New-York Tribune.

VOL. XLV....No. 14,365. NEW-YORK, MONDAY, MARCH 15, 1886. PRICE THREE CENTS

THE STEAMER OREGON SUNK.

IN COLLISION WITH A SCHOONER.

THE PASSENGERS AND THE CREW ALL RESCUED.

AN EARLY MORNING ACCIDENT—THE OREGON GOING DOWN IN ABOUT EIGHT HOURS—RELIEF OBTAINED JUST IN TIME—BROUGHT TO PORT BY THE FULDA.

The startling intelligence was received in this city from Fire Island yesterday afternoon that the Cunard steamship Oregon had been sunk by a collision with a schooner. Later a large steamship, which proved to be the Fulda, came to anchor outside the bar and signalled to the Associated Press lookout at Sandy Hook that she had the Oregon's passengers aboard. A fleet of tugs was immediately sent down by the Cunard Company's agents to meet the Fulda.

It was learned that the accident by which the magnificent steamer was lost took place at 4:20 o'clock in the morning, about halfway between Shinnecock and Fire Island. The Oregon was inward bound and was expected to arrive at her pier on the North River at noon to-day. As she coasted along the Long Island shore yesterday morning the first faint suggestion of dawn was appearing in the east. The morning was clear and the sea and wind calm. The first officer was on the bridge.

Suddenly a schooner was seen coming up from the southwest and holding her course as if to run across the Oregon's bows. Then the collision came, the unknown schooner striking the huge steamer on the port side and crashing through her iron plates. The shock of the collision immediately awoke the sleeping passengers and that portion of the crew who were having their watch below.

The passengers at first were thrown into great confusion, but the calmness of the officers and the fact that the day was just beginning to break over a tranquil sea reassured them. At the time the collision took place Pilot-boat No. 11 was about to put a pilot on board and the schooner Fannie A. Gorham, of Boston, was passing near. The pilot-boat and the passing schooner, on witnessing the accident, immediately bore down to the scene and lay by ready to offer assistance. An examination of the Oregon showed that she had two holes in her port side below the water line, as if the schooner had rebounded from the first blow and then struck the steamer a second time.

All efforts to stop the leaks were unavailing and the great steamer began to settle in the water. The boats had been lowered when the accident first occurred. It was evident that the Oregon would keep afloat for some hours but that it would be impossible to bring her into port. The work of ferrying its passengers to the waiting schooner and pilot-boat was begun at once. The women and children went first, the captain leaving the ship last. It was eight hours from the time of the collision to the time when the captain of the Oregon reached the deck of the pilot-boat.

The Oregon had settled low in the water, and soon after the captain had gained the pilot-boat he saw his magnificent ship go down before his eyes. Then a large four-masted steamer was seen coming in from sea. It was the North German Lloyd steamship Fulda, bound from Hamburg for New-York, and as soon as she was near enough she was signaled to stop and take the Oregon's passengers on board. This she did, and in the evening anchored outside the bar to wait for the tide.

The Oregon had on board 186 first cabin, 66 second cabin and 389 steerage passengers. Her crew numbered 205 men all told.

One of the passengers said last night that the hole made by the schooner in the Oregon's port side was large enough to drive a team through. He said also that the sound of the collision was like the report of a cannon and that the struck, and the noise at once awakened everybody on board. The fact that the passengers as soon as they rushed on deck saw in the dim light that a pilot-boat and a schooner were bearing down for the Oregon reassured those who at first were in a panic. The officers and crew of the Oregon worked hard, and maintained an admirable coolness and good discipline. The transferring of the large number of passengers from the sinking steamer to the schooner and pilot-boat was accomplished without confusion. None of the passengers were able to save their luggage and only a portion of the mail was rescued.

The passengers and crew who were crowded on the decks of the little schooner and the pilot-boat could scarcely realize that the great ship on which they had expected to sail up the harbor was going down before their eyes. Some of the emigrants bemoaned their fate in losing their baggage, for to some of them the goods which went down on the Oregon were all they owned.

The unknown schooner which struck the Oregon was a large three-masted one. She was so heavily laden that she was deep in the water and she hit the steamer a full, square blow. At the time of the collision Captain Cottier, who commanded the Oregon, was below, the ship being in charge of the First Officer. There was some difficulty at first in lowering the boats, but it was soon overcome. The schooner Fannie A. Gorham, which helped rescue the passengers and crew, of the Oregon was from Jacksonville, Fla., and was bound for Boston. Captain Mahony, who commanded her, when he saw the collision, immediately bore down on the Oregon and offered assistance.

The Fulda passed Sandy Hook at 1 o'clock this morning coming in.

Among the passengers on board well known in New-York society were Mr. and Mrs. E. D. Morgan, Thomas Hitchcock and Stanley Mortimer, who had been spending the winter at Pau, in Southern France, where there has been a gay colony of English and American people who are fond of fox-hunting, steeplechasing, coaching and kindred sports. The Bishop of Nassau and his wife were also among the Oregon's passengers.

INTEREST FELT AT THE HOTELS.

The sinking of the Oregon caused much talk at the uptown hotels last night, and large numbers of persons came into these places of public resort to ascertain the particulars. There was great anxiety to know the cause of the disaster and the extent of loss. It was learned on inquiry as to hotel guests expected on the Oregon that W. Lowe, a young Englishman, had rooms engaged by a friend at the Brevoort House. Sir Hector Cameron, of Montreal, was expected at the Brunswick. It was also learned that Matthew Rock, the Fifth-ave. tailor, with his wife, were among the passengers.

A TALK WITH VERNON H. BROWN.

HE KNEW LITTLE ABOUT THE COLLISION—NO THEORIES AS TO WHO WAS TO BLAME.

Vernon H. Brown, the agent of the Cunard Steamship Company, was seen at his office on the pier shortly before midnight. He said that he knew nothing about the accident except what he had heard through two telegrams. He added that he had no theories as to the cause of the collision and did not know where the blame rested. He had no idea who was on board and had seen none of the officers nor any one else from the steamship.

Early in the morning Mr. Brown received a dispatch stating that a vessel was lying off Fire Island which was in trouble. It was impossible then to tell what ship it was, but the operator thought it might be the Oregon. Mr. Brown thought possibly that it was, especially as no notice of her being sighted on Saturday night had been received. He at once ordered four tugs to start out to render any assistance possible. One of the tugs was the Pulver, which reached her pier at 11 p. m. Mr. Brown said that he was not satisfied to remain in such uncertainty, and he himself went down to the steamship Aurania, also of the Cunard Line, which had been advertised to sail on Saturday, but was detained over night. At Sandy Hook Mr. Brown left the Aurania, after giving her captain orders to sail about twenty-five miles southeast of Fire Island, and to render all the assistance that he could to the Oregon.

A telegram was received by Mr. Brown, on his unsuccessful trip to Sandy Hook, coming back on a tug, from Mr. Taylor, the third officer of the Oregon. It simply stated that the Oregon was run into and that the passengers were all saved. The vessel at that time was in a sinking condition. Mr. Brown immediately telegraphed the officer to send full particulars of the collision; how it occurred, where additional information could be obtained, and if assistance was needed. The operator who had sent the dispatch for Taylor replied to Mr. Brown's telegram that Taylor had left the office and could not be reached. The officers, he added, had come ashore from the Oregon in one of the ship's boats, and had gone back to the beach. Where he was going from there the operator did not know.

Mr. Brown said that he was extremely anxious to give the public all the information possible, but that he would be unable to state anything definite until this morning. At midnight he was in consultation with the captain of the Fletcher, who had gone to the Fulda and obtained the mails, but he declined to say anything additional after this conference.

The following telegram was received by Mr. Brown last evening:

NEW-YORK, March 14, 1886, 9:40 p. m.

The life-saving crew at Sandy Hook boarded the steamship Fulda at anchor outside the bar, and reports as follows: The steamship Oregon was run into east of Fire Island this morning, between 3 and 4 o'clock by a schooner and had two holes stove in her, and commenced sinking at once. There are over 800 passengers on board the Fulda. No lives lost. The Oregon was entirely abandoned at 1 p. m. I cannot say if she is out of sight entirely. MANAGER, *Marine Dept.*

MEAGRE TIDINGS AT THE CUNARD PIER.

TUGS SENT IN SEARCH OF THE OREGON—NO REPORT AT A LATE HOUR.

The night watchman at the Cunard Line pier was kept busy all last evening answering telephone inquiries and messengers as to what was the latest news from the steamer Oregon. The invariable reply was to the effect that a dispatch had been received saying that the Oregon was outside disabled and that her passengers were on the Fulda and would be brought up to the wharves of the North German Lloyd Company in the morning. The tug Fletcher had left the Cunard pier at about 6:10 p. m. to go to the Fulda with Assistant Superintendent Smith, of the pier, on board.

Every one about the wharf was apparently in profound ignorance of the nature of the accident to the Oregon and were as eager for further tidings as the inquirers of them.

A tug that came in about 9:30 reported having passed the Fletcher in the Narrows, but had seen and knew nothing of the Oregon.

At 10:30 p. m. the tug T. Pulver pulled up at the wharf. Captain Gordon Emmons as he stepped on the wharf was asked if he knew anything of the Oregon having done down.

"Gone down!" said the captain somewhat aghast. "That's the first I knew that she had gone down."

The Pulver had started from the Cunard dock at about noon yesterday to look for the Oregon. Word had been received that a four-masted steamer was drifting, apparently helpless, outside, and as the Oregon was due last night, it was thought best to send out and investigate. The Pulver went ten miles beyond the lightship and cruised about, keeping a lookout for the disabled four-masted steamer. No such steamer was seen. The men on the Pulver saw the Fulda come in to the bar but did not hail her, and as the tug Goodwin was disabled by the breaking of a valve in her engine, the Pulver started back with the other tug in tow. Off Hospital the Fletcher was encountered going out and hailed, and Captain Emmons was told that he need not come back, as he had expected to do after the Goodwin had been brought to safe quarters.

"No wonder they didn't want me to come back to look for the Oregon," said Captain Emmons, referring to the information which had been given him on his stepping ashore.

The tugboat Fletcher, which went down after the mail, arrived at the Cunard pier at 11:40 p. m. W. G. Tway, the United States Inspector who had charge of the mail, said that he only succeeded in recovering sixty-nine of the more than 600 bags which were on board when the collisions occurred. He added that he was able to learn little about the collision except that the steamship was run into by an unknown schooner. None of the baggage, he said, was saved.

The tugs E. M. Millard and W. Goodwin started with the Pulver when she left the Cunard dock at noon to look for the four-masted disabled steamer reported as drifting helplessly off Fire Island. The tug Vosberg was picked up off the Battery and started on the same errand. At the Sandy Hook Light Ship they scattered, cruising eastward. The Millard got back about 9 o'clock, and reported that nothing had been seen of the deserted steamer. At midnight the Vosberg had not returned, and Mr. Brown remained on the pier waiting for her to show up. When Superintendent of the Dock Watson, who went down on the Fletcher, got back he was immediately ushered into the presence of Mr. Brown. The two officials held a long talk and as Mr. Watson had been on board the Fulda it is supposed that he told Mr. Brown fuller details of the loss of the steamer. But neither Mr. Brown nor his subordinate told the throng of waiting reporters after their conference had ended anything further. Mr. Brown reiterated that all he knew was contained in the dispatch.

"I am worried about this matter," he said, "and tired out talking about it. I have absolutely nothing further to say. I know nothing more than you do.

"When will the Vosberg be back?"

"I do not know."

Mr. Brown then dismissed all the reporters, saying that he intended to sleep all night on the pier. Outside his coupé waited for him, however.

THE LIST OF THE PASSENGERS.

The following is the list of cabin passengers of the Oregon:

F. W. Abbott,
Mr. Anthony,
Mr. Arnold,
Mr. Bascoll,
W. H. Atkinson,
Mrs. Atkinson,
Mr. Bailey,
Archer Baker,
Mrs. Bonney,
William Bryce,
Mrs. Burrell,
Samuel H. Buxton,
Charles Carpenter,
Mrs. Chapin,
Mrs. Churton,
James A. Cochrane,
R. Coleridge,
Mr. Bonney,
Miss M. W. Connally,
R. Hindle,
E. Hickson,
George Hazleton,
H. Hamilton,
Mrs. Hall,
Mr. Hall,
L. A. Hall,
Mrs. G. Watkin,
H. G. Watkin,
F. E. Goodhart,
C. A. Fuller,
Mrs. H Deakin,
A. H. Dawbarn,
C. G. Davies,
C. H. Dalgleish,
E. H. Curtis,
Mrs. Cruschke,
Rev. H. M. Crofton,
Miss Crittenden,
Mrs. C. N. Crittenden,
Thomas Hope,
J. C. Hopkins,
Mrs. Hopkins,
John J. Howe,
Captain T. R. Huddlestone and friend,
F. Hughes,
W. H. Hurst,
William Ilett,
R. A. Ripling,
A. W. Ripling,
Brandon Kirby,
Charles A. Laycock,
Miss Maud Lewis,
A. B. Linderman,
J. D. MacNamara,
Vitalis Mahler,
J. H. Marshall,
G. H. McLaughlin,
J. S. Menteth,
Mrs. Morgan,
Mr. Thomas Morgan,
Mrs. Morgan,
Mrs. Morgan,
J. G. Weyllaw,
W. E. Whitehead
A. S. White,
F. Frost,
J. B. Thompson,
Mrs. M. E. Taylor,
Joseph Sutcliffe,
Miss Stabb,
Mrs. Spackman,
William Spickman,
R. P. Snelling,
Miss Rock,
Mrs. E. Roberts,
Robert Reford,
Archibald Ramden,
A. Prior,
James Pike,
H. W. Petre,
R. P. Penman,
Gerald Payne,
Mr. Cruschke,
R. H. Baldwin,
Mr. Barclay,
L. Barre,
Mrs. Battersby,
J. Newton Beach,
Dr. J. B. W. Bidlack,
E. C. Blum,
W. H. Boomkamp,
E. A. Brigham,
Martin Burrell,
James Burton,
Mr. Cabrera,
W. C. Chapin,
Bishop Churton, of Nassau.
John Clay, jr.
Mrs. Cochrane,
John K. Connally,
Mrs. Connally,
J. D. Fry,
G. T. Francis,
Miss Field,
Mrs. Emerson,
J. M. Emerson,
Mrs. Durst,
John T. Donnelly,
Douglas Dixon,
Miss Lily Deakin,
Master E. Deakin,
Master Charles Deakin,
Mrs. Deakin,
J. Cox,
H. M. Courage,
L. G. Cooper,
Mr. Cortey,
H. Theodore Cookson,
Captain Cookson,
Frank H. Harvey,
Edward Kendall,
T. Hitchcock,
Mrs. Ilett,
Miss Ilett,
Mrs. Jefferys,
Master Jefferys,
Alfred Johnson,
Charles R. Johnson,
F. G. Keens,
Charles Kelly,
F. C. Kimber,
Miss E. Lorden,
T. Loughran,
Mrs. Loughran,
William Lowe,
Miss T. Mariat,
The Rev. John McCarthy,
D. Meenan,
W. Minet.
G. B. Moffatt,
J. L. Moffatt, M. D.,
E. D. Morgan,
Miss S. D. Watson,
W. C. Wallace,
Mr. Wall,
F. Warkinshaw,
John B. Varick,
James Turner,
G. Slade,
Miss N. Sheehan,
E. Satterthwaite,
Mrs. J. D. Russ,
S. Rosenfeld,
H. Roos,
M Rock,
Mrs. Rock,
Lieutenant C. R. S. Payne,
B. F. Park,
J. A. Paquet,
John Oughton,
F. Lordway,
John Ogilvy,
Nicholas Norero,
J. L. Morgenroth,
Stanley Mortimer.

DESCRIPTION OF THE LOST VESSEL.

HER FAST RECORD—BOUGHT BY THE CUNARD LINE FROM THE GUION.

The steamship Oregon was built by John Elder & Co., at Glasgow, for the Guion Line, and was launched on June 21, 1883. She arrived here on her initial trip on October 14, 1883, making the run from Queenstown to New-York in 7 days, 8 hours and 30 minutes. At that time she was the most magnificent, most powerful and fastest of the transatlantic vessels. With the exception of the Etruria of the same line, she retained a record for the fastest speed. In August, 1884, she made the run from Queenstown to New-York in 6 days, 9 hours and 42 minutes, this being nearly 24 hours shorter than her first trip, and the fastest then on record. On her return trip to Queenstown she made the run in six days eleven hours and nine minutes.

The dimensions of the Oregon were: 520 feet in length, 54 feet breadth of beam, 19¾ feet depth of hold, and 7,250 tons gross measurement. She was built of iron, with nine transverse water-tight bulkheads, five iron decks, and a strong turtle-back deck forward and aft as a protection from the heavy seas. She was fitted to accommodate 340 saloon, 92 second-cabin and 1,000 steerage passengers.

The fittings of the Oregon were unusually fine. The grand saloon, capable of dining the whole of the 340 cabin passengers, was placed in the fore part of the vessel, and was laid with a parquetry floor. The ceiling decorations were almost exclusively confined to white and gold. The panels were of polished satinwood, the pilastras of walnut, with gilt capitals. The saloon measured 65 by 54 feet, and was 9 feet in height in the lowest part. A central cupola of handsome design, 25 feet long and 15 feet wide, rose to a height of 20 feet, and gave abundant light and ventilation.

The staterooms were nearly all fitted for only two passengers, a most desirable arrangement that was appreciated by travellers. The ladies' drawing-room was on the upper deck, and this deck extended nearly the entire length and breadth of the vessel. The smoking-room was also on the upper deck, forward of the entrance to the saloon, and the ship, throughout, was lighted by the Edison incandescent electric lights.

The most striking feature of the vessel was its enormous steaming power. The engines were simple in construction, and represented a capacity greater than any before put on an ocean steamship. Her boiler power was correspondingly large as may be realized from the fact that she burned more than 300 tons of coal in each twenty-four hours.

The Oregon had only been running about a year when by a shrewd move on the part of the Cunard Line managers they secured the transfer of that vessel from the Guion Line to their company. A few weeks ago the Cunard Line determined to establish a Wednesday fast line from Boston next month, and the Oregon and Gallia, together with the Bothnia and Scythia were to be transferred there. The Oregon, however, was advertised to sail from this port on Saturday, March 20.

The steamship Fulda, which took the passengers and crew from the pilot-boat and the schooner to which they had been transferred after the collision, belongs to the North German Lloyds Line, and is a big and fast vessel. She was built in 1883, at Glasgow, by John Elder & Co., and is 450 feet in length, 46 feet in breadth and 36 in depth. She is bark-rigged with four masts. Captain Last is in command. The Fulda is advertised to sail from this port for Bremen on Wednesday, March 17.

OTHER STEAMSHIP DISASTERS.

RECORD OF THE GREAT LOSSES OF FORMER YEARS.

The steamship State of Florida ran into the bark Ponema, of Chatham, N. B., at midnight on April 18, 1884, in latitude 46°, longitude 42°. The disaster occurred in a calm sea on a starlit night and was due to culpable remissness on the part of the officers of the steamer. The number of lives lost was 135.

The City of Columbus, bound from Boston to Savannah, struck on the reef at the Devil's Bridge buoy, off Martha's Vineyard, early on January 18, 1884. Over 100 lives were lost. The night was clear and the lights all visible.

On January 19, 1883, the steamship Cimbria, of the Hamburg-American line, was run into and sunk off Borkum, near the mouth of the River Ems, by the British steamship Sultan. There were nearly 500 persons, mostly immigrants, on board the Cimbria and only eighty-four of those were saved. The collision occurred early in the morning, in a thick fog. Most of the survivors were picked up by vessels sent out to the rescue when word was taken to Hamburg, whither the Sultan was compelled to return because of her own damages.

Two weeks earlier the City of Brussels, of the Inman Line, was run down and sunk in a fog at the estuary of the Mersey by the steamer Kirby Hall. Two steerage passengers and eight of the crew were drowned.

On January 31, 1878, the steamer Metropolis, from Philadelphia to Para, Brazil, went ashore on Currituck Beach, N. C., in a violent gale. There were 260 passengers on board and all were drowned except fifty-eight. These were washed ashore.

The German ironclad Grosser Kurfürst was struck by the König Wilhelm of the same fleet in the English Channel on May 31, 1878, in bright weather and in a calm sea. She sank almost instantly and nearly 300 lives were lost.

A terrible loss of life was the result of the collision in a dense fog of the French steamship Ville du Havre, bound from New-York for Havre, with the English ship Loch Earn, on November 22, 1873, while one week out of port. The French vessel went to the bottom with 227 persons.

The White Star Steamship Atlantic was wrecked off the Nova Scotia coast on April 1, 1873, and 546 lives were lost.

On January 23, 1873, 320 persons were drowned by the sinking of the emigrant ship Northfleet in the English Channel.

By the wreck of the Lima, an American bark, off Harfleur, on February 17, 1870, almost 100 lives were lost.

On February 19, 1860, the Hungarian, a new British mail steamer, was wrecked off the Nova Scotia coast and all on board—205 persons—perished.

On September 13, 1858, the Austria, a British steam immigrant sloop, was burned in the middle of the Atlantic. There were 538 persons aboard, of whom only sixty-seven were saved by being picked up by the French bark The Maurice.

The Birkenhead, an English troopship, which sailed from Queenstown on January 7, 1852, for the Cape of

Continued on Fifth Page.

ENJOINING THE STRIKERS.

TEN LEADERS ARRESTED IN ST. LOUIS.

THE MISSOURI PACIFIC CLAIMING TO HAVE MANY WORKMEN READY FOR EMPLOYMENT.

ST. LOUIS, March 14 (*Special*).—No attempt was made to-day by the Gould lines to send out any trains except the regular mails. A score of deputy sheriffs paced about in the vicinity of the yards in search of the strikers who have been enjoined by the Circuit Court from interfering with the company's property or trespassing on its grounds. The defendants number more than five hundred, but the deputies only succeeded in securing service on ten men to-day. These were the leaders, however, and were officially apprised of the action of the court and promised to obey the command. The Knights say that the order restraining them from the track or property will not help the company. There are four long viaducts over the yards at as many streets, and they will station a committee on each viaduct to speak to an engineer below, and the petitions and appeals will be renewed if any attempt is made to take out trains. The phraseology of the request has been changed since the first days of the strike. It is now submitted to the engineers in this fashion: "If you value your own or your family's welfare, don't take that engine out of the yards."

By the tone in which it is delivered it is hard to tell whether it is a threat or petition. It always accomplishes its object, however. Mr. Hoxie to-day said:

"We will enjoin the strikers in every town and county along the line. Applications are pouring in at the rate of a hundred a day, and we are mobilizing these men, and as soon as we are confident that we will be protected we will set them all to work. The engineers, as a body, can be relied on, but there are numbers of them who will obey the requests of these men. No conference of any kind has been held with our former employes, and the railroad company will pursue the course it has been pursuing."

From another source it was learned that the company intends to fight to the bitter end. In order to comply with its charter, the company will attempt to move out trains every day. Campbell, the sergeant of police who acted as engineer for the company, was condemned by the Common Council last night in a series of resolutions requesting the Mayor to reduce him to the ranks. Warm times are expected in the morning. The Brotherhood of Firemen held a conference to-night.

The executive board of the engineers of the Gould system will meet at Sedalia to-morrow, and the grievances of the engineers growing out of the present strike will be submitted to them. Chief Arthur is expected to be present, and the board will officially announce the position of the engineers in the strike. The firemen will meet here under Chief Sargeant, and their grievances will be passed upon. It is said that if the engineers stand by the company the trains will run.

State Labor Commissioner Kochtitzky arrived here last night from Jefferson City, and held conferences in regard to a settlement of the strike, but declined to say whom he conferred with, or what was done. He did say, however: "The strike is a mistake, and it is my opinion that the Knights of Labor realize that fact; and basing the opinion on that view of the situation, it is more than probable that within four days the trouble will be settled, freight trains will be running, and the embargo upon commerce raised. The strike is in a fair way of settlement, and unless some unforeseen difficulty arises will be at an end in three or four days." Mr. Kochtitzky went to Sedalia this morning for the purpose, it is understood, of consulting with leading Knights at that place.

KANSAS CITY, MO., March 14.—The Missouri Pacific Company made a request of the authorities for a force of militia to guard property, but the request was refused on the ground that no violence had been committed.

TRAINS MOVING ON THE TEXAS PACIFIC.

FREIGHT TRANSPORTED BY NATIONAL OFFICIALS—REOPENING SHOPS IN MARSHALL, TEX.

GALVESTON, March 14.—A dispatch from Bonham, Tex., to *The News* last night stated that United States Marshal Cabell had arrived there with ten deputies. In a few hours they had a freight train manned and sent off and expected to have everything arranged by to-day for the general resumption of traffic. The Marshal appointed a large number of deputy marshals here and had every possible assistance from the Sheriff and other county officers. The people were delighted and everything was quiet. The train arrived in Sherman, Tex., in charge of United States deputy marshals last night. It was greeted with rejoicing.

W. J. Carnahan, roadmaster of the Rio Grande division of the Texas Pacific road at Weatherford, Tex., stated that several of the striking Knights had voluntarily returned to work, and he thinks that in a short time he will be able to announce a full force at work on every section and in every department in his division. Mr. H. T. Gill, superintendent of the water service of the Rio Grande division of the Texas Pacific, who has been forced to remain at Weatherford to run the pumps, made the statement yesterday evening that he had put three men to work here, and the third and last one quit work last night and refused to go to work again. The Knights have no idea of surrendering, and seem perfectly satisfied that they will win in the end.

A dispatch to *The News* from Texarkana, Ark., says: The latest development in the strike here is the success on the part of the railway company in running two freight trains between here and Marshall, Tex.

United States Marshall P. B. Reagan yesterday posted this notice in Marshall, Tex.: "By order of the Hon. Don A. Pardee, United States Circuit Judge for the Fifth Judicial District of said court, I have this day taken charge of all property belonging to the Texas Pacific Railroad Company lying in my district, and all employes now at work and to work for this company will be protected. All parties are hereby warned not to interfere with the employes or property of said road, as by so interfering in any way they will be liable to arrest and punishment for contempt of court."

E. B. Wheelock, the general agent for the receivers also posted a notice in which he said: "The receivers of the Texas and Pacific Railroad will open the railroad shops at Marshall on the morning of March 13. Mechanics and others desirous of employment may make application for the same at the master mechanic's office. Former employes who struck and were discharged and who are not objectionable to the officers of the road, by making similar application may also be employed."

It will be seen that no affidavit was asked from the old hands. It is said that the leaders in the last strike are the ones who were singled out as objectionable. The shops in Marshall were opened yesterday at 11 o'clock, and the whistle was blown, but only one or two went to work from the ranks of the strikers. The Knights of Labor yesterday voted unanimously to remain away from the shops until the trouble was settled. The strikers have had a large circular printed and posted here condemning the course pursued by Governor Brown, claiming that he has misrepresented the state of affairs, or is being hoodwinked by his subordinate officers; that he has no right to publish misstatements mixed with the truth; also that his reasons are composed of prejudice, autocracy, intolerance, misconception and misrepresentation. They claim that the receivership is only a blind, and that if the company has the money to resist and fight this strike they have money enough to keep their property out of the court.

George B. Irvine, a butcher, was arrested by Marshal Reagan last evening for contempt of court, and taken from Marshall to Jefferson on a special train. He will be kept there until Judge Pardee shall see fit to give him a trial. He is charged with boycotting a boarding house which was entertaining a non-union workman. Irvine is not a Knight of Labor.

In Waco, Tex., an explosion of gasoline occurred at the gas works last night. As a result of the strike on the Missouri Pacific the works ran out of naptha and purchased a quantity of gasoline. The roof was blown off the building, and J. H. Maxon, superintendent, and Thomas Cook, an employe, were badly burned. Both will recover.

DEMANDS OF THE SOFT COAL MINERS.

ATTEMPTS TO BE MADE TO REACH AN AGREEMENT AS TO WAGES.

HUNTINGDON, Penn., March 14 (*Special*).—The coal operatives in the greater part of Federation No. 3 were little more than spectators of the movements of the miners before the strike was brought to a crisis in Clearfield and made general by the action at Houtzdale yesterday. There was reason to hope, from the overwhelming majority given in favor of arbitration when the former vote was taken, that the men in the Houtzdale district would persist in their refusal to strike and would compel the strikers in other parts of the federation to go back into the mines. But now the latter are compelled to look after their imperilled interests. The loss to the operators will be enormous, and other branches of industry are affected. Traffic on railroads that are depending upon the bituminous coal trade is practically at a standstill, and thousands of trainmen are thrown out of employment. Conferences between the operators and miners will be held, the first at Houtzdale. As the men there were the last to come out, it is thought they may be the first to return. They will be met to-morrow by H. G. Fisher and John White head, of this city, the former of Fisher, Miller & Co., and the latter of Berwind, White & Co., who employ 1,300 men. Mr. Fisher to-day said that the statement that the miners ask an increase of 10 cents a ton does not represent the whole increase demanded. The outside men about the mine, including all not engaged in cutting coal, of whom there are a great number, claim an advance of 25 per cent in their wages, and this makes an additional eight cents a ton, or a total of eighteen cents. He says the trade will not bear this. The operators made their contracts in the present month and whatever advance they can get from the trade they are willing to share with the miners, or give to them to the extent of their demand. Further than this they cannot do anything. If the men refuse to accept contingencies and go to work, no adjustment can be made.

PHILADELPHIA, March 14.—The operators in the Clearfield coal region held a meeting in this city at which it was decided that they could not meet the demand made upon them by the miners. They have also given notice to the miners that they will receive committees that may be sent to them to a conference, but that they will not arbitrate the question of wages. The advices that the Clearfield operators have from the Cumberland region are to the effect that the operators in the latter field have determined not to yield. It is now stated that the market will be supplied with soft coal during the strike from the Chesapeake and Ohio, Pocahontas and Elk Garden regions. The latter is included in the soft coal territory to which the dictum of the Knights of Labor extends, but advices received here are to the effect that Messrs. Blaine, Gorman and Elkins, who are the owners of the mines there, have ordered that the differences shall be adjusted this week and the work continued. The order for the strike includes the Cumberland, Elk Garden, Clearfield, Reynoldsville and the gas coal regions, so that it will be seen that the Chesapeake and Ohio and Pocahontas miners are exempted, and to these will be left the market. The Clearfield operators state that the miners could make double the wages that they do if the region was not so crowded with miners. They assert that one-half of the miners who find employment in the mines could easily be dispensed with, and that the operators as soon as work is resumed will begin to reduce the number of employes, so as to give steady employment to a number, and to that number the benefit of full wages will be $2 25 a day. It is also stated that the strike of the miners will involve an idleness of from 12,000 to 15,000 persons, and that they will ultimately lose; as they did in 1879, when they resumed work at ten cents per ton less than the amount received when they began the strike. The operators offer to submit evidence to the strikers that to grant an advance of ten cents per ton would absorb all the profit that is made on the coal.

LABOR MEETINGS IN THE CITY.

PETER DOELGER WANTS TO KNOW WHY HE IS EXCLUDED FROM THE LIST OF UNION BREWERS.

The meeting of the Central Labor Union at Clarendon Hall, in East Thirteenth-st., yesterday afternoon, comprised delegates from 116 different trades organizations. The Musical Protective Union applied for admission, which was refused on the ground that bosses who were opposed to organized labor were admitted to membership in that union. Theodore Thomas and P. S. Gilmore are members. The engineers made a report of their trouble with the New-York Steam Company, and asked the support of the Central Labor Union. They said that in case the strike should not be successful many men would be thrown out of work. They had asked the Legislature to so amend the charter of the company as to allow it to use a pressure of only forty pounds to the square inch, instead of eighty pounds as at present. They claim that the high pressure is dangerous. Peter Doelger, the brewer, sent a letter asking why his name was not printed in the list of union brewers. A delegate of the Brewers' Union said that Mr. Doelger had in his employ two non-union watchmen. Philip Schaefer, brewer, sent word that he would like to have his men organized. This makes fifty breweries which have been organized.

The greater part of the time of the union was taken up in the election of officers. J. T. McKechnie was reelected recording secretary. There was a good deal of feeling manifested over the election of other officers, and after several ineffectual ballots the matter was laid over. The Central Labor Union gives a ball for the benefit of the Building Fund at Wendell's Assembly rooms to-night.

The Turn Hall, in East Fourth-st., was packed yesterday afternoon by the mass-meeting of the journeymen tailors called to state the grievances of the trade and to take steps toward better organization. Joseph Wilkinson, secretary of the Journeymen Tailors' National Union, stated that the trade was below the level of any other trade in the city, and that cheap labor was procured by employing ignorant immigrants at Castle Garden. An address was issued to the tailors of New-York, calling upon them to organize in order to protect themselves.

The Cutters' Union held a meeting in Irving Hall yesterday to agitate the eight-hour question. Two thousand cutters were present. Speeches were made, and resolutions indorsing the eight-hour movement were adopted.

Rudolph Geissler, a manufacturer of church furniture at No. 127 Clinton-place, states that on March 11 he informed his workmen that he would shorten their hours of labor after to-day, making nine hours instead of ten constitute a day's work, and that their wages would not be decreased. Nevertheless, on Saturday, he says, he received a note from the Agitation Committee of the Building and Furniture Workers' Union, demanding that all his workmen should join some labor organization before to-morrow, under penalty of a strike.

THE BOYCOTT OF THE MALLORY LINE WEAKER.

GALVESTON, March 14.—At their meeting last evening the District Executive Board of the Knights of Labor adopted the following:

Resolved, That the portion of the boycott against the Mallory Steamship Company ordering the members of local assemblies attached to District Assembly No. 78 not to handle freight going to or coming from the Mallory Steamship Company, is hereby revoked.

This order has been sent to the various local assemblies of the district. It does not raise the original boycott against the Mallory line, and the members say there is no intention of revoking the boycott proper, or receding from their position as regards the Mallory line. The Knights say they will continue to divert as much traffic as possible from the Mallory line by vigorously enforcing the boycott all over the state against store-keepers who receive or ship goods by that line. By this means they aim to achieve their end without throwing a single Knight out of employment.

A STREET RAILROAD STRIKE THREATENED.

COLUMBUS, Ohio, March 14 (*Special*).—It is stated to-night that the employes of the Columbus Consolidated Street Railway Company will to-morrow make a demand for an increase in pay of about twenty-five per cent. The officers of the company say that they will agree to no such increase and the present indications point to a strike.

MR. POWDERLY STARTING FOR THE SOUTH.

PHILADELPHIA, March 14.—Grand Master Workman Powderly and Messrs. Hayes and Bailey, members of the Executive Board of the Knights of Labor, left this city yesterday and were followed to-day by Mr. Barry, the other member of the Board. Messrs. Bailey and Hayes went to New-Brunswick, N. J., to spend Sunday with friends and they will join Mr. Barry in New-York to-morrow when an examination into the cigarmakers' troubles in that city will be begun. Mr. Powderly's colleagues say that he has gone South on routine business of the order and that his trip has no connection whatever with the railroad strike in the West or with the Mallory line.

NEW PLANS FOR BOYCOTTING IN CHICAGO.

CHICAGO, March 14.—District Assembly No. 57, of the Knights of Labor, held a meeting here to-day, and though the session was secret, a member after adjournment gave the information that it had been decided to sustain the striking employes of the McCormick Reaper Company and to boycott the firm, which is now employing a full force of non-union men. It was also decided at the meeting to raise the boycott on Thompson & Taylor, one of the firms using the Maxwell Bros.' goods, and to call out the full strength of the Order in boycotting the Maxwell Bros.

KILLING HIMSELF TO MAKE A SENSATION.

ST. PAUL, March 14 (*Special*).—A novel sensation is reported from Currie, Minn. Charles Grant Turner, a musician and composer, was found dead in his bed at a hotel yesterday. At the Coroner's inquest held last night, it was shown that he meant to cause a sensation by attempting to kill himself. He gave the key to his trunk to a young woman and also a letter in which he told her what to do with his effects and where to bury him. The letter was to be opened in an hour after her arrival home. As he had said the like before, however, the young woman did not think he would commit suicide. There is no doubt that he expected she would come to his relief before it was too late. He also requested the hotel keeper to call him at 7:30 a. m. He was called, but the servant did not notice his condition.

REPLYING TO CHARGES OF SECTARIANISM.

NEW-HAVEN, March 14 (*Special*).—Mrs. Dr. Bacon, one of the prominent benevolent women of the city, denied to the County Commissioners yesterday that the New-Haven County Children's Home is used for proselyting purposes, as charged by Representative Pigott in the Legislature last week. Mr. Pigott is a Catholic. Professor William H. Brewer, of Yale, says that the opposition to the Home is purely the work of those who desire to have pauper children supported by the State in sectarian institutions. A hearing will be had on the matter in Hartford on Tuesday. Mr. Pigott is the member who was suspended from the House last year.

LAYING THE KEELS FOR NEW STEAMSHIPS.

PHILADELPHIA, March 14 (*Special*).—Shipbuilding on the Upper Delaware River has received fresh impetus, and the shipwrights of Kensington have all been told to prepare for work. Cramp & Sons have already laid three keels for ocean steamers, and in the present week will begin operations on two large passenger steamships for Clyde & Co. These vessels are to ply between New-York, Philadelphia and the West Indies, and are to cost $300,000 each. At the yards of Neafie & Serg two large vessels are building. The contractors complain of a scarcity of timber, but now that the river is open a number of cargoes are daily expected.

A BANQUET FOR GENERAL LOGAN.

PHILADELPHIA, March 14 (*Special*).—President Horace D. Gaw, of the Young Republican Club, has received a favorable response from Senator John A. Logan to an invitation to be the guest of the club at a banquet in his honor on April 9. Senator Don Cameron will also be present.

THE PREMIER'S IRISH PLAN.

SUBMITTING MEASURES FOR HOME RULE.

THE SCHEME NOT APPROVED BY THE CABINET—POSSIBLE DISRUPTION.

LONDON, March 14.—*The Observer* says that at the Cabinet Council yesterday the measures submitted by Mr. Gladstone for the home government of Ireland were unfavorably received, and that the project, if persisted in, will lead to the disruption of the Cabinet.

The Observer states that Mr. Gladstone's draft, as printed and handed to the Cabinet, deals exclusively with expropriation, for which a colossal sum will be required. The administration of the fund is to be entrusted to an Irish local body, the constitution of which is left blank in the draft, but which the Ministers were informed would be of the character of an Irish Parliament.

The Economist estimates the budget deficit at £2,500,000, which it says will involve the suspension of the sinking fund or new taxes