

BURNING OF THE UNION DEPOT AT PITTSBURGH, BY THE RIOTERS.

THE HISTORY OF THE GREAT RIOTS.

BEING A FULL AND AUTHENTIC ACCOUNT

OF

THE STRIKES AND RIOTS ON THE VARIOUS
RAILROADS OF THE UNITED STATES
AND IN THE MINING REGIONS.

EMBRACING

BRILLIANT AND GRAPHIC PEN-PICTURES OF THE REIGN
OF TERROR IN PITTSBURGH, BALTIMORE, CHICAGO,
AND OTHER CITIES. THE CONFLICTS BETWEEN
THE TROOPS AND THE MOB. TERRIBLE CON-
FLAGRATIONS AND DESTRUCTION OF
PROPERTY. THRILLING SCENES
AND INCIDENTS, ETC., ETC.

TOGETHER WITH

A FULL HISTORY OF THE MOLLIE MAGUIRES.

BY

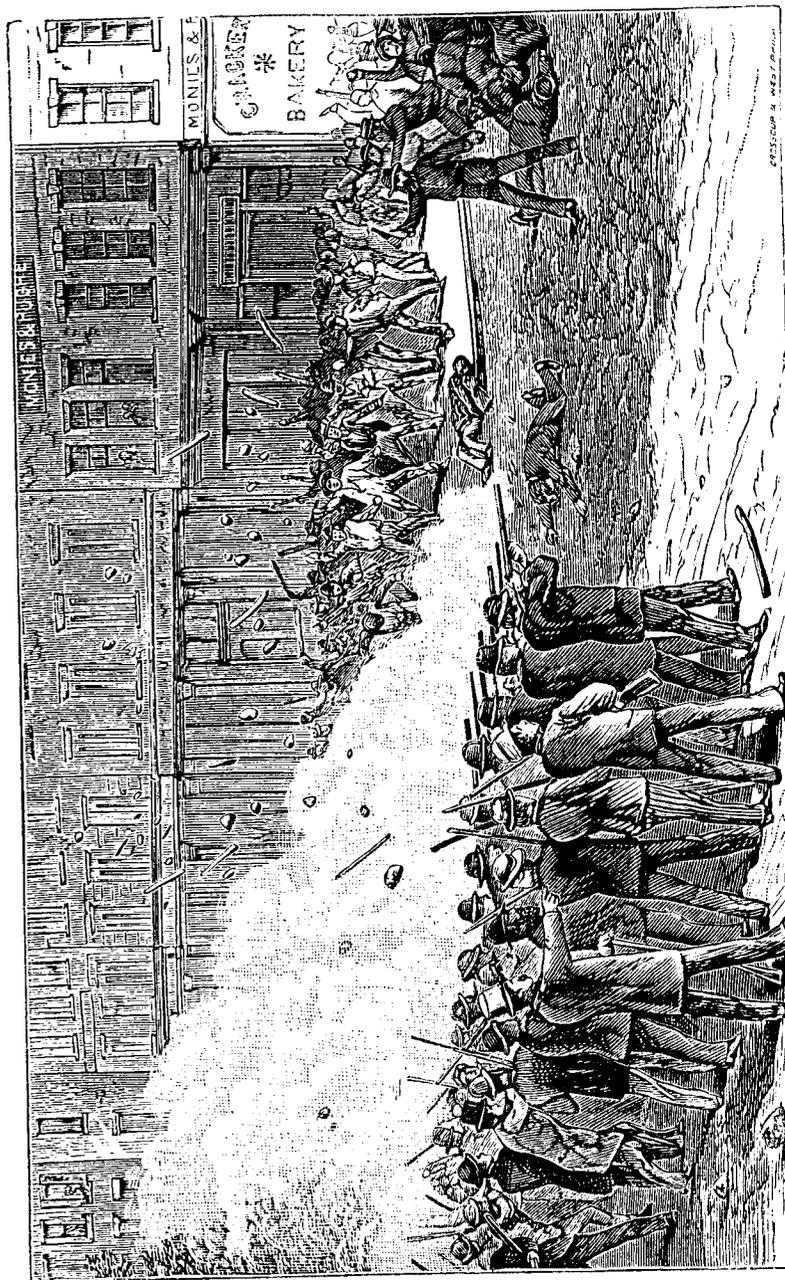
EDWARD WINSLOW MARTIN,
AUTHOR OF "THE HISTORY OF THE GRANGE MOVEMENT," "SECRETS OF THE
GREAT CITY," ETC., ETC.

ILLUSTRATED WITH NUMEROUS FINE ENGRAVINGS FROM DRAWINGS MADE ON THE SPOT.

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THE MAYOR'S POSSE FIRING ON THE RIOTERS AT SCRANTON.

PREFACE.

THE great and overwhelming interest exhibited by the people of the United States in the recent terrible railroad and labor riots in various parts of our country, demands that a record of the events of the great outbreak shall be preserved in a more permanent and satisfactory form than the brief and excited newspaper reports upon which all were forced to depend during the continuance of the disturbance.

At a period of profound quiet and repose, the entire country was startled by the simultaneous seizure by lawless men of the four great trunk lines between the Atlantic Seaboard and the Western States. In a single day the whole internal trade of the Union was suspended. Millions of dollars of capital were paralyzed, thousands of enterprises were confronted with ruin, and the whole of this great country was threatened with a crisis such as it had never experienced before. Instantly the whole military power of the general government and the great States immediately involved in the trouble was called

upon to give protection to the endangered commerce of the land. Our peaceful country resounded with the tramp of armed men hastening to assert the majesty of the law, on the one side; and with the rush of infuriated mobs, on the other side, gathering to resist the execution of the statutes of the land, and to overturn the very foundations of society. Almost without warning, the American people were brought face to face with a conflict which for a while threatened their very existence as a nation. The excitement grew steadily, and for a time mob law was supreme. From all points came reports of lawless violence, of pillage, arson and murder. The worst elements of the Old World, that had been driven out of Europe, suddenly appeared in our midst, and proclaiming their terrible doctrines of destruction and rapine, endeavored to revive in our prosperous and peaceful land the horrors of the Parisian Commune. The danger was terrible and real, and for a moment the American people stood appalled, not knowing how far the revolt might extend, or what character it might assume. Never since the days of the Civil War had the nation been so profoundly moved, or so painfully apprehensive. On all sides the determination was made plain that the outbreak must be put down; the laws must resume their sway; and the future of this great country must not be perilled by mob violence. No man could tell how

soon his home would be the mark of the rioter's torch, or his dear ones be at the mercy of an infuriated mob, and this thought brought hundreds of thousands to the support of the representatives of law and order. At the call of the civil authorities armed men came from all quarters, and it was soon apparent even to the most desperate rioters that the people were determined to preserve their institutions and property from violence at any cost. This formidable uprising of the people had the happiest effect, and the revolt succumbed before it. The disturbers of the peace slunk away, or were arrested, and the supremacy of the law re-established. The very originators of the strikes, horrified at the capture and distortion of their movement by the mob of lawless ruffians, in many instances gave their assistance to the authorities in restoring order.

Now that the danger is over, people are beginning to investigate the causes of the great outbreak, and to devise means by which such dangers may be averted in the future. It is a question in which all are interested, and which must affect the welfare of every citizen. During the existence of the revolt, it was impossible to do more than obtain a hasty and incomplete idea of it. It broke out in so many, and such widely separated quarters of the Union, and its incidents followed each other in such rapid and startling

succession, that the observer was bewildered and unable to follow the events in their true order. All were obliged to depend upon the brief and hurried telegrams furnished the newspapers, which were frequently unreliable and often contradicted.

There is, therefore, a real need of a calm, clear and connected history of the terrible scenes through which we have just passed, which shall present a plain and unbiased account of the causes and incidents of the disturbance, and enable its readers to form a just conception of the danger of such outbreaks, and to do their share in providing measures which shall prevent such occurrences in the future.

Such a work the author has endeavored to present to the reader in the following pages. He has endeavored to present a complete picture of the great uprising in all its various features, and to show how it affected the separate portions of the Union and the country as a whole. He has sought to make the narrative impartial and truthful, and to do justice to both the capitalist and the workingman, and to place the responsibility for the fearful scenes through which we have passed, exactly where it belongs.

In order to render the work complete a full account is given of the San Francisco riots, which, though distinct from the railroad revolt, are generally connected in the public mind with them.

The strikes having extended from the railroads to the coal regions of Pennsylvania, and having embraced thousands of miners, the reader will naturally desire to know something of the secret and terrible power that in past years has directed the labor movements in this important section of our country. Therefore a complete and succinct account of the Mollie Maguires is embraced within the work. It is believed that it includes all that is worth knowing about this terrible order.

In the preparation of the work free use has been made of contemporary narratives. These give to the work an especial value, and impart to it a piquancy and vividness which would otherwise be wanting.

E. W. M.

PHILADELPHIA,

September 18th, 1877.

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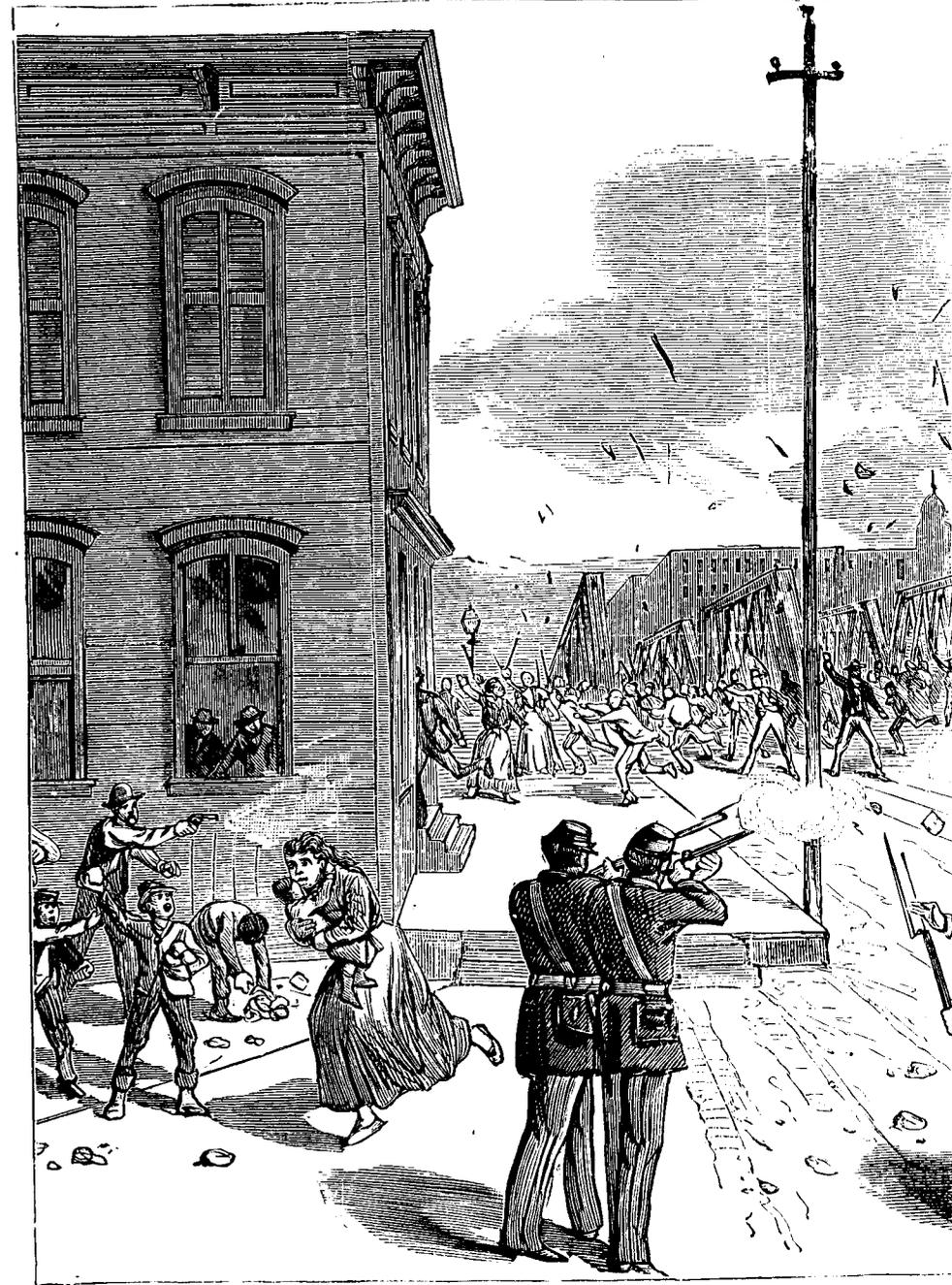
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CHARGE OF THE VETERAN CAVALRY ON THE RIOTERS A

THE HISTORY OF THE GREAT RIOTS.

CHAPTER I.

THE STRIKE ON THE BALTIMORE & OHIO RAILROAD.

Cause of the Strike on the Baltimore & Ohio Railroad—The Troubles begin at Baltimore—The Trainmen Stop Work—Spread of the Trouble along the Road—The Strike begun at Martinsburg—The Trains Stopped—The Civil Authorities defied—The Company appeal to the Governor of West Virginia—Arrival of Troops at Martinsburg—The First Shot—Failure of the Militia to accomplish anything—Colonel Delaplaine reaches Martinsburg—Governor Mathews calls upon the United States for Aid—The President's Proclamation—Regular Troops sent to Martinsburg—Firmness of Captain Miller—Arrest of Strikers—The Wheeling Troops hold their Prisoners—Arrival of the Regulars at Martinsburg—General French's Warning to the Mob—The Regulars open the Road—Troubles at Keyser and Grafton—Attack on Governor Mathews—The Strike at Cumberland—Quarrel between General French and the Railroad Officials—General Getty in Command—The Last Gasp of the Strike—Answer of the Railroad Company.

ABOUT the middle of July, 1877, the Baltimore & Ohio Railroad Company made a reduction of ten per cent. in the pay of its employés. The pay of all the employed, of whatever grade, was equally diminished, no invidious distinctions being made. All accepted the change quietly except the firemen and the men who run the freight trains. The first-class firemen on this

road had been receiving \$1.75 per day; the reduction brought their wages to \$1.58. The firemen of the second class were reduced from \$1.50 to \$1.35 per day. These men refused to accept the reduction, and stopped work. As soon as this became known, numerous applications were made to the company, by men out of work, for employment in the places of the men who had "struck." The company, having the large unemployed class along its line to choose from, had no difficulty in filling the places of the strikers, generally with experienced firemen who were eagerly seeking employment.

Here the matter might have rested had the sober good sense of the strikers come to their aid. They had refused to work for the wages offered by the Baltimore & Ohio Company, and had abandoned their posts. In so doing they had exercised an undisputed right. Having left the service of the company, they should have recognized the fact that they had no longer any interest in its action, and should have sought employment elsewhere. Unfortunately for themselves and for the whole country they chose a different line of conduct, and one which changed the sympathy which the country had felt for them in their privations to the sternest condemnation of their lawlessness.

The leaders of the strikers now resolved to compel the railroad company to recall the order for the reduction of wages. They believed that they could accomplish this by taking forcible possession of the road at certain points, and preventing the passage of all freight trains until the company should be driven, by the loss of its business, into an acceptance of their demand for a return to the old wages. They did not seem to be

aware that by seizing the property of their late employers, and stopping the business of the road, they were assuming the character of criminals and committing offences against the laws of the land of so grave a nature that the authorities would be compelled to crush them by force.

On the morning of the 16th of July, about forty firemen and brakemen of freight trains on the Baltimore & Ohio Railroad, in Baltimore, refused to accept the reduction in their wages, which was to go into effect that day, and stopped work. The strikers assembled at Camden Junction, about three miles from Baltimore, and stopped a freight train, persuading the fireman to leave his engine, and refusing to allow another to take his place. At the request of the railroad officials, the city authorities sent a police force to the spot and dispersed the strikers. The trains were then run during the day without further delay.

This, however, was but the beginning of the trouble. The news spread rapidly along the road, and the disaffection soon reached Martinsburg, in West Virginia, Cumberland, in Maryland, and Keyser, Grafton, and Wheeling, in West Virginia, the most important points on the line of the road, the last-named place being its western terminus.

At Martinsburg the Baltimore & Ohio Company have large shops, and there is always a large concentration of the rolling stock and employés of the road there. As soon as the news was received from Baltimore, the firemen and brakemen stopped work and took part in the strike. They numbered about one hundred men. They assembled about the depot, seized the road and the engines, and compelled the men who

were willing to work to leave their places. No freight trains were allowed by the strikers to move either way, and all arriving at Martinsburg were compelled to halt; the engines were uncoupled and run on to the side tracks, and the firemen and train hands joined the strikers. The railroad officials, finding themselves powerless, applied to the mayor and city authorities for protection. The strikers were ordered by the mayor to disperse and cease their unlawful interference with the property of the railroad company, but refused to obey the command, which the officials were unable to enforce.

On the night of the 16th, Mr. King, the First Vice-President of the Baltimore & Ohio Railroad, telegraphed to the Hon. Henry M. Mathews, Governor of West Virginia, informing him of the strike of the men at Martinsburg, and of their forcible stoppage of the company's business. He told the governor that the authorities of the town were unable to suppress the riot, and on behalf of the company demanded the protection of the State. Governor Mathews at once responded in the following telegram :

WHEELING, W. VA., *July 17th, 12.10 A. M.*

KING, Vice-President :

There are two military companies at Martinsburg, armed and supplied with ammunition. I have telegraphed my aide-de-camp, Colonel C. J. Faulkner, Jr., to aid the authorities with the companies to execute the law and suppress the riot. I will do all I can to preserve the peace and secure safety to your trains and railroad operations. Colonel Faulkner is directed to look also to Opequon.

HENRY M. MATHEWS.

Orders were despatched from Wheeling to Colonel C. J. Faulkner to call out the Berkeley Light Infantry Guards and protect the railroad property at Martinsburg against the interference of the strikers. Colonel Faulkner at once obeyed, and reached Martinsburg with his command, numbering seventy-five men, early on the morning of the 17th. By this time the strikers had been joined by a large number of sympathizers, including the worst element of the place, and the mob now numbered nearly five hundred persons.

Immediately upon his arrival at the depot, Colonel Faulkner took charge of one of the western bound freight trains, which had been detained by the strikers, and attempted to move it on its way west. He deployed his company on both sides of the train, which was started forward slowly, an engineer and fireman having volunteered to take charge of it. As the train reached the switch, one of the strikers, William Vandergriff, seized the lever which controlled it, in order to run the train off upon a side track. John Poisal, a member of the militia company, jumped from the pilot of the engine and attempted to replace the switch. Vandergriff fired two shots at him, one causing a slight flesh wound in the side of the head. Poisal returned the fire, shooting Vandergriff through the hip, and several other shots were fired at him by the soldiers, striking him in the head and arm. When the firing was heard, a large crowd of railroad hands and citizens collected, and the feeling became intense. The volunteering engineer and fireman of the train having run away, Colonel Faulkner made the statement that he had performed his duty, and if the trainmen deserted their posts he could do nothing more. The militia

company was therefore marched to its armory and ingloriously disbanded, leaving the rioters in possession of the field, and the road blocked up with standing trains on the sidings. Vandergriff lay in a dangerous condition all night in consequence of his wounds. One of his arms had to be amputated. The man who shot him first, Private Poisal, was conductor on a freight train, but was not connected with the strike. The strikers justify the shots fired at Poisal, on the ground that he was overstepping his duty, as he had no orders from Colonel Faulkner to close the switch. Poisal's injuries were slight.

The excitement now reached its height, and the mob rapidly increased. In the meantime the blockade on the railroad grew greater and greater. During the afternoon the strikers and their friends, numbering fully one thousand men, marched about bidding defiance to the military and the authorities. Seventy-five or eighty engines were congregated in the depot yard, and none were allowed to depart. A committee from the striking firemen had informed the engineers that in case any engineer should attempt to take a train out of town he would be immediately shot. At noon a cattle train bound for Baltimore attempted to start, whereupon the rioters flocked on board, and with drawn revolvers placed at the head of the engineer and fireman, compelled them to run the train into the stockyards, where the cattle were unloaded. The passenger trains were not interfered with, as the strike was entirely confined to the transportation men. The strikers had everything their own way all the afternoon, and the military were passive, awaiting further orders from the governor. During the day the number

of freight trains held by the strikers amounted to seventy, consisting of about twelve hundred cars, loaded and empty.

During the 17th, the railroad men at Baltimore were excited and restless. About three o'clock in the morning a freight train which had just arrived from the West, bound for Locust Point, was thrown from the track on the outskirts of the city. The cars were badly broken, and the engine, taking fire, was much injured. The affair caused some little excitement in spite of the early hour, and for a while the track was blockaded by the wreck.

The excitement continued to spread along the line of the Baltimore & Ohio Railroad. Governor Mathews, of West Virginia, despatched his aide-de-camp, Colonel R. L. Delaplaine, of Wheeling, to Martinsburg, to represent him and take such measures as the state of affairs might demand, and sent with him a volunteer company from Wheeling—the Mathews Light Guard.

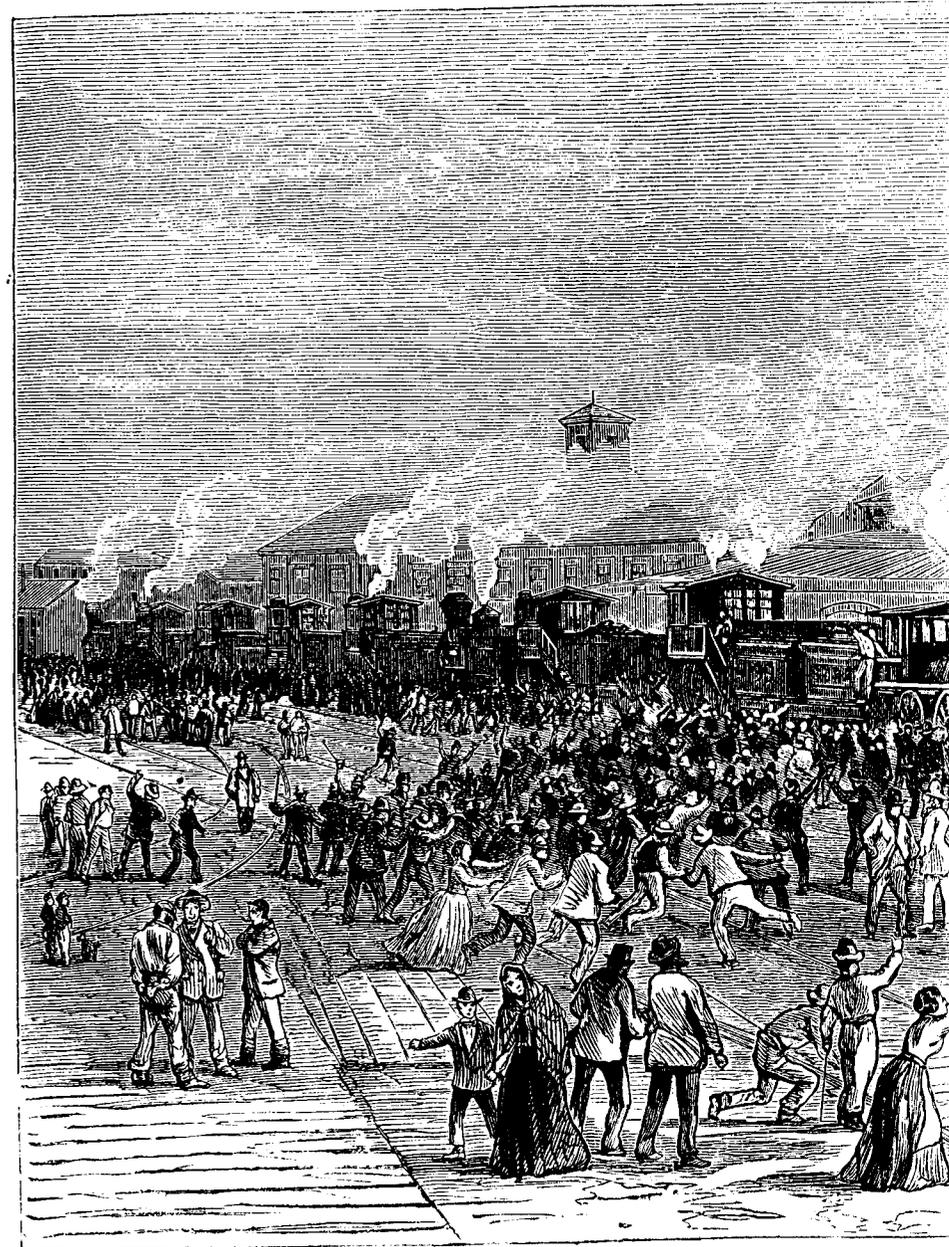
During the 17th, the officers of the railroad urged upon Governor Mathews the necessity of calling upon the President of the United States for troops to suppress the mob at Martinsburg and other points, which was growing stronger and more dangerous every hour. He was informed that it was not believed that the local State militia would be found sufficient to control the strikers and protect the business of the road, since it was evident that the strike had become general and the strikers intent upon stopping trains and maintaining a suspension of the business of the road unless their demands were acceded to by the company. It was urged upon Governor Mathews that the State militia at the points of trouble were either themselves railroad men,

or in some manner identified with them in a friendly way. The militia at Martinsburg, as was seen, would not fire upon the strikers, the only shot fired being in resentment, and not with a view to break up the strike. Governor Mathews was therefore requested to take into consideration the propriety of at once calling upon President Hayes for Federal troops that would obey orders, and put a stop to the riots and the strike at once, and thus save the business and property of the company, and probably avoid more bloodshed. The State of West Virginia had no militia organization. A few widely separated volunteer companies constituted its only military force, and the State authorities were literally powerless to enforce the laws. This consideration, and the reports of the condition of affairs at the points on the railroad in the hands of the strikers, induced the governor to yield to the demands made upon him, and ask aid of the Federal government. Accordingly, on the 18th of July, he sent the following telegram to the President of the United States, informing him of the state of affairs in West Virginia, and demanding assistance from the Federal government:

WHEELING, W. VA., July 18th.

To HIS EXCELLENCY R. B. HAYES, President of the United States:

Owing to unlawful combinations and domestic violence now existing at Martinsburg and other points along the line of the Baltimore & Ohio Railroad, it is impossible with any force at my command to execute the laws of the State. I therefore call upon your Excellency for the assistance of the United States military to protect the law-abiding people of the State against domestic violence, and to maintain the supremacy of the law. The Legislature is not now in session, and



STRIKERS STOPPING TRAINS AT MARTINSBURG, ON

could not be assembled in time to take any action in the emergency. A force of from two to three hundred should be sent without delay to Martinsburg, where my aide, Colonel Delaplaine, will meet and confer with the officers in command.

HENRY M. MATHEWS, *Governor of West Virginia.*

To this telegram he received the following reply, from the Secretary of War :

WAR DEPARTMENT, WASHINGTON, D. C., }
July 18th, 1877. }

To GOVERNOR HENRY MATHEWS, Wheeling, W. Va.:

Your despatch to the President asking for troops is received. The President is averse to intervention unless it is clearly shown that the State is unable to suppress the insurrection. Please furnish a statement of facts. What force can the State raise? How strong are the insurgents?

GEO. W. McCRARY, *Secretary of War.*

To this the Governor replied :

WHEELING, W. VA., July 18th.

The HON. GEO. W. McCRARY, Secretary of War :

The only organized force in the State consists of four companies. Two of them are at Martinsburg, and in sympathy with the rioters, who are believed to be 800 strong. Another company is thirty-eight miles from a railroad, and only one company of forty-eight men is efficient. There is no organized militia in the State. I will send Colonel Delaplaine to see the President, if desired. He is at Martinsburg. I have been reluctant to call on the President, but deemed it necessary, to prevent bloodshed.

HENRY M. MATHEWS.

Being satisfied that the call of the Governor of West Virginia was fully warranted by the situation of affairs

in his State, and by the provisions of the Constitution of the United States, President Hayes directed the Secretary of War to send a sufficient force at once to Martinsburg. At the same time he issued the following proclamation to the rioters :

A Proclamation.

Whereas, It is provided in the Constitution of the United States that the United States shall protect every State in this Union on application of the Legislature, or of the Executive when the Legislature cannot be convened, against domestic violence ; and,

Whereas, The Governor of the State of West Virginia has represented that domestic violence exists in said State at Martinsburg, and at various other points along the line of the Baltimore & Ohio Railroad, in said State, which the authorities of said State are unable to suppress ; and,

Whereas, By laws in pursuance of the above it is provided (in the laws of the United States) that in all cases of insurrection in any State, or of obstruction to the laws thereof, it shall be lawful for the President of the United States, on application of the Legislature of such State, or of the Executive when the Legislature cannot be convened, to call forth the militia of any other State or States or to employ such part of the land and naval force as shall be necessary for the purpose of suppressing such insurrection or causing the laws to be duly executed ; and,

Whereas, The Legislature of said State is not now in session and cannot be convened in time to meet the present emergency, and the Executive of said State, under section 4 of Article IV. of the Constitution of the United States and the laws passed in pursuance thereof, has made application to me in the premises for such part of the military force of the United States as may be necessary and adequate to protect said State

and the citizens thereof against domestic violence, and to enforce the due execution of the laws ; and,

Whereas, It is required that whenever it may be necessary in the judgment of the President to use the military force for the purpose aforesaid, he shall forthwith, by proclamation, command such insurgents to disperse and retire peaceably to their respective homes within a limited time :

Now, therefore, I, Rutherford B. Hayes, President of the United States, do hereby make proclamation and command all persons engaged in said unlawful and insurrectionary proceedings to disperse and retire peaceably to their respective abodes on or before twelve o'clock noon of the 19th day of July instant, and hereafter abandon said combinations and submit themselves to the laws and constituted authorities of said State, and I invoke the aid and co-operation of all good citizens thereof to uphold the laws and preserve the public peace.

In witness whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington, this 18th day of July, in the year of our Lord eighteen hundred and seventy-seven, and of the independence of the United States the one hundred and second. R. B. HAYES.

By the President :

F. A. SEWARD, *Acting Secretary of State.*

In accordance with the President's directions, the Secretary of War ordered General French to proceed, with the troops under his command at the Washington Arsenal, and a detachment from Fort McHenry, at Baltimore, about 400 in all, to Martinsburg, and there to report to Colonel Delaplaine, Governor Mathews' aide. Transportation was furnished by the Baltimore & Ohio Railroad, and the troops left Washington on a special train on the night of the 18th of July.

All through the 18th, the excitement at Martinsburg continued at fever heat. Early in the morning a train from Wheeling arrived, bringing Colonel Delaplaine, of the Governor's staff, and the Mathews' Light Guard, numbering thirty-six men, under the command of Captain Miller. Several hundred people congregated at the depot when the military arrived, in a state of great excitement, and a conflict was momentarily expected. The strikers were all armed with pistols and concealed weapons, having left their guns at their place of rendezvous. Mr. William Keyser, second Vice-President of the railroad company, accompanied the militia in his special car from Grafton. The officers of the company held a conference with the railroad officials and the civil and military authorities of Martinsburg immediately after the arrival of the train, and it was determined for the time being, as a matter of precaution, not to remove the company from the cars, as their appearance on the street would further exasperate the strikers, and an attack might be made before a plan of operation could be determined upon. Accordingly the men remained cooped during the day in the three cars, which had been detached from the train and left standing in front of the platform under the scorching rays of the sun. The shutters of the windows were even drawn down, and all that could be seen of the military was a guard of one man on each car platform to prevent any one from entering. At four o'clock in the afternoon, the company left the cars, and marched to the court-house, where they were assigned quarters. No disturbance attended their occupation of the building.

Half a dozen or more of the ringleaders in the strike called to see Captain Miller in his quarters in the rear

car soon after arriving, and asked to know what he proposed to do. They referred to the high price of flour, and to the almost starving condition of the men whose wages were now proposed further to be cut down. Captain Miller replied that he had nothing to do with the price of flour; that he came to see that the trains passed unmolested, and that he was determined to carry out his orders if his entire company was used up in the attempt.

At a special meeting of the town council of Martinsburg, a resolution was adopted requesting all liquor-dealers and saloon-keepers to close their shops. Many of the strikers had been drinking pretty freely, but they generally kept quiet, and there was not a single arrest for disorderly conduct, though the local authorities were disposed to forbear with them to prevent any conflict.

At noon the two hundred employés of the repair-shops at Martinsburg were ordered by the leaders to join in the strike, but refused to do so. Strikers from other divisions were constantly arriving in small numbers on every train. A number of the strikers remained in the vicinity of the depot, while large bodies of them were located at the switches.

Anticipating trouble at Grafton, the junction of the main line of the Baltimore & Ohio Railroad with its Parkersburg branch, Governor Mathews repaired to that place on the 17th. The strikers at this point cut the bolts and connecting-chains of all the freight engines, unfitting them for use. Men were also violently removed from the engines. The strikers had full possession, and defied the civil authorities to arrest them. The mayor issued a proclamation, in which he said that

“certain persons of the town are, by threats, intimidation, and perhaps, in certain instances, by actual violence, preventing certain other citizens from engaging in their usual avocations, and interfering with the private business of such well-disposed citizens. I therefore call on all persons to desist from such threats, and will enforce the law at all hazards.” The strikers had a meeting, and passed resolutions to hold out to the bitter end, whatever might come of it.

On the morning of the 17th, two of the leaders of the mob were arrested. As the Wheeling militia company passed through Grafton, *en route* for Martinsburg, a squad of seven men was detailed to guard the prisoners. The mob, encouraged by the smallness of this force, endeavored to intimidate the militia and rescue the prisoners; but the soldiers were firm and the strikers prudently decided not to provoke a conflict. That night a dastardly attack was made on Governor Mathews at the hotel of the town. The building was stoned by the strikers, and a missile weighing several pounds was thrown with great force through the window of the Governor's room as he was retiring. Happily it missed him, and fell upon the bed.

Governor Mathews and Colonel Delaplaine were promptly informed of the departure from Washington of the troops under General French; but on the night of the 18th, matters seemed so threatening at Martinsburg, that, shortly after midnight, Colonel Delaplaine sent the following telegram to Washington:

MARTINSBURG, W. VA., *July 18th.*

TO HON. G. W. McCRARY, Secretary of War:

I fear that the forces you have sent will be insufficient. Let us have 100 more rifles and two pieces of artillery. R. M. DELAPLAINE, *Col. and A. D. C.*

Governor Mathews also sent the following telegram from Wheeling:

To the Secretary of War, Washington:

Please send in addition 100 men and two pieces of artillery. HENRY M. MATHEWS, *Governor.*

Upon receipt of these telegrams, the Secretary of War directed General Barry, commanding at Fort McHenry, to hold two field-pieces in readiness as foot artillery, subject to further orders, and on the morning of the 19th General Barry replied that the guns were ready to move on receipt of orders for that purpose.

The train bearing General French and the “Regulars” reached Martinsburg at half-past six o'clock on the morning of the 19th of July. Upon consultation with General French, Colonel Delaplaine concluded to withdraw the request for more troops, and telegraphed the War Department at Washington to that effect.

Immediately upon his arrival at Martinsburg, General French caused the President's proclamation to be printed in hand-bill form and circulated through the town and along the railroad. The proclamation was received without demonstration. There were large throngs about the hotels, but all appeared good-humored, and the prominent strikers said there would be no demonstration against person and property. Justice Williams, in the presence of Sheriff Nadenbush, read a request from Governor Mathews to the men assembled at the crossing to disperse, and desist from further interference with the trains. After the proclamation had been circulated, the fact was announced to the War Department as follows:

MARTINSBURG, W. VA., *July 19th.*

COLONEL VINCENT, Adjutant-General:

Proclamation printed. Now being circulated. After twelve o'clock, if the insurgents have not dispersed, the troops under my command will proceed to enforce the order of the President. At present everything seems quiet, and I doubt whether anything more than a demonstration will be required. Whatever action I may determine upon will be after consultation with and full concurrence of Colonel Delaplaine, aid to the Governor.

FRENCH, *Colonel commanding.*

At the same time General French issued the following notice to the strikers and their sympathizers:

HEAD-QUARTERS UNITED STATES TROOPS, }
MARTINSBURG, W. VA., *July 19th, 1877.* }

Due notification having been given by the proclamation of the President of the United States to those concerned, the undersigned warns all persons engaged in the interruption of travel on the Baltimore & Ohio Railroad, that the trains must not be impeded, and whoever undertake it do so at their own peril.

WILLIAM H. FRENCH, *Brev. Maj.-Gen. U. S. A.,*
Col. 4th Artillery, commanding.

At noon, on the 19th of July, the Federal troops took possession of the railroad yards and property at Martinsburg, and the railroad officials prepared to resume the running of the trains under their protection. During the afternoon two freight trains were started out of Martinsburg, one in each direction. Lieutenant Koesh, with a detachment of Battery F, Fourth Artillery, was called out and cleared the track. The citizens were compelled to leave the yard, so that there should be no obstruction. Captain Rogers, from Fort McHenry, had command of the troops. There was much excite-

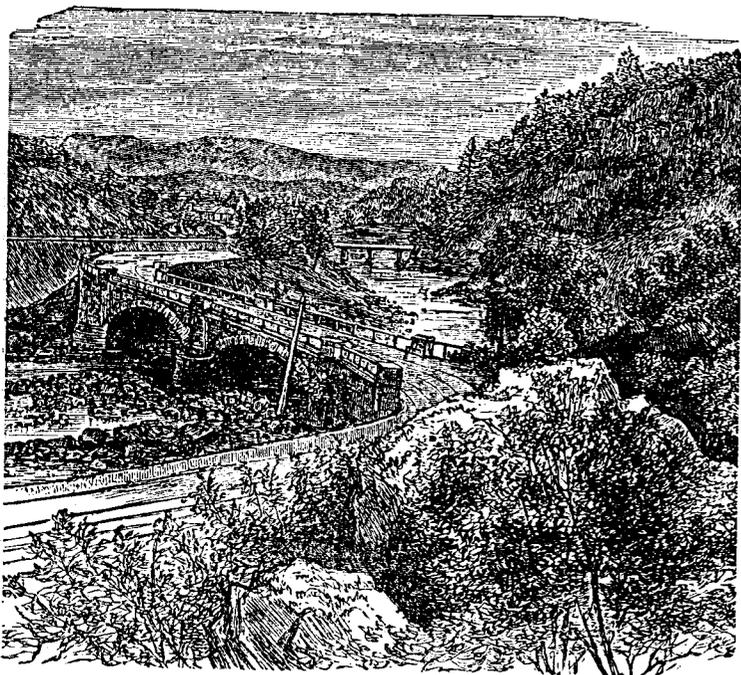
ment, but no violence, and at 3.14 P. M. the coal train east with No. 4 engine left the yard. As it moved off several strikers occupied the hill alongside the track, which was covered with rocks. The military presented arms, and there was no demonstration. No. 4 took a detachment of ten men, under Lieutenant Lewis, as far as Harper's Ferry.

Engine No. 423 started off westward with a train of house cars at the same time that the coal train left. Before it reached the corporation limits the fireman deserted, and the train remained stationary until 4.42 P. M., when it moved off, with George Zepp as fireman. Zepp walked up the track with a navy revolver in his hand, followed by his mother, who tried to dissuade him from going. Some of the friends of the strikers ran towards him to try to prevent him from going, but he waved his pistol over his head, and marched boldly to the engine and took his place. The train then moved off. There were several soldiers in the cab, and ten in all on the train, to protect the engineer and fireman and the train. No further trouble was experienced, and the train passed Sir John's Run all right. It went out in charge of engineer John Manford.

During the day several of the strikers were arrested and placed under guard. During the 20th, other trains were despatched from Martinsburg, and the blockade at that place was raised.

Matters at Keyser were so bad that, on the 19th, General French sent a detachment of ten men under Lieutenant Curtis, to that place. They went by a special train, and reached Keyser early the next morning. The rioters were warned of the approach of the

train by the explosion of torpedoes, which had been placed on the track for that purpose, and when Lieutenant Curtis arrived at the depot at Keyser, he found a mob of 200 men, mostly armed, in possession. With his little force, he was powerless to do anything. Trains which came in afterwards were stopped by the



WILLS' CREEK NARROWS, MD., ON THE BALTIMORE AND OHIO RAILROAD.

strikers as fast as they arrived, and the firemen and engineers taken off by the mob. Lieutenant Curtis at once telegraphed to General French, informing him of the state of affairs, and was directed to retire to Cumberland, Maryland, to which place he withdrew as soon as possible.

In the meantime the disaffection continued to spread along the road. The passenger and mail trains had not been interfered with thus far, but the strikers at Cumberland, Keyser, Grafton, and other points, were firm in their determination that no freight trains should be run. At Keyser, on the night of the 19th, a meeting of workmen was held, at which the following resolutions were adopted:

Resolved, That we, the men of the Third Division, will abide by the decision of our brother divisions in regard to wages in the future, and that we will stay by them in the present trouble until such decision is arrived at, as we have been oppressed by our superior officers beyond endurance.

Resolved, That we, the men of the Third Division, have soberly and calmly considered the step we have taken, and declare that at the present state of wages which the company have imposed upon us, we cannot live and provide our wives and children with the necessaries of life, and that we only ask for wages that will enable us to provide such necessaries.

Resolved, That we uphold the other divisions in the step they have taken in regard to the present trouble.

At Cumberland matters were especially bad. There, as at other points on the line, the original strikers had been joined by large numbers of idle and disreputable persons, who were attracted by the hope of plunder. The mob, thus constituted, held the depot and yards and set the city authorities at defiance. As the trains sent out from Martinsburg by General French reached Cumberland, they were stopped by the rioters, and the engineers and firemen were forced to abandon their posts. Thus the blockade, which had been broken at

Martinsburg by the Federal troops, was established with equal rigor at Cumberland.

At Wheeling, the western terminus of the main line of the Baltimore & Ohio Railroad, the excitement was very great. The men employed there stopped work, and joined in the strike, but attempted no violence. The company attempted to fill the places of the strikers with a party of men from Steubenville, Ohio, but the new comers were warned off by the strikers, who threatened them with assassination if they went to work.

The state of affairs along the line of the Baltimore & Ohio Railroad had now become so threatening that the force of regulars under General French was largely augmented. The troubles continued to increase, and brought on the Baltimore riots, which we propose to relate in another chapter.

In the meantime, the Governor of Maryland, having called upon the Federal government for aid, General French, on the 21st, after leaving a strong force at Martinsburg, Sir John's Run, and other points, to keep the road open, set out for Cumberland with two companies to take possession of the road at that point. It was his intention to send detachments to Keyser, Grafton, and other points, and open the road along its entire line. At Cumberland, however, a serious misunderstanding occurred between General French and the railroad officials, which induced General French to ask the War Department to relieve him of his command. His request was granted, and he was succeeded by General Getty.

Both parties to the quarrel published statements, which are as follows

Statement of Railroad Officials.

There was no refusal to furnish transportation to General French from Cumberland to Keyser. He was told, however, that the special troop train would not go to Wheeling without orders from Vice-President King, of the Baltimore & Ohio, and the reasons for this were :

First—The condition of the road west from Cumberland.

Second—The drunken condition of General French.

Third—This was an irregular train, and that no notice had been furnished Colonel Sharp or any one else that General French desired to go beyond Cumberland.

No provision whatever was made to run this train over the mountains. Doubtless the strikers had notified the agent at Keyser that as there was no provision made to run this train, parties on the line of the road might think that it was a freight train and commit some depredation.

The company had furnished three gallons of whiskey and two dozen bottles of ale within the last twenty-four hours for use in General French's private car, and on arriving at Cumberland fresh supplies of ale were asked for. Colonel Sharp was informed that General French when he left Martinsburg had given orders to go to Cumberland, but Colonel Sharp received no communication whatever to this effect from General French. General French had telegraphed on Saturday night to Colonel Sharp that he wanted a special train in order that he might move his head-quarters at pleasure, and this had been furnished in answer to his request. Colonel Sharp has not been advised that he was to receive orders for the running of trains from others than the President or Vice-President of the company.

"If in my judgment," said Colonel Sharp, "it is not safe to run a special or irregular train, I certainly am not authorized to do it, except upon the order of my superior officers, the President and Vice-President."

Colonel Douglas also states that General French's orders were to report to the Governor of the State, and upon arriving at Martinsburg the General reported to him (Douglas) as the Governor's representative; said he recognized his authority and requested him to order Colonel Sharp to send the train on. Colonel Douglas said he would communicate General French's request to Governor Carroll for orders, but that he did not propose to run the Baltimore & Ohio Railroad Company.

Statement of General French.

General French has furnished a statement for publication which is backed by his officers. All the officers of General French have also telegraphed the Adjutant General that the report of his drunkenness is utterly false. The following is General French's statement, dated to-day:

I received the telegram at Martinsburg yesterday afternoon to bring the troops and establish my headquarters here. I telegraphed to Sharp to furnish me a special car to bring me to Cumberland. I put in two companies of artillery, and, with a full consultation with Colonel Delaplaine, the aide of the Governor of West Virginia, it was decided that I should come here, assume command, and then run up the road as far as Grafton, and that he and I should proceed to Wheeling to see the Governor of West Virginia, who had been telegraphed of our coming. When I arrived here I remained long enough to issue my orders, assuming command and seeing Colonel Douglas, of Governor Carroll's staff. I went back to the car and gave orders to go ahead. I was informed that Colonel Sharp said that he had no orders to go on. I asked one of my officers to go and see Colonel Sharp and tell him that

I was very anxious to go forward, and that it was very important I should without attracting any attention here. This officer reported to me that Colonel Sharp said that if General French wanted to see him he must come to his office. I told the officer to tell Colonel Sharp I wanted to see him in my car in reference to the cause of the delay. After a long time Colonel Sharp came to the car, and I asked him why we were detained there. A large crowd had meantime gathered around the train. He told me he was waiting to get a despatch from the Vice-President of the road to know whether I would be permitted to go on. I told him I was the judge of whether I should go on or stay; that I was acting under the orders of the War Department, and was given a wide discretion. He then went out of the car, and I telegraphed the state of the case to the Adjutant-General, and received a despatch in return that Sharp was ordered to obey my orders. The train was then started, and when it got to Keyser it was quite late in the night. I was there instructed by an order from the War Department to remain till further orders were received.

Meanwhile I wrote a despatch to the War Department complaining of the agents of the road, and requesting that some other officer might be detailed to relieve me. I have received a despatch directing me to turn over my command to the next officer in rank.

I will give my word of honor, if any whiskey was sent in the officers' private car, I did not see it. The only articles furnished that I know of were a jug of seltzer and a bottle of claret.

I have a peculiar kind of temper, and when I am aroused might create the impression that I had consumed thirty gallons of proof instead of three, as charged by the railroad officials. I am willing that the fullest inquiry should be made, and for this I give my free permission. Sharp had no business to stop my car while on government duty, and not on that of

the Baltimore & Ohio Railroad. I suppose their motive was a good one, but I was not informed of it. I went up the road to free the trains, as has been done at Martinsburg. I had troops enough to do it. I intended to leave a battalion at Keyser and one at Grafton, and thus keep the whole road open. I start back to Baltimore at two P. M. to report to the Adjutant-General.

I had been under orders to go to California, but this railroad business changed my plans. I think it outrageous if the officials put whiskey on board that they should turn afterward on the officers for accepting the hospitality.

In connection with the above the following telegrams explain themselves:

WASHINGTON, July 21st, 1877.

To GENERAL FRENCH, Martinsburg, West Va.:

The Governor of West Virginia has requested that your head-quarters be not moved from Martinsburg for the present. General Hancock will be at Baltimore to-morrow morning, at Barnum's. Your written report has been submitted to the Secretary. No doubt it will be eminently satisfactory to him, as have been all your other reports.

VINCENT, *Assistant Adjutant-General.*

WASHINGTON, July 21st, 1877.

To GENERAL FRENCH, commanding Martinsburg, W. Va.:

The Secretary of War directs that you send such portion of your command as you can spare to Cumberland, there to report to Colonel Douglas, of Governor Carroll's staff, to act under orders of the Governor. Acknowledge receipt and report, keeping the Governor of West Virginia advised.

VINCENT, *Assistant Adjutant-General.*

MARTINSBURG, W. VA., July 21st, 1877.

To COLONEL SHARP:

Have special train here subject to my orders. I may

or may not shift my head-quarters. Communicate this despatch to Captain Rodgers.

FRENCH, *commanding.*

TRAIN ON A SWITCH SOMEWHERE BETWEEN }
CUMBERLAND AND KEYSER, July 22d—9.40 P. M. }

To MAJOR-GENERAL HANCOCK, Baltimore:

We started from Martinsburg at a quarter to four P. M. This train is now stopped. Who or by whose orders I do not know. Should be at Grafton now, permitting me to meet the Governor of West Virginia as by agreement. The officials of the Baltimore & Ohio Railroad have been rude to my subalterns, and unless the government takes its control of the line, which is now perfectly clear or would have been by to-morrow, will require the States of Maryland and West Virginia to keep it open. The army has done its duty. The soldiers detained in the cars are suffering by the assumption of this official.

FRENCH.

P. S.—Your despatch received at forty minutes past nine P. M. the 22d inst. I have determined not to be stopped again. I will arrest any officials of the Baltimore & Ohio Railroad who attempt to interfere with the orders I receive from the Secretary of War or yourself.

WASHINGTON, D. C., July 22d, 1877.

To GENERAL FRENCH, Cumberland, Md.:

You will take orders from General Hancock only in addition to those already given. The railroad officials are not to interfere or control.

GEORGE W. McCRARY, *Secretary of War.*

BALTIMORE, MD., July 22d, 1877.

To GENERAL WILLIAM H. FRENCH:

Vice-President King has sent a telegram to Mr. Sharp to obey your orders in the matter of furnishing trains.

By command of Major-General Hancock.

MITCHELL, *Aide-de-Camp.*

KEYSER, July 23d, 1877—12.25 A. M.

TO MAJOR-GENERAL HANCOCK, Barnum's Hotel:

Telegram received. Orders have been obeyed. I had assumed command and established my headquarters at Cumberland at quarter of seven P. M. to follow up the proclamation of the President of the United States. My being detained here instead of being at Grafton is due to the insolence of railroad officials, not only to myself, but to my subordinates. If I cannot act independent of them in the delicate duties which have heretofore been performed by me with satisfaction to the War Department, and without shedding the blood of the employés of the Baltimore & Ohio Railroad, it would be preferable to have another officer who would be less objectionable to that corporation.

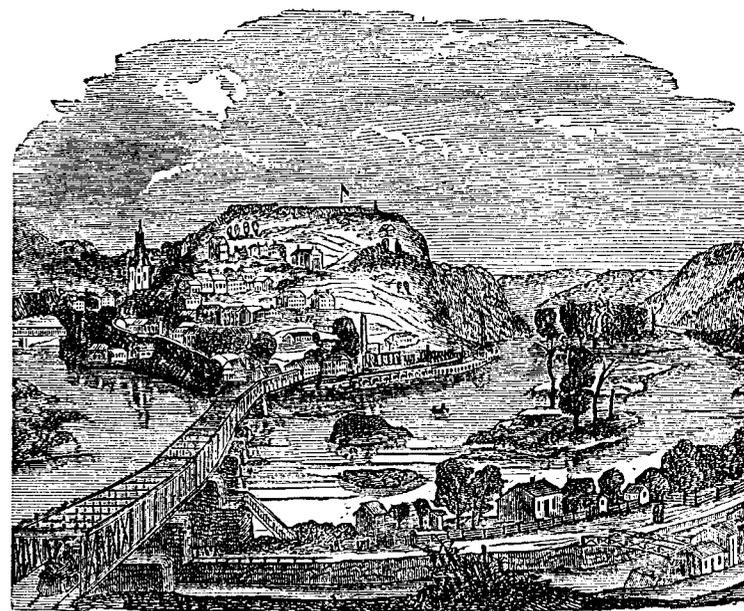
W. H. FRENCH,

Colonel and Brevet Major-General commanding.

General Getty, who succeeded General French in the command of the United States forces along the Baltimore & Ohio Railroad, posted his troops at the prominent points on the line, and by a firm display of force prevented any further outbreak. The terrible occurrences in other parts of the country now brought the strikers to their senses, and showed them that the movement had been taken out of their hands, and had become a reign of lawlessness for which the country would hold them responsible. By degrees they came to a realization of their terrible mistake, and either returned to their posts, or ceased their interference with the business of the company.

The only attempt at violence after this occurred near Keyser, on the night of the 30th of July. A train, bearing Battery E, of the 5th Artillery, under command of Lieutenant Simpson, bound for Piedmont, was

thrown from the track by the strikers about two miles west of Keyser, by a misplaced switch. The train was moving at the rate of three miles an hour. With faster speed the train would have been thrown down a deep embankment, with serious loss of life. The only personal injury was to private George Hamilton, who had his leg badly crushed between the cab and tender. Upon examination it was found that the three switches



HARPER'S FERRY, ON THE BALTIMORE & OHIO RAILROAD.

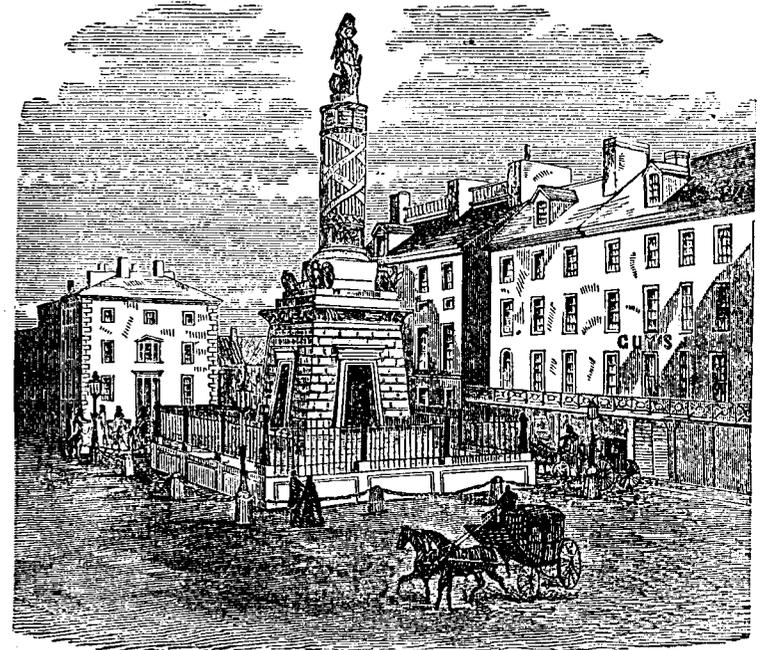
of the main track were unlocked and thrown open. The locks were found on the track near by. A portion of the battery proceeded to walk to Piedmont, and utilized a hand-car which they found further on. A guard was left to take charge of the disabled train, which is yet off the track. Nobody was seen in the vicinity.

On the same day twenty-three disorderly persons were arrested by the regulars near Keyser. They had boarded the western bound express train, which passed Keyser at three o'clock in the afternoon, as it was moving out with the intention of forcing their passage to Piedmont. This movement was noticed at the station, and a train with fifty regulars, under Lieutenant Day, was despatched after the express. It was overtaken, and the conductor indicated the men who refused to pay, and they were marched to a caboose car, returned to Keyser and placed under guard for alleged riotous conduct. The train was crowded with passengers, including many ladies. There was a scene of intense excitement among them when the soldiers appeared and were ordered to load their weapons. Several ladies screamed, and would not be pacified till the soldiers and rioters had disappeared. A detachment of one hundred troops was drawn up in line when the train returned, and the prisoners were marched between a double line of fixed bayonets to their place of confinement.

When the arrest of these persons became known, a large crowd gathered about the station, in the upper room of which the prisoners were confined. A letter from Keyser thus describes the scene there:

At least twenty-three of the rioters have been arrested, and are now in the second story of the main station. The building is surrounded by the friends of the prisoners, numbering probably 300, who are kept at a respectful distance by a hollow square of pickets. They are loudly protesting against the action of General Getty and his subordinate officer, Colonel Russell, for the arrest of the twenty-three men. They claim that

the liberties of citizens have been infringed by the military without warrant of law. A committee have just waited at the depot upon Sheriff Sims, of Mineral county, of which Keyser is the county-seat, and demanded that he shall vindicate the superiority of the civil over military law by releasing the prisoners. They seem to be strong advocates of civil law since the soldiers arrived. The sheriff protested that the men were



BATTLE MONUMENT, BALTIMORE.

not his prisoners. The sheriff stood upon an elevated platform overlooking the crowd. He remained for several minutes in this conspicuous position, quietly looking the excited men in their faces. Finally he said:

“You had better keep cool. Now, this is all nonsense, boys. The chaps up-stairs will get no more than

they deserve, my word for it." At this he turned and walked away a short distance. The crowd were non-plussed; they had depended upon the sheriff, and could not understand his refusal to perform what they deemed his duty as high sheriff.

This was the last dying gasp of the strike on the main line of the Baltimore & Ohio Railroad. Under the protection of the Federal troops, the business of the road was resumed, and by the last of July the line was reopened for traffic from Baltimore to the Ohio river. New men were in all cases found to fill the places of those who refused to work; the glut in the labor market rendering it easy for the company to obtain immediately any number of men to whom they could guarantee protection from violence at the hands of the strikers. This was furnished by the regulars.

In the meantime the strikers at Baltimore had appointed a committee to wait upon the authorities of the Baltimore & Ohio Railroad, and lay before them a statement of their grievances and their demands for redress. This was done, and on the 26th of July the company made the following reply:

BALTIMORE, *July 26th, 1877.*

Messrs. J. H. Elder, President; C. Sheckles, Paul Molesworth, J. D. Price:

GENTLEMEN:—I am in receipt of your communication enclosing resolutions adopted at a meeting of engineers, firemen, conductors, and brakemen, proposing the following rates of wages:—Engineers, first-class, \$3.50; second-class, \$3; conductors, \$2.50; firemen and brakemen, \$2 per day.

In declining this proposition, it is but proper and right that the reasons which have led to this conclusion should be explained.

The great depression in business which commenced in the autumn of 1873 has continued growing from bad to worse. The effect upon the Baltimore & Ohio Company has shown continued large decreases of revenue. The other trunk lines had reduced wages ten per cent., one of them on 1st of June and two of them on 1st of July, and at that date a similar reduction had been made on many of the leading lines in the country.

It will be observed that the Baltimore & Ohio Company was the last company which competes for the great trade of the West which made the reduction of ten per cent.

That the whole question may be understood, I present a table of wages paid trainmen in 1861, in 1877 after the reduction, and the rate you now propose:

	January, 1861, Pay Received.	Pay received after deduct- ing 10 per cent., July 16, 1877.	Pay proposed by the com- mittee.
Tonnage conductors.....	\$1.66 1.50 1.33	\$2.25 2.03 as a minimum. 1.80	\$2.50 " "
Tonnage brakemen.....	\$1.33 1.17 1.00	\$1.58 1.35 as a minimum.	\$2.00 " "
Tonnage enginemen.....	\$3.00 2.95 2.50 2.25 2.00 1.33	*\$2.93 2.90 2.48 2.25	\$3.50 3.00
Tonnage firemen.....	\$1.75 1.50 1.33 1.11	\$1.53 1.35 as a minimum.	\$2.00 " "

* Premium, 25 cents, not included.

As compared with 1861, the rate will exceed those in operation at that period to the extent of about thirty-five per cent. The rates of through freight in

1861 were double those of 1877, and for coal the rate was \$2.31, whilst in June, 1877, it was but \$1.37 per ton from Cumberland to Baltimore.

The officers of the company are sure that it is only necessary to submit these facts and figures to satisfy every reasonable man in the service that the wages you propose cannot be paid. Since the panic of 1873 not only have the rates of through freight and other traffic been reduced by severe and active competition, but the quantity in the aggregate has diminished. Especially is this true in regard to the coal trade, which for many years has been the leading article transported over the company's lines.

The consideration of this branch of the subject brings me to call your attention to the motives which governed the company in employing a greater number of men than were required in the handling of trains. Only a limited amount of business could be secured. It would have been quite as satisfactory to the company to have kept in the service only the number of men needed for the work, but it was regarded as more humane, in view of the great scarcity of work generally, to distribute the limited amount of business amongst the greatest practicable number.

Whilst it is a subject of regret that these motives have been misunderstood, and in a great degree produced the present troubles amongst our trainmen, it is satisfactory to know that these difficulties can be readily adjusted in such a manner as to protect materially the interest of the company and of those it employs. Fully impressed with this belief, I hope there will be no difficulty in the way of your returning to work, so that the running of freight trains may be at once resumed.

The experience of the last ten days must satisfy every one that if freight trains are stopped on the Baltimore & Ohio Railroad, the city of Baltimore is not only deprived of the great commercial advantages

which she has heretofore enjoyed, but the entire community is made to feel that all business must be seriously crippled, and the prices of families' supplies greatly increased.

You will thus see that the resumption of the running of freight trains on the Baltimore & Ohio Railroad is a matter in which all our citizens of every calling are vitally interested. Respectfully, yours,

JOHN KING, JR.,
Vice-President.

CHAPTER II.

THE BALTIMORE RIOTS.

The Strike at Cumberland—The City appeals to the State for Aid—The Fifth Maryland ordered to Cumberland—Proclamation of Governor Carroll—The Troops Summoned—Excitement in Baltimore—Sounding the Military Call—The Troops march out—Attack on the 5th Regiment—Firmness of the Troops—Assembling of the 6th Regiment—The Mob Attack the Armory—The Regiment marches out—The Battle in the Streets—The Regiment reaches the Depot—Attack on the Depot by the Mob—Destruction of Railroad Property—The Depot Fired—The Mob Driven Back and the Flames Extinguished—Governor Carroll Calls on the President of the United States for Assistance—Troops ordered to Baltimore—General Hancock in Command—The President's Proclamation—The Mob Defeated by the Police—A Night of Terror—Thrilling Scenes in Baltimore—Arrival of General Hancock and the Regulars—The Mob Cowed—The Troubles Come to an End—The Miners' Strike in Western Maryland—Trouble on the Chesapeake and Ohio Canal—It is Put Down.

WE have spoken of the state of affairs at Cumberland, Maryland. It grew worse hourly. The strikers were joined by a large body of idle and disorderly men and boys, and by a number of miners from the neighboring mines, and the mob soon attained proportions which rendered the city authorities powerless to deal with it. As fast as the trains sent out from Martinsburg by General French arrived, they were stopped by the strikers, and the engineers and firemen were forced to abandon their engines. The trains were hauled on a side track, and the blockade was complete.

Finding himself powerless to deal with the riot, the Mayor of Cumberland reported the state of affairs by telegraph to the Governor of Maryland, and at the same time the officers of the Baltimore & Ohio Railroad

Company asked the protection of the State government for their property within the limits of Maryland. Governor Carroll, appreciating the gravity of the situation, promptly decided to take such steps as were necessary for the preservation of order at the threatened points. On the afternoon of the 20th of July he sent the following order to the commander of the first brigade of Maryland militia :

EXECUTIVE OFFICE,
BALTIMORE, July 20th, 1877. }

BRIG.-GEN. JAMES R. HERBERT, Commander First Brigade Md. N. G. :

SIR:—You will proceed at once with the 5th Regiment of your command to the city of Cumberland to aid in the suppression of riot and lawlessness along the line of the Baltimore & Ohio Railroad in this State, and there await further orders.

JOHN LEE CARROLL,
Governor and Commander-in-Chief.

At the same time he issued the following proclamation :

Whereas, It has come to the knowledge of the executive that combinations of men have been formed at various points along the line of the Baltimore & Ohio Railroad, in this State, and that a conspiracy exists, the object of which is to impede the traffic and interfere with the legitimate business of the said railroad company ; and,

Whereas, Various acts of lawlessness and intimidation to effect this purpose have been perpetrated in this State by bodies of men with whom the local authorities are, in some instances, incompetent to deal ; and,

Whereas, It is of the first importance that good order should everywhere prevail, and that citizens of every class should be protected :

Therefore, I, John Lee Carroll, Governor of Maryland, by virtue of the authority vested in me, do hereby issue this my proclamation, calling upon all citizens of this State to abstain from acts of lawlessness, and aid lawful authorities in the maintenance of peace and order.

Given under my hand and the great seal of the State of Maryland, at the city of Baltimore, this 20th day of July, 1877.

JOHN LEE CARROLL.

By the Governor :

R. C. HOLLIDAY, *Secretary of State.*

Upon the receipt of his orders, about three o'clock on the afternoon of the 20th, General Herbert informed Governor Carroll that there was hardly time enough between that hour and the hour when the trains would depart for Cumberland to summon the soldiers and get them ready for a campaign. He therefore suggested that an alarm known as the "military call," No. 151, be struck, which would summon the soldiers to their armories. Governor Carroll replied that he feared that the alarm would summon strikers as well as the soldiers, and that it must not be sounded. General Herbert therefore sent for Captain Zollinger, senior captain of the 5th Regiment, informed him of the governor's order, and directed him to have the troops ready to march at 6 P. M. About half-past five o'clock General Herbert was informed that only one hundred and fifty members of the 5th had assembled at their armory, and that to obtain more it was necessary that the alarm signal should be sounded. Governor Carroll thereupon gave his consent to the sounding of the alarm, and it was duly rung.

It was nearly six o'clock, the hour when the thousands of laborers are released from work, when the booming of the bells was heard over the city. A certain proportion of the multitude that came from the workshops, upon hearing the alarm, hastened to the armory of the 6th Regiment, situated on the second floor of a large building at the corner of Fifth and Front streets, and gazed for a time apathetically at the busy soldiers. In another part of the city, before the armory of the 5th Regiment, a large crowd also assembled, and every member, upon arriving, was greeted with cheers. The soldiers were fully equipped for the march with fatigue caps, blouse, gray trowsers, knapsacks, and blankets rolled. All were armed with Springfield breach-loading rifles, and had twenty rounds of ammunition, the officers being armed with revolvers. Captain Zollinger went among his men, giving this one and that one advice about his equipment, and finally said that the time had come when they were no longer holiday soldiers, and must act with the coolness of regulars.

The 5th was the first regiment ready, and moved out of its armory two hundred strong, about half-past seven o'clock, and took up the line of march for the Camden street depot. The regiment marched through Garden street to Madison street, and then by way of Eutaw street to Camden street. Along the first part of their route the troops were heartily cheered, but about midway a few hisses were heard, and by the time the depot was reached the soldiers were surrounded by men trying to kill them. The regiment was first attacked near the junction of Eutaw and Lombard streets, while a crowd of jeering men suddenly threw

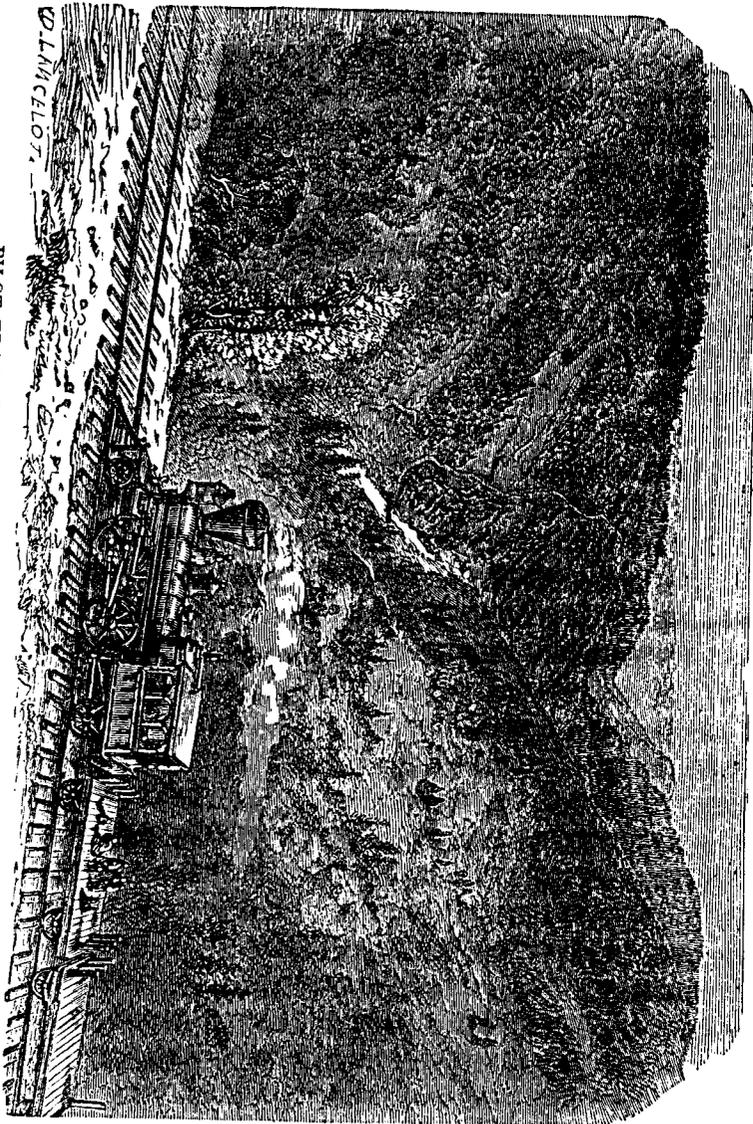
bricks and paving stones into the ranks of the troops. Lieutenant Rogers, of Company C, was struck in the breast by one of the missiles and severely injured. Several policemen at once dashed into the crowd and severely beat with their clubs the men who had flung the stones, while the injured lieutenant was carried into a neighboring building and cared for by the regimental surgeon. The regiment marched on, but as it marched was assailed with a shower of stones. About twenty soldiers were struck and injured by these missiles, but none severely. Captain Zollinger would not permit his men to fire, but ordered them to assist their wounded companions, and coolly proceeded on his way. Upon nearing the depot, it was perceived that the route was barred at Camden and Eutaw streets by a crowd of determined men armed with stones. A volley of stones was hurled at the regiment by this mob, and about twenty of the soldiers were struck and injured. Captain Zollinger would not permit his men to fire, but ordered them to fix bayonets, and prepare for a charge. He then drew his sword, and demanded of the mob a passage for his men, and ordered the latter to charge the mob at the double-quick. A burly man, who seemed to act as the leader of the mob, was struck on the head by the captain with the flat of his sword and knocked to one side. The regiment then charged into the depot, sweeping the mob before it. The special train of cars intended for the transportation of the regiment at this moment backed down to the depot before the platform upon which the soldiers were standing.

The mob, defeated at one point, now turned their attention to another. They pelted with stones the

engineer and firemen of the train, drove them from the locomotive, and so injured the locomotive that it could not be used. A few moments afterwards engine 407, engineer Byerly, was backed up to the Barré street entrance to the depot to connect with the No. 2 Chicago express, which was to leave at 8.15. The mob instantly attacked Byerly, and removed him from the locomotive. One of the mob then opened the throttle of the locomotive, and jumped from it as the massive machine moved off at a great rate of speed, without a guide, down the track. The locomotive ran into a freight train below Lee street, and was wrecked.

Thinking that the mob might be emboldened soon to attack the soldiers, General Herbert directed Captain Zollinger to drive the rioters away from the vicinity of the depot. The captain took Company C and charged with fixed bayonets some of the mob that were midway upon the platform north of Barré street. The crowd fled from the platform, but made a stand in the yard near Howard street, from which they hurled stones at the troops. These stones were obtained from a neighboring street, where unluckily the gas company was putting down some mains, and the roadway was torn up. The shower of stones was very heavy, and a number of the soldiers were hurt. These were taken into Vice-President King's private car, which had been turned into a hospital, and cared for. Company H was ordered to the assistance of Company C, but the soldiers were driven back upon attempting to force the rioters out of the yard. Governor Carroll and General Herbert thereupon requested the police authorities to summon to the depot all the policemen that could be spared from the station-houses.

Meantime the 6th Regiment had obeyed the summons to assemble, and its members had gathered at the armory. The members of the regiment gathered slowly, and it was not until half-past seven o'clock—at the very time that the 5th Regiment was leaving its armory—that a considerable number had assembled. For half an hour previous the members, as they entered the building, were hooted at, but no attack like that which followed was feared. Suddenly a brick was thrown into the doorway of the hall leading to the steps by which the soldiers ascended into the armory, and in another second a volley of stones was hurled through the windows of the armory. The four policemen at the doorway disappeared, and were succeeded by four soldiers. The streets of the vicinity were dotted here and there with heaps of cobble-stones, the gas company being engaged in putting down pipes; and in front of several large structures in process of construction were cartloads of bricks. The mob seized eagerly upon these missiles, hurled them at the outpost of the regiment on duty at the door, drove the men within the building, and then bombarded the windows. Every pane of glass on the Front street side was broken. Members of the regiment who arrived after this onslaught were assaulted and driven away from the building. One of the soldiers was seized and flung over the railings of the Fayette street bridge, but luckily fell upon a beam, and escaped falling into the stream. Major A. J. George, who was one of the late ones, was knocked down, beaten, and badly bruised about the body and head. C. L. Brown, who ventured into the street, was attacked by the crowd, thrown down, and kicked on the head. With great difficulty

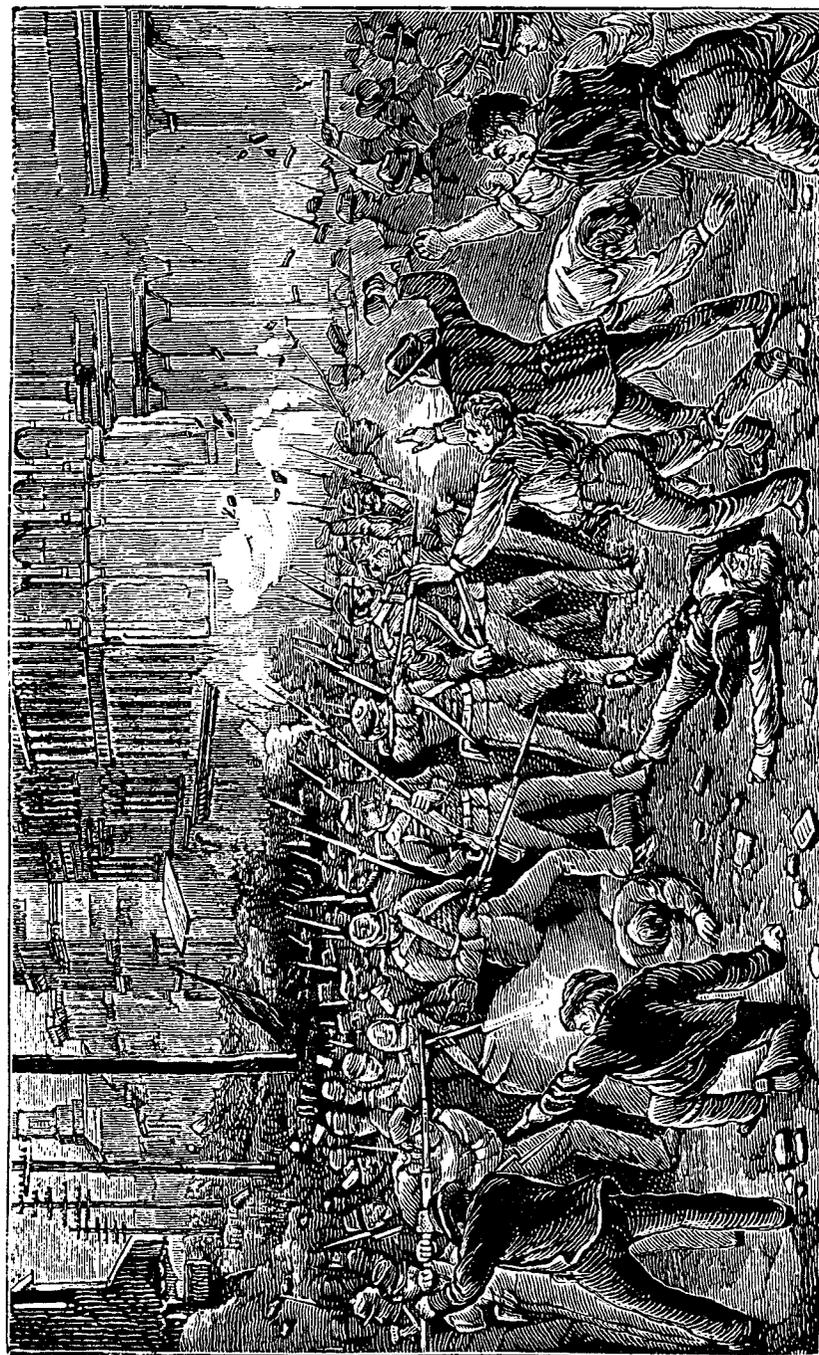


PILOT TRAIN ON THE BALTIMORE AND OHIO RAILROAD.

he escaped into the building. Lieutenant Welly was assaulted and beaten.

An hour and a half passed, the crowd all the time becoming more aggressive. A large squad of police was unable to enforce order, and was driven into the building. At half-past eight o'clock, Colonel Peters selected three companies (Companies I, F, and B) to march to the depot, leaving 150 men of the regiment to guard the armory. The companies were formed and the order given to march out of the building. The stairs of the armory were so narrow that only two men could march down at a time. In this order the first company came out of the armory door. Instantly the mob began pelting the soldiers with all sorts of missiles, stones, pieces of iron and bricks. The soldiers wavered for a moment, and then fled into the building. This retreat greatly encouraged the mob, and the rioters shouted with triumph. In a few moments the soldiers dashed out of the building, and the foremost fired into the air, having been ordered to do so by Colonel Peters. The mob fell back frightened. Two of the companies were soon in line and ready to march. The crowd jeered at the soldiers, and finally renewed the attack upon them, this time using muskets and shot guns; the leaders assuring the assailants that the soldiers had nothing but blank cartridges in their guns. Some of the soldiers at last became exasperated, and without orders to do so, fired into the crowd. By this fire a bystander was killed, and a boy fifteen years old severely wounded.

The companies then marched towards the Camden street station; two companies moving by way of Front street to Baltimore street, and up Baltimore street to



SIXTH MARYLAND REGIMENT FIRING ON THE RIOTERS IN BALTIMORE

Gay; the other company by way of Front street to Gay street, and up Gay street to Baltimore street, and thence toward the depot. As the two companies passed along, the mob pressed heavily upon them, hurling stones and other missiles at them, and discharging muskets, shot guns, and pistols into the ranks. The soldiers in the rear, who were compelled to bear the brunt of this attack, stood it for a while, and then unable to endure more, and acting upon the first law of human nature, fired with deadly effect upon the mob. The rioters scattered immediately, but the next instant came together, and renewed their attack on the troops. In those parts of the street which were laid with the Belgian pavement, the mob found it difficult to obtain missiles to hurl at the troops, and the military were unmolested. Between Holiday and South street—a distance of one square—the soldiers fired many times; and the firing was also brisk from South to Calvert street, also one square. The street cars along the route were naturally empty. There was little noise beyond that caused by the musketry fire and the people running away from danger. The excitement afterward, however, when the dead and wounded were collected, was intense.

The companies of the 6th Regiment reached the Camden station at half-past eight o'clock, and joined their comrades of the 5th. The troops were formed on the platform, and the mob pressed closely around the depot, uttering the most savage threats against the soldiers. Two companies of the 5th Regiment held the mob at bay, and prevented the rioters from entering the depot. All the available police force was concentrated at the depot, and for a while it seemed that a bloody conflict was inevitable.

Inside of the Camden depot building Governor Carroll and Mayor Latrobe were present, with Vice-President King and other officers of the railroad company, General James R. Herbert commanding the military, and Police-Marshal Gray, Deputy-Marshal Frey, Police-Commissioner Gilmore, and the captains of police in the six districts into which the city is divided. The state of affairs in the city was now so threatening that it was decided not to send the troops away, but to hold them for the protection of the city.

The efforts of the mob were directed against the lower end of the depot building. A vigorous charge of the police drove the rioters from the Barre street crossing, and forced them back to Lee street, the extreme end of the depot. The office of the despatcher of trains, a wooden structure, is located at this end of the depot. It was next attacked by the mob, and was riddled with stones. The telegraph operators were driven from their posts, and compelled to fly for safety. The police again charged the mob, but the rioters returned the moment the police drew back, and soon had the lower end of the depot in their possession. Three passenger cars attached to an engine were set on fire, and the office of the despatcher of trains was also fired, the rioters hoping that this last act would result in the conflagration of the vast depot. The track beyond the depot was torn up for about two hundred yards, and the round house, some distance beyond the Camden station, was fired and considerable damage done to the locomotives. The fire department was at once summoned, and the mob was driven back by the police and soldiers. The engines were soon gotten to work, and the flames were extinguished. The police were very active during the night, and a number of arrests were made.

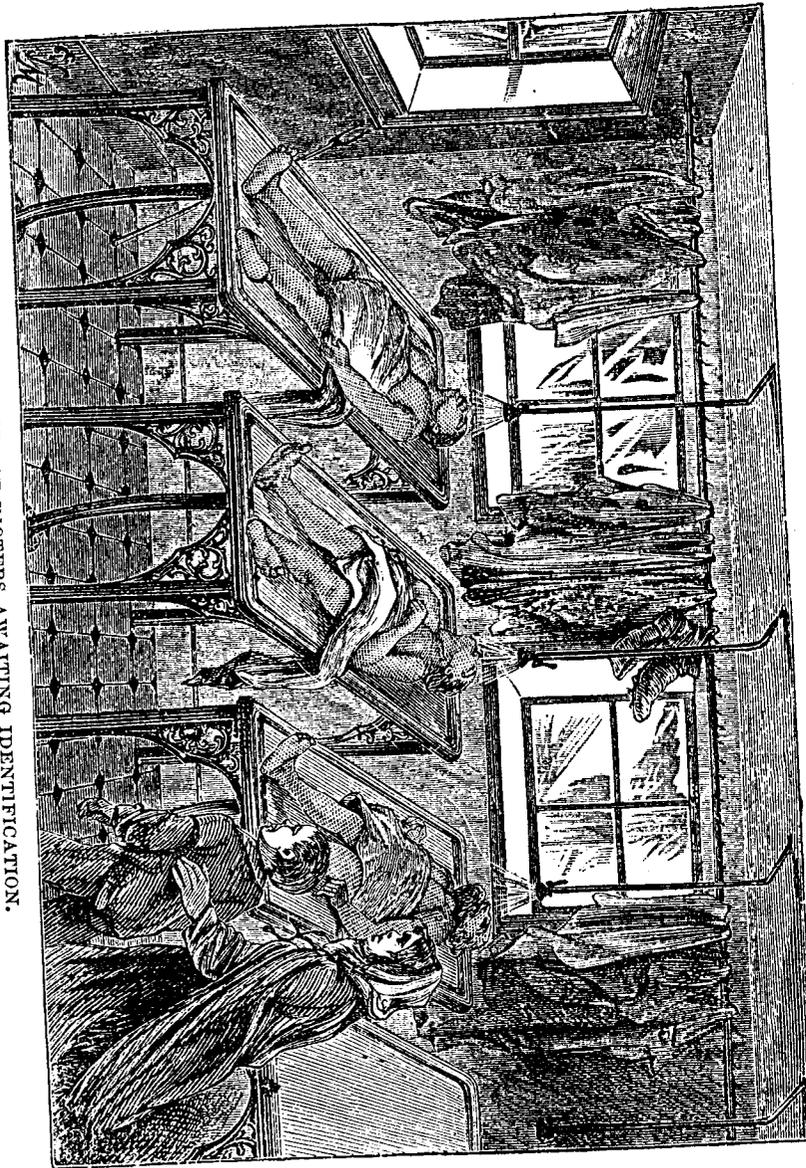
One of the Baltimore papers, commenting upon the character of the mob in that city, said: "The number of railroad employes engaged in the rioting here has from the first not exceeded 150; but at the outset of the affair they were joined by thousands of laborers and mechanics out of employment, and by the entire criminal classes of the city, eager for an occasion to plunder. A large number of men besides these, in various occupations, who have suffered a reduction of wages of late, are in a sullen temper with their employers and with capitalists generally. They imagine that they have been wronged, and welcome what they think is an attempt of the railroad men to right a similar wrong. Some have actively aided the rioters, and nearly all have fermented the movement by reckless and inflammatory talk. The communistic character of the riots is shown by every incident. The mob which assailed the 6th Regiment, Friday night, was not composed of railroad men, but was a miscellaneous assemblage of laborers. The crowd that stoned the United States troops to-day probably had not a single striker in its midst. So of the gangs gathered up by the police in the numerous combats around Camden station last night. Some were thieves and rowdies, and others were workmen, usually well-behaved, but now crazed by the excitement of the outbreak. It is a notable fact that most of the men who yelled 'bread' in the crowd that surged against the lines of the police and the soldiers last night had evidently money enough to buy whiskey, for they were half-drunk. Some of the strikers affirm that they and their friends were taking no part in the lawless acts, and that the movement has passed altogether out of their hands. The prejudice against the

Baltimore & Ohio road among the working classes, and to some extent among people in the higher walks of life, furnished at the beginning a strong fund of sympathy to sustain the strike. It was currently believed that the policy of the company has been to starve its men in order to keep up its ten per cent. dividends. There is no doubt that this prejudice was the real basis of the outbreak. Desperate men took advantage of it to defy the law, relying upon popular support."

A number of the soldiers were severely wounded by the mob. Among the rioters nine were killed, two mortally wounded, and a number wounded by the fire of the troops. Two more rioters were shot by the police in the fight at the lower end of the depot. When the soldiers did fire directly on the mob, they did so in deadly earnest, as the vast preponderance of the dead over the wounded testifies. Almost every man shot was hit in either the chest or head, and nearly all the wounds were fatal.

The night wore painfully away. It was evident that the riot had assumed a character which required the promptest and firmest treatment. At midnight Governor Carroll, who had been in constant communication with the city authorities and the railroad officials, and who had become convinced that the State forces were unequal to the task of dealing with the mob, made a requisition by telegraph upon the President of the United States for assistance in the effort to quell the insurrection. The demand was instantly complied with. General Barry, commanding at Fort McHenry, was ordered to hold all his available force in readiness to assist the authorities of Maryland and Baltimore, and was reinforced by detachments of troops

DEAD BODIES OF RIOTERS AWAITING IDENTIFICATION.



and marines from Washington. General Hancock, commanding the Military Department of the Atlantic, was ordered to repair to Baltimore and assume the command, and troops were hurried from Fortress Monroe and the Atlantic posts to Baltimore and Washington. On the morning of the 21st, the President issued the following proclamation :

By the President of the United States of America :

A Proclamation.

Whereas, It is provided in the Constitution of the United States that the United States shall protect every State in this Union on application of the Legislature, or of the Executive (when the Legislature cannot be convened), against domestic violence ; and,

Whereas, The Governor of the State of Maryland has represented that domestic violence exists in said State, at Cumberland and along the line of the Baltimore & Ohio Railroad in said State, which the authorities of said State are unable to suppress ; and,

Whereas, The laws of the United States require that in all cases of insurrection in any State, or of obstruction to the laws thereof, whenever in the judgment of the President it becomes necessary to use the military forces to suppress such insurrection or obstruction to the laws, he shall forthwith, by proclamation, command such insurgents to disperse and retire peaceably to their respective abodes within a limited time :

Now, therefore, I, Rutherford B. Hayes, President of the United States, do hereby admonish all good citizens of the United States within the territory and jurisdiction of the United States against aiding, countenancing, abetting, or taking part in such unlawful proceedings, and I do hereby warn all persons engaged in or connected with said domestic violence and obstruction of the laws to disperse and retire peaceably to their re-

spective abodes on or before twelve o'clock noon of the 22d day of July inst.

In testimony whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the City of Washington, this twenty-first day of July, in the year of our Lord one thousand eight hundred and seventy-seven, and of the independence of the United States of America the one hundred and second.

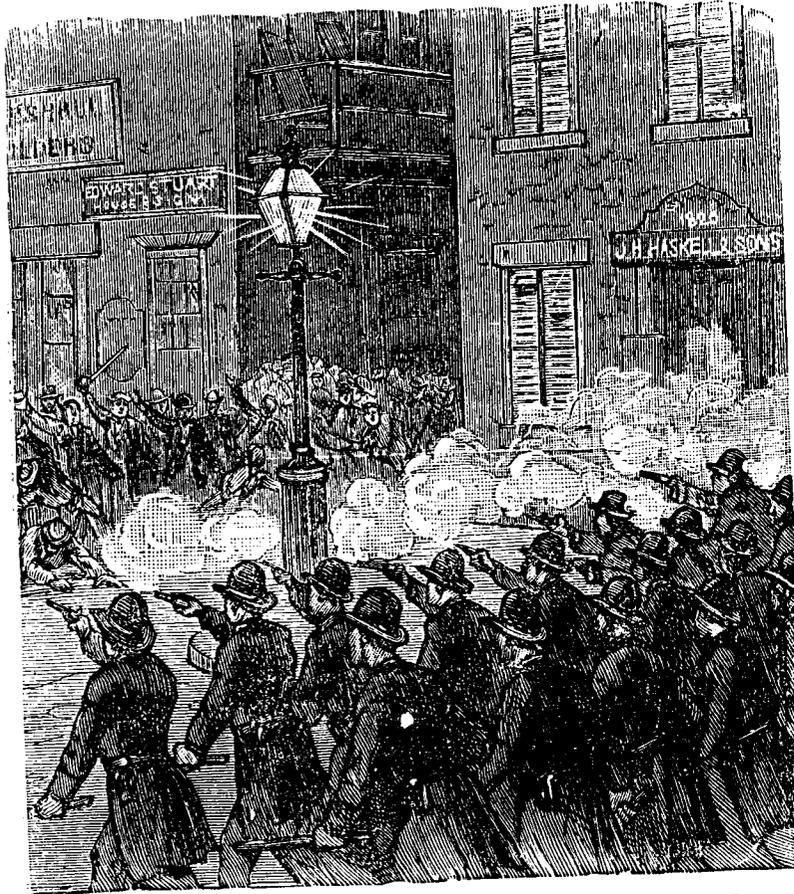
By the President :

R. B. HAYES.

WILLIAM M. EVARTS, *Secretary of State*.

Matters continued threatening in Baltimore during the 21st, but the mob had been taught a lesson. The crowds were kept back from the streets bounding the depot and its yards by strong guards of police and military, and under the protection of the troops the work of repairing the tracks was begun. All the bar-rooms in the city were closed by order of the mayor, and citizens were not allowed to congregate on the street corners. Towards nightfall a battery of Federal artillery was stationed at the Camden street depot, and every precaution was taken to defeat any attack that might be made by the mob during the night.

Soon after dark a mob of from 2,500 to 3,000 men assembled in the vicinity of the depot and commenced to hoot at the soldiers and police who had been thrown out as guards. Between nine and ten o'clock a magnificent stroke of strategy against the mob was enacted. The police had been quietly ordered that each one of them should arrest a man. At a given signal each officer picked out his victim and started into Camden station with him. The rioters followed with the intention of rescuing their friends, but they had not



FIGHT BETWEEN THE RIOTERS AND POLICE IN BALTIMORE.

advanced twenty paces before they were met with the bayonets of the 5th Regiment pickets, before which they beat a hasty retreat. The police took their prisoners into Camden station, and as soon as they entered the doors a cordon of soldiery closed around them and protected the police while the prisoners were being searched and deprived of their arms. This occurred on the platform, and the prisoners seemed to take heart from the comparatively small number of the troops and police, and to be preparing for a break. In a moment the soldiers swept around on each side of them with fixed bayonets, and drove them into the main passenger room of the depot, where fifty of them were confined, the number constantly receiving accessions from fresh arrests. It was a brilliant strategic stroke, and served its purpose so well that by eleven o'clock the vicinity of Camden station was clear and the rioters discomfited for the time being. It was noticeable that the railroad strikers really had little to do with the trouble inside the city. The vicious element was mostly composed of ruffians out of employment, and ready for any sort of bloody work. In arresting the rioters there were about fifty pistol shots fired, but nobody was hurt. A few of the mob were wounded by blows from officers' clubs, but none of them seriously.

The comparative quiet that reigned throughout the city about midnight of the 21st was broken towards three o'clock on the morning of the 22d by the frequent ringing of fire signals. The alarm extended to all sections of the city, and few persons slept through the night. Before daylight the city was swarming with people. All the daily papers printed Sunday morning editions, an unusual occurrence, which served to

heighten the excitement that everywhere prevailed. The first serious conflagration was an attempt on the part of the mob to destroy the Mount Clare shops of the Baltimore & Ohio Company, which cover an area of several acres in West Baltimore. A train of coal oil numbering thirty-seven cars was fired by means of cotton waste saturated with coal oil and matches, which were placed in each car and then lighted. The first intimation of the incendiary act was the bright sheets of flame which illuminated the west end for miles, and drew to the scene a strong police force and thousands of citizens, including many strikers. The police did splendid service, and after repulsing the rioters aided the Fire Department in smothering the flames. Only seven cars, with 300 barrels of oil, were burned. It was evidently the intention of the rioters to run the train into Mount Clare, in which event millions of dollars worth of property would have been destroyed.

Before the alarm caused by this fire had subsided, the bells again, at ten minutes after four A. M., pealed forth another signal, indicating a conflagration in the neighborhood of the President street depot of the Philadelphia, Wilmington & Baltimore Railroad. Closely following the second call a general alarm was rung, and all the available engines in the department hastened to the spot. By this time the City Hall shone out in bright relief from the vividness of the vast volume of flame which shot straight upward from the burning premises, which proved to be the extensive steam planing mills and lumber yard of J. Turner & Cate, at East Falls avenue and Stiles street. The proximity of the place to the Philadelphia depot led many to believe that the strikers had transferred their operations

to the Philadelphia, Wilmington & Baltimore Railroad, and crowds of persons who had hastily quitted their beds ran excitedly in the direction of the depot. The fire originated in the northeast end of the lumber shed on the corner of President and Stiles street, and traveling westward, in a few minutes the flames worked their way through the doors and windows into the large three-story brick planing mill, corner of Stiles street and East Falls avenue. In an instant the entire building, owing to the combustible material stored within, was in a blaze, sheets of flame shooting out from all the windows. The property extended over an entire block bounded by East Falls avenue, Stiles, President and Fawn streets, the greater portion being occupied as a lumber yard. The entire premises were destroyed, and the Fire Department, recognizing that this would be the result, tried to save the surrounding property. The exact loss has not been ascertained, but it will amount to some \$50,000. The building was saturated with oil and fired at several places. Nothing but the well-directed efforts prevented the spread of the flames and a terrible conflagration that would have swept southeast Baltimore. When a man attempted to sound an alarm he was assaulted by a mob and roughly handled. The workmen had been notified on Saturday night that their wages would be reduced, and it is supposed they at once joined the strikers and fired the place.

During the day a large number of special policemen were sworn in by the city authorities and armed, and measures were set on foot for organizing and equipping two new regiments of militia. The better class of citizens, now seriously alarmed, gave a firm support to the

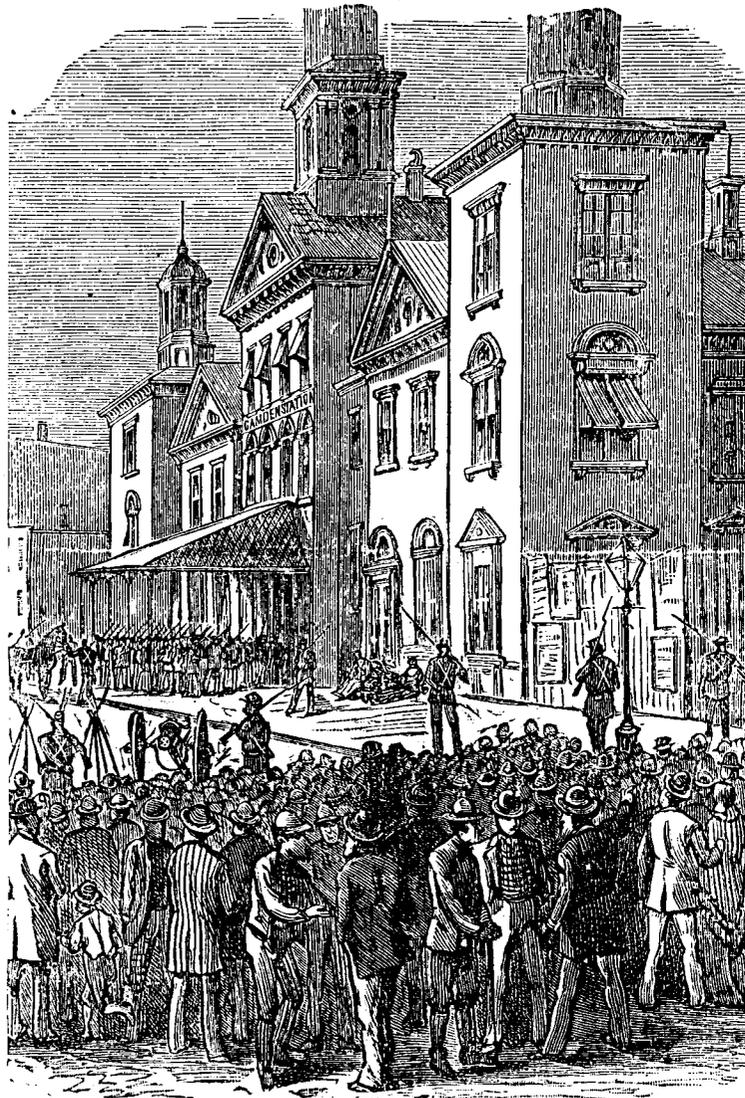
authorities, and held themselves in readiness to respond to any call that might be made upon them. The mob had shown its true character so plainly that none could doubt it now. It was composed of the lowest and most disreputable element of the city; it was desperate and infuriated, and nothing but the sternest and most resolute treatment could overcome it.

During the morning General Hancock arrived in Baltimore. He was followed by 400 regular troops from New York and Fortress Monroe. As the troops from New York left the cars at the President street depot, they were met by a mob of about five hundred men and youths, who showed their disapproval of their presence by making a perfect bedlam of hisses, hoots and groans. These demonstrations soon assumed a more violent shape, and when marching up President street the men were assaulted with showers of missiles. A heavy piece of rock thrown from a second story window struck private Corcoran, of Company A, on the back of the head and inflicted a very painful, though not very dangerous wound. During the whole attack the regulars had not deviated from the calm deliberation of their march, and paid little heed to the mob. But at this juncture the command to halt was given. Perceiving this movement the rioters took fright, and most of them fled precipitately in all directions. The soldiers then pursued their march with only a few slight interruptions to the armory of the 6th Regiment, corner of Front and Fayette streets, where they were quartered as a reserve force, subject to the orders of Governor Carroll. Each man was armed with a Springfield breech-loading rifle, of the most improved patent, and carried sixty rounds of ammunition. The

rifles were all equipped with the trowel bayonet, a terrible-looking weapon, which may be used, either to stab as a regular bayonet or to cut as a sabre, with deadly effect. Besides the rounds of ammunition which each soldier carried, nearly 40,000 rounds were brought in boxes on the train with them. These were conveyed in wagons to the armory, and placed in the arsenal under guard. The sudden appearance of the regulars was a surprise in the city, and their presence at the armory produced a deep impression among the groups of spectators who soon congregated in its vicinity. The arrival of these troops increased the force of regulars in Baltimore to between 700 and 800 men. These, with the State militia, the police, the armed citizens, and the revenue cutter in the harbor, made a force sufficiently strong to meet any attempt the mob might make. The rioters appreciated this, and at midnight on Sunday, July 22d, the city was quieter than it had been since the beginning of the strike.

From this time the city grew quieter gradually, and the Baltimore & Ohio Railroad, being reopened for traffic toward the last of July, matters settled down to their normal condition.

The strike on the railroad having stopped the running of the trains for so long a period, caused a suspension of operations at the coal mines near Cumberland. The miners, although sufferers in this respect, were warm sympathizers with the strikers. They formed a large part of the mobs which interfered with the trains, and constituted a fair proportion of the arrests made by the authorities. In several places they declared their intention not to resume work unless



UNITED STATES ARTILLERY GUARDING CAMDEN STREET DEPOT
IN BALTIMORE.

their wages were increased by their employers; but as a general rule were guilty of no violence at the mines.

Early in June the boatmen on the Chesapeake & Ohio Canal, which extends along the Potomac river from Georgetown, D. C., to Cumberland, Maryland, refused to transport coal for less than \$1 per ton. They collected in the vicinity of Hancock and Sir John's Run, tied up their boats, refused to allow the passage of boats engaged in transporting coal at a lower rate, and completely blockaded the canal. The canal company made several efforts to clear their route, but without success, and finally appealed to the State authorities for assistance. During the strike on the Baltimore & Ohio Railroad, a number of freight trains were stopped at Sir John's Run, and in these outrages many of the boatmen from the canal on the Maryland side of the river took part. Governor Carroll, therefore, resolved to break up the blockade before it should become a source of greater danger. A posse under Sheriff Mayberry, of Washington county, Maryland, which was sent to Hancock to break the blockade, was laughed at, and proved ineffectual. Mr. A. P. Gorman, President of the canal, had a long interview with Governor Carroll in Baltimore, on the 8th of August, on the situation. Governor Carroll communicated with General Barry, commanding at Fort McHenry, and asked for the cooperation of Federal troops with the State forces in clearing the obstruction. General Barry promptly responded to the call. The Governor then instructed Adjutant-General Bond to issue orders to the 7th Regiment, Maryland N. G., Colonel James Howard, to put his command under marching orders and report at

Hancock, Maryland, to Colonel H. Kyd Douglas, aide-de-camp and acting for the Governor in western Maryland. General Barry at the same time sent orders to General Getty at Cumberland to cooperate with his force from that point.

On the morning of the 9th of August, the 7th Regiment left Baltimore, and at the same time a force of regulars moved down from Cumberland, both in the direction of Sir John's Run and Hancock. The movements of the troops were conducted so quietly that the strikers knew nothing of them. It was generally believed by the authorities that it would require only a show of force to put an end to the lawlessness on the canal, and this proved to be the case.

By half-past five o'clock, on the morning of August 9th, 125 United States troops from General Getty's command at Cumberland, Maryland, came down to Sir John's Run, which is in West Virginia, opposite Hancock, Maryland. The troops were under Captain Rogers. One company was sent across the river, and in their presence Sheriff Mayberry, of Washington county, Maryland, made seven arrests. These men are charged with the specific crime of burning a canal steamer, and they were all conveyed safely to Hagerstown jail, and an official despatch was forwarded to Governor Carroll, in Baltimore, before eleven o'clock that morning, announcing that the canal was open. It was 12.30 o'clock before the 7th Maryland Regiment, which left Baltimore at six o'clock in the morning, reached Sir John's Run and were marched to Hancock, which stronghold of the canal boatmen they occupied. The object in sending State troops to this point was to guard the canal and keep it open for the passage of all

boats which may desire to pass from Cumberland to tidewater at Georgetown, D. C. It was the intention of the State authorities to break up the boatman's head-quarters at post No. 3, and to station detachments at other posts which the strikers had established along the line. At the time the 7th Regiment was leaving Baltimore, the 5th Maryland and a strong battery of artillery were under arms, in light marching order, ready at a moment to crush down any hostile demonstration, but none was made. The secrecy of the movement and the early hour for the embarkation at Camden station averted the collection of crowds, and the people generally of Baltimore were in ignorance of the exploit until they read the programme of intended operations in the morning journals. The canal boatmen, too, were completely surprised by the sudden swoop of Federal soldiers on their blockade, and the ringleaders fell easy victims to the officers of the law. No blood was shed, and no opposition was met from first to last. About 400 boatmen and 200 canal boats had collected at and between Hancock and Sir John's Run. The obstruction of the canal is regarded by the authorities as a conspiracy to hinder the use of the public highway; the burning of the canal boat and defiance of the sheriff and posse as overt acts, and on these premises Governor Carroll issued his proclamation commanding the strikers to disperse, and simultaneously ordered the troops to enforce the mandate, and to protect the citizens of the State in their right to use the public highway for the purposes of travel and trade.

These vigorous measures had the desired effect; the blockade was promptly broken up, and the canal was open to all who wished to use it.