



THE ILLINOIS NATIONAL GUARD.

By Lieut. William R. Hamilton, U. S. A.

(CONCLUDED.)



CAPT. J. H. BARNETT.

FOR so large a State, Illinois boasts of a very small number of either cavalry or artillery and indifferently provides for them. No ammunition is issued to the artillery, except Gatling gun ammunition. The personnel of both batteries, one of which is located in Chicago and the other in Danville, is excellent, and, given the means, would both make a record for themselves and the State. But as artillery they should turn over their gatlings to the infantry, and the State should give them the new 3.2 B. L. field gun. The two cavalry troops A and B are located in Chicago and Bloomington, and are much better off than the artillery. Their equipment and armament is similar to regular cavalry. They are well drilled, and make a fine showing and their thorough efficiency has been tested on several occasions of active service, during this past year. Troop A is commanded by Captain Paul B. Lino and Troop B by Captain W. P. Butler.

The Second Brigade includes Battery A, Fourth and Fifth Regiments of Infantry, and is commanded by Brigadier General James Barkley, with headquarters at Springfield. The Third Brigade has the Third and Sixth Regiments of Infantry and Troop B. It is commanded by Brigadier General Andrew Welsh, with headquarters at Aurora.

In addition to the foregoing, the Militia includes the Naval Militia of the State. This is composed of over 400 officers and men and is divided into eight divisions, organized into two battalions with headquarters at Chicago and Moline. The Adjutant General of the State is Alfred Orendorf, Brigadier General, and a lawyer by profession.

An article on the Illinois National Guard would not properly be closed without a few words relative to their great services during the strikes the past summer in Chicago. While great credit to all State organizations is due, for the promptness with which they responded to duty, the amount of hard labor and great responsibilities fell to none as to the First Brigade. Called out in May to preserve the peace at Pana, Ill., the members had scarcely returned to their homes, when the

strike of the American Railway Union and the Pullman Boycott broke out. Warned by much previous experience the Chicago regiments, at once prepared again for active service, and

with his command, for active duty to preserve law and order. Within three and a half hours from time of receipt of order, he had over 750 men under arms. As is well known, they were



1. Capt. Enos A. Smith, 3d Inf.
2. Capt. Will P. Butler, Troop B.
3. Capt. Anthony Wilthies 3d Inf.
4. Capt. George Meehan, 2d Inf.

5. Capt. August W. Siddell, 3d Inf.
6. Capt. William H. Brognier, 3d Inf.
7. Capt. Richings J. Shand, 3d Inf.
8. Capt. Jacob N. St. Clair, 3d Inf.

9. Capt. Anson L. Bolte, 1st Inf.
10. Capt. William H. Wilson, 3d Inf.
11. Capt. John J. Garrity, 2d Inf.
12. Capt. Willis McFeeley, 2d Inf.

wearied though they were, with the long and trying guard duty at Pana, it was a glorious record made early in July, when Colonel Turner received his order to report to the Mayor of Chicago

sent out July 5th to guard the town of Pullman and its works.

Colonel Turner established his headquarters at Burnside, near Pullman, and as he was required to furnish protection

also to the line of the Illinois Central Railroad and their works at Burnside, the Stock-yards on Michigan Central, and several miles of road, it would seem that his force would be hardly sufficient to do all expected of it. He established his headquarters and at first, as he was by the Mayor's orders under the direction of the Police Inspector of that district, who used the soldiers as policemen, detailing them in squads here and there, the usual conflict between the military and civil authorities seemed to nullify all the good of the former. Colonel Turner with a military decision and judgment worthy of a man of his ability and reputation, soon took a decided stand and informed the Inspector that he must tell him, the colonel, of the places that needed protection, and he, the colonel, would himself issue the order and send what men he thought necessary and best.

He then reorganized his command, placing one battalion, the Second, under Major Tolman and the regimental headquarters at Kensington, where he could control the Michigan Central Stock-yards; the First, under Major Bandborn, with one gatling gun, was placed at Pullman, while the Third, under Major Eddy, took position at Burnside. At the same time a detachment was sent to West Pullman, three miles beyond, while another was sent to South Chicago and West Hammond.

The track had to be kept open, and the rioters having made threats of using dynamite to destroy Pullman, the Illinois Central tracks, stock-yards, &c., the Colonel organized a train of cars. On the flat car ahead of the engine was placed the gatling, and behind it was the squad for its service and a detachment of twenty-five men. Immediately behind the engine came a car for use of officers of the road, and then came the wrecking train. This train soon cleared the road not only of rioters but of wrecks also. By means of this arrangement, mobs that a day before had been wild and rampant, wisely remained away, or if any were present they were in small numbers and kept very quiet. When they wanted to pass over the tracks they went in single file on one side of the street, and when in range of the gatling immediately in its front

they invariably took to their heels, Signal stations were then established along the track at intervals and each thoroughly protected by a guard. Rations and supplies were brought on the cars and issued directly from them. One car was fitted up as a cook car where all rations were cooked. The commissary and quartermaster officers were given direct charge of their proper respective duties.

In this way, the immense territory was well covered and protected. Several times the troops were ordered to fire at rioters or to arrest riotous individuals who applied epithets or abusive language of any nature to the troops. The men were well fed, and though their duty was not only very responsible but dangerous as well, though all this time they were losing money by being out of their proper work, there was no grumbling, no insubordination, but a marked disposition to obey their officers, and restore order and law.

The Second Regiment was engaged almost to as great an extent as the First, as also the Chicago troop of cavalry. The Naval Battalion was placed on duty to guard the crib-work in the lake, and water-works. At other parts of the State the militia called out was used with a military intelligence that proved the great advance made by the Guard in the past few years. At Danville, at Pana, at Spring Valley and at Hammond, the troops fired to hit and every time they were successful in impressing the mob with their power. It is even said that one company, G of the Second Infantry, succeeded in escorting out a train from the Stock-yards district that police, marshals and regulars had failed six times to get out.

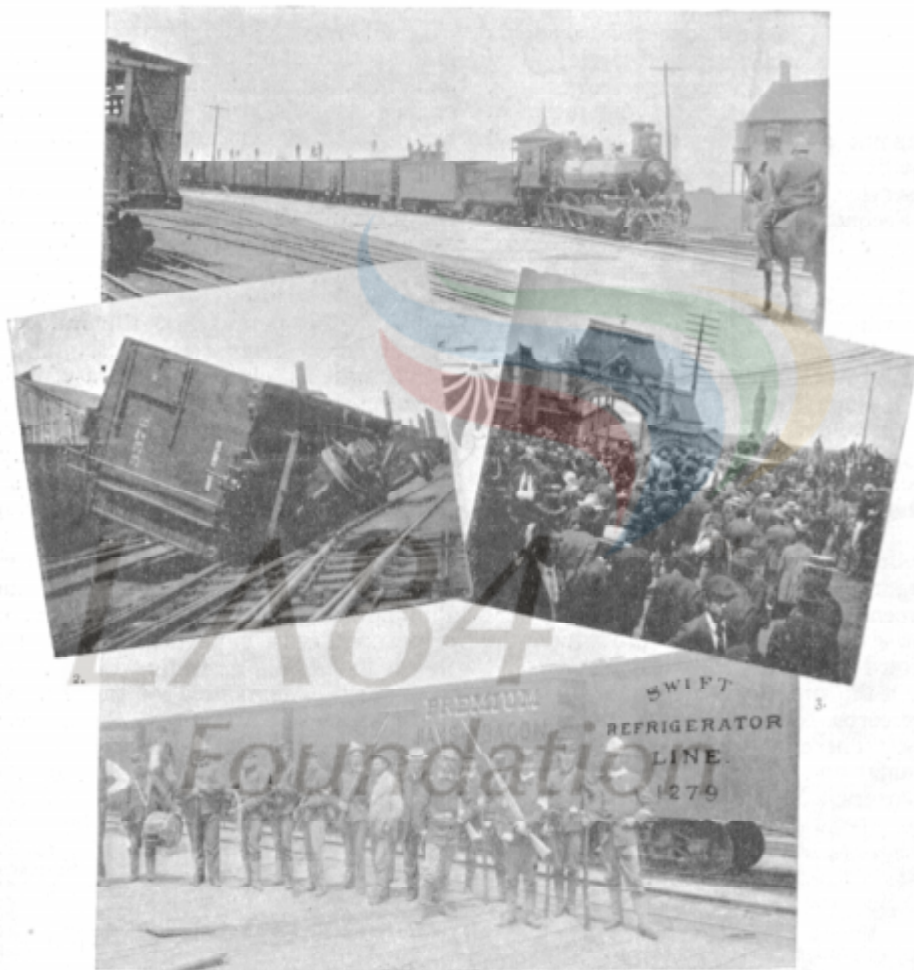
If there is one thing in the service of the Illinois National Guard during the summer of 1894 that strikes the critical observer more than another, it is the absolute refutation of the slander, that the National Guard at home will not fight against their kindred in support of law and order. The entire guard of Illinois is composed of workingmen, and men who by daily associations must be more or less in sympathy with some of the strikers, not in sympathy with them as regards the strike but as regards their daily life and needs. Yet

these same men turned out with an unhesitating promptness that was only exceeded by their alacrity to obey every order given them in the most trying work a soldier, whether he be regular or guardsman, can do—the suppression of riots. And when to this, is added all the

of arms the significant motto, "State Sovereignty is National Union."

Among the different detachments of the First Infantry that showed a commendable efficiency, should be mentioned the signal and cycle corps under command of Chief Signal Sergeant F.

I.



1. Ready to start. 2. Sample of obstruction. 3. Outside the gates. 4. Head of the escort.

COMPANY "D" 1ST INFANTRY OPENING THE BLOCKADE AT THE STOCK-YARDS, JULY 10, 1894.

time, cost and patience on part of both officer and soldier to effect this condition of discipline, surely the time is past when anyone can say that the Illinois National Guardsman is not a most efficient soldier and a most thorough protector of the laws of a State which has on its coat

B. Hart. This detachment is as yet in its infancy, compared with the rest of the service, but is certainly a lively and progressive infant. Little more than three years ago, the idea occurred to Major J. M. Eddy, Jr., that some sort of a signal and messenger service was

desirable, and, after consulting with Colonel C. R. E. Koch, then in command of the regiment, Sergeant Hart was summoned to headquarters and requested to organize and take command of what was to be known as the First Infantry Signal and Cycle Corps.

The qualifications for membership in the corps were:

First.—That each man enlisted should own a first-class safety bicycle, fitted with all the modern improvements. This was necessary as the regiment was not able to buy the wheels, and the State code did not provide for such a service.

Second.—All men had to be able to keep a three-minute gait or better for moderate distances on average roads.

Third.—Members of the corps had to be willing to devote enough time to the signal service to become proficient in the use of flags, torches, flash lights, heliographs and a working knowledge of the telegraph.

It took something over a year to secure the maximum membership of twenty such men. With but one year's drill, they went into the field during the Pullman campaign thoroughly prepared to furnish means of communication between the numerous posts throughout the sixty square miles over which the First Regiment was scattered.

Of the twenty men which constituted the corps, four were expert telegraphers. These were stationed at the regimental and the three battalion headquarters. The other sixteen men were

divided into small detachments of from two to four men each and stationed at the Stock-yards, Fordham, the Nickel Plate shops, Calumet River bridge, Burnside and South Chicago. Wherever possible the messages were conveyed by means of the telegraph; otherwise by flags, torches, flash light, and wheel.

In this way Colonel Turner was kept in almost constant communication with his entire command, and, whenever any serious trouble was threatened at a weak post he was thus enabled to send re-enforcements without delay.

Along the tracks of the Illinois Central the railroad signal towers furnished an elevated station on which to work. These at night furnished a conspicuous target for the riotous mobs, who recognized in the persons of the innocent signalmen their worst enemies.

The wheels also proved useful in reaching small detachments at remote places throughout the railroad yards where the signalmen were not on duty. Here Sergeant Hart's judgment in selecting none but well-trained racing men was amply justified, as no others could have done the hard riding required of them. During the entire Pana and Pullman campaigns they proved themselves not only expert wheelmen but thorough soldiers as well. Despite the hard service demanded of them at all hours of the day and night, there was a less percentage of sickness in this corps than in many other branches of the service.

