on the Vandalia, Indianapolis and St. Louis line have struck, and a few other engineers talk discontentedly but have as yet made no signs of striking. The usual Sunday passenger business has been done by all the lines except the Vandalia, though few freight cars have moved any distance.

The *Tribune's* Sioux City special alludes to the object of Crook's mission, above mentioned, and says, an unauthenticated report is current at Yankton that the Indians have massacred all the inhabitants at Fort Pierce. The telegraph line being down no particulars can be obtained.

The Braidwood miners have been completely subdued by the large force of militia now there, and the 400 negro workmen have returned and are ready for work on Monday.

ST. LOUIS, 29.—To-day passed very quietly, and matters are beginning to assume their usual aspect.

James McCarty, a prominent Internationalist and one of the most incendiary speakers of that order, together with Peter Tofgreen, who is believed to be Chairman of the Executive Committee which worked so much mischief during the past week, are under arrest, and in jail. Twenty-six of the ring leaders of the strikers in Carondelet, were also captured yesterday.

PITTSBURG, 29.—The freight blockade at this point is pretty well broken. The strikers on the Pennsylvania Central and Fort Wayne roads are still out, but offer no resistance to the movement of trains. Five trains of stock left over the Pennsylvania road for the east to-day. Two trains of freight came west, and were transferred to the Pan Handle road. Passenger trains on all the roads are running. The strikers are firm and claim that the roads cannot resume full operations for want of men. The city is very quiet.

NEW YORK, 30.—The weather is rainy and unpleasant, though hot.

The fire at the Western Union Telegraph Office sadly delayed the report, though it is probable it will be all right to-day. The western news is received mainly by way of Jersey City. The eastern, via Harlem. The moneyed damage to the Western Union will not exceed \$500. Fate could not have chosen a better time for the accident. There were no casualties beyond a few burned fingers. A watchman is employed in this department night and day, and has repeatedly put out minor fires, generated batteries. This time, however, the fire did all its work almost in an instant. The firemen caused the most damage by cutting the wires in their endeavor to find the cause of the trouble. The telegraphic news in the morning papers is consequently meagre.

The *Times* says, the last few days has been signalized at the New York post office by the receipt of two of the largest mails ever known in the history of the institution. The one of Friday embraced over 800,000 letters and papers. The European mail received yesterday on the steamer *Germania*, comprised 293 bags crammed to overflowing, and required four large Erie express wagons to carry it from the steamer's dock to the post office. About seven-tenths of the contents were papers.

ST. LOUIS, 30.—The railway and transit company are taking out and bringing in trains to and from all directions, and there is no evidence of further interruption. Business on all the roads will be fully resumed to-day.

BUFFALO, 30.—At a meeting of the employees of the Buffalo division of the Lake Shore and Michigan Southern Railroad, it was resolved that all the engineers, firemen, and brakemen return to-day, and the company announce their intention of resuming freight trains.

ERIE, Pa., 30.—Freight and passenger trains are running on all the roads leading from this city.

COLUMBUS, O., 30.—The P. C. and St. Louis Railway officials an-