

DODGE CITY TIMES.

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NO. 11.

THE DODGE CITY TIMES.

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W. C. & LLOYD SHINN.

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OFFICIAL DIRECTORY.

County.

Representative—R. M. Wright.
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 A. J. Peacock, Chairman.
 A. J. Anthony,
 Charles Bath.
 County Clerk—Jno. B. Means.
 Treasurer—A. B. Webster.
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 Register—James Langton.
 Clerk District Court—Harry Boyer.
 Probate Judge—Herman J. Fringer.
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 Sup't Pub. Inst.—Thomas L. McCarty.

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Mayor—James H. Kelley.
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 Attorney and Clerk—E. F. Colborn.
 Treasurer—Charles H. Schulz.
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Township.

Trustee—P. L. Beatty.
 Clerk—Chas. H. Schulz.
 Treasurer—Henry Nies.
 Justices—Samuel Marshall, D. E. Baldwin and D. M. Frost.
 Constables—James H. McGowan, High Constable; Ed. Baldwin and David Morrow Constables.

Officers of School District No. 1—F. C. Zimmerman, President; M. Collier, Secretary; A. J. Anthony, Treasurer.
 School District No. 2—Director, D. E. Baldwin; Clerk, L. Marks; Treasurer, V. Miller.

SOCIETIES.

RELIGIOUS.

PREACHING at the Union Church Building every Sunday at the hours of 11 a. m. and 7 p. m. Also lectures every Wednesday evening, by REV. O. W. WRIGHT, Pastor.

L. O. O. F.

CORONA LODGE No. 17, L. O. O. F. meet at their hall, on Locust Street, every Saturday night. Visiting Brothers are cordially invited to attend. JOHN MUELLER, N. G. P. BOLAND, Secretary.

PROFESSIONAL CARDS.

D. M. FROST.

LAW AND COLLECTION OFFICE, in City Hall Building. Notary public and real estate agent.

THE TIMES JOB OFFICE

IS NOW PREPARED TO PRINT ALL KINDS of posters, cards, letter heads, bill heads, shipping tags, envelope cards, circulars and blanks, in the latest and most attractive styles.

NOTICE.

DDOL

On left side or hip.

Any person disposing of my cattle in the above brands without written authority from me will be prosecuted to the extent of the law.
 J. W. DRISKILL.

HK

Any person finding cattle with this brand, straying, will be suitably rewarded by notifying A. Kiehne, at camp on Salt Fork, or the undersigned, at Junction City Kas.

3m

W. M. HURST.

Stock Men, Attention!

Having opened a general store at Buffalo Station, K. P. E. W., on the trail leading to Ogallah Agency, stock men can obtain all kind of goods and produce from me at Dodge City prices and avoid 150 miles of unnecessary transportation.
 J. L. THOMPSON.

To Stock Shippers!

Having been engaged in the business of shipping stock for the past season from this point to Kansas City, and having given entire satisfaction to shippers, I therefore intend to follow the same this season and make it a special business soliciting the patronage of all stock men, the undersigned will be found at the Western Hotel, Dodge City. Also branding and handling of cattle made a specialty.
 J. W. DAWSON.

THE GREAT RAILROAD STRIKE

A Terrible War Between the Poor and the Rich.

Beginning a few days ago on the Baltimore & Ohio Railroad, the strike suddenly extended last Friday week to the Pennsylvania Railroad, the Erie, Lake Shore, Ohio & Mississippi, Pan Handle, Pittsburgh, Fort Wayne & Chicago, and many other roads throughout the East. Wages have been reduced on these roads again and again; but not until the latest reduction was it possible to get up a series of demonstrations like those which have so disturbed the business of the country during the past week, and resulted in bloodshed. While the railroad managers say they must cut down their expenses in these times, the workmen say that they cannot sustain themselves and their families upon the hire which is now offered them. The strike has been confined principally to engineers, firemen and brakemen. We cannot give a full account of the many wild acts committed by reason of this strike, resulting in loss of life and property, but give a few of the most important incidents.

In Pittsburg, Pennsylvania, on Saturday, July 21st, a large crowd of strikers and idle people were congregated about the round houses preventing the running of trains. Soldiers were sent for to disperse the strikers with armed force.

Eighteen car loads of military arrived about 1 p. m., and soon after went to the crossing of the Pennsylvania Railroad at Twenty-eighth street, where the round-house is located. After the military had been placed in charge, Sheriff Fife came on the scene with a posse of fifty men to arrest the ring leaders. The Black Hussars, of Philadelphia, were ordered to move the crowd from in front of the Sheriff, and the trouble then began. As the sheriff advanced a volley of stones fell into the ranks. The order to fire was now given and the Black Hussars began firing into the crowd of people on the hillside instead of at the men in front of them. The shots were returned from the hillside and several volleys followed. Fourteen men were killed and sixteen wounded, many of them being innocent parties. Two volleys are said to have been fired after the retreating people by the Philadelphia soldiers, one of whom was killed. The terribly fatal effect of shot exasperated the citizens as well as the strikers, and in less than an hour thousands of workmen from the rolling mills, coal miners and various manufacturing establishments, hurried to the scene of the conflict, determined to have revenge on the troops and railway officials.

It was stated that Gen. Pearson, commander of the Sixth division, State Guards, had directed the troops to fire before any resistance had been made, and the fact that many of those killed and wounded had gathered on the hillside merely as spectators, served to increase the bitterness of the crowd.

By eight o'clock in the evening mobs were moving about the city in various directions, sucking stores to secure arms, breaking into armories of the military companies, and preparing themselves to execute the threats they freely expressed of massacring the Philadelphia company. By this time the military had withdrawn from the railroad crossing at Twenty-eighth street, where the great conflict took place, and were ordered to one of the round houses, where they could find better protection. The mob made a desperate effort to drive or burn them out of the round house, in their excitement setting fire to all railroad property of a combustible nature. Before the soldiers were driven out the attention of the mob seemed to turn toward firing and pillaging, and then ensued.

A REIGN OF TERROR.

The scenes transpiring on Liberty street, along the line of which the track of the railroad runs, simply beggars description. While hundreds were engaged in firing cars and making certain of the destruction of valuable buildings, at the outer depot thousands of men, women and children were eager in pillaging cars. Men armed with heavy sledges would break open the cars, and the contents would be then thrown out and carried off by those bent on profiting by the reign of terror existing.

The street was already completely blocked by persons laboring to carry off the plunder they had gathered together. In hundreds of instances wagons were pressed into service, to enable the thieves to get away with the goods. Mayor McCarthy endeavored to stop the pillage, but the handful of men at his command were unable to control the crowd, who were des-

perate in their anxiety to secure goods. It is impossible to form any idea of the amount of goods stolen, but hundreds of thousands will not begin to cover the loss.

THE DESTRUCTION.

The total destruction of the property of the Pennsylvania Railroad and freight left in its charge, and also that of the Pan-Handle Railroad, including the 135 locomotives, cannot be less than \$10,000,000. A low estimate of the value of the locomotives at the present time would place them at \$2,000,000, though they originally must have cost over \$3,000,000. The Union Depot and hotel destroyed, owned by the Pennsylvania Railroad company, cost in the neighborhood of \$500,000. The grain elevator cost over \$1,000,000, and was owned jointly by the corporations of the Pennsylvania Company, though, ostensibly, it was run under the title of another corporation. The freight sheds of the Pan-Handle Railroad were very complete, and they were filled with valuable freight, all of which was either stolen by the mob or destroyed by the fire-demon. The dispatcher's office on Washington street was destroyed, and in its wake followed several small dwellings located near the brickyard. The railroad buildings destroyed were as follows: Two round-houses, car repair shop, blacksmith shop, three or four oil houses, Union Transfer depot and offices, the Pullman Car Company's laundry and offices, dispatcher's office, powder house, Union Depot Hotel, Pan-Handle Railroad engine house, general offices and freight depot, and the freight depot of the Adams Express Company.

AT BALTIMORE.

The demonstrations at Baltimore, on Friday, July 20th, were similar to those at Pittsburg, only not so terrible. Soldiers having been ordered out to protect the railroads, an altercation took place between the soldiers and excited crowd. At the corner of Gay and Front streets shots were exchanged. When the troops turned into Baltimore street, one block south of Front, the firing increased. At the corner of Halliday street and Baltimore, and in the blocks in Baltimore, between Halliday and Calvert streets, where all the newspaper offices are situated, the volleys were continuous, and the scene was one never before equalled in this city. The streets at this point were literally flowing with blood. Stores were hastily closed, and frightened citizens speedily betook themselves to back streets. The regiment proceeded to Howard street, through which it enfiladed to Camden Station.

The Fifth Regiment formed in its army in Howard street, and at seven o'clock marched down Eutaw to Baltimore street, and when in front of the Eutaw Hotel were attacked by a mob, said to be striking box makers. No shots were fired by the militia.

In front of the Middle Police Station, on Fourth street, nearly opposite the City Hall, where most of the dead and wounded were taken, the way was blocked with an excited mass of citizens eager to learn the names of the unfortunate men. In this station there were lying eight dead bodies and two wounded. The destruction of property was not so great in Baltimore as in Pittsburg, as the former city was held under better control by the soldiers and civil officers.

E. R. MEN NOT TO BLAME.

In all these disturbances it is a positive fact that the railroad strikers are not the guilty parties. They do not sanction the destruction of property or the taking of life. The violence has been committed altogether by laborers and rough characters who join the strikers for the purpose of plunder. It is stated by authority that among one hundred and fifty men of those arrested in Baltimore and lodged in the city jail, there is not one railroad man.

Dispatches dated on the 25th say that the troubles in Baltimore and Pittsburg are gradually subsiding, and a few passenger trains are running on some roads. But few of the roads have acceded to the demands of the strikers.

On Wednesday the strike epidemic raged in Chicago, St. Louis, Louisville, Scranton, Pa.; Marshall and Dallas, Tex.; Kansas City, St. Joe, Sedalia, Mo., and smaller points, but not resulting in great destruction of life or property.

Soldiers Ordered East.

Last Tuesday evening Captains Hinton and Bradford, Lieutenants Trout, Guard and Cowles, with "G" Company of the 19th Infantry and "B" of the 23d Artillery, started from here by rail for St. Louis, to assist if necessary in preserving peace in the turbulent cities. The next evening they were followed by Col. C. H. Smith and his Adjutant, Geo. Cook, Capt. H. E. Stensberry, Capt. G. W. Hottenspillar, Lieutenants Robinson, Williams and Hewitt, with companies "E" and "K" 19th Infantry, from Ft. Lyon, Col. A note from Sergeant Nalon says

the train bearing the latter two companies was stopped by strikers at Emporia and detained for half an hour. An order was received at Ft. Dodge day before yesterday and forwarded by courier to Camp Supply, commanding two companies from that post to march immediately to this place and embark for St. Louis. They will be here in a day or two. This will leave the frontier rather bare, only one company at Ft. Dodge and one at Supply, and the Indians in good trim. The companies ordered from Supply are "A" and "B" of the 19th.

Wages.

We give below the daily wages paid in April or May last to firemen and brakemen on freight trains on several important Eastern lines, including the Baltimore & Ohio. On every one of these lines, we believe, there has been since a reduction, generally 10 per cent.

Baltimore & Ohio, firemen, \$1.50 and \$1.75; brakemen, \$1.50 and \$1.75. Philadelphia, Wil. & Baltimore, firemen, \$1.75; brakemen, \$2.00, \$1.75 and \$1.92. P. M. & Erie, firemen, \$2.00 and \$2.30; brakemen, \$2.50. Penn. N. J. Div. Erie, firemen, \$1.75, \$2.12 and \$2.34; brakemen, \$2.35, \$1.75 and \$2.00. New York Cent. & Hudson River, firemen, \$1.25 and \$1.50; brakemen, \$1.75, \$1.65 and \$2.15. New York, New Haven & Hartford, firemen, \$1.75; brakemen, \$1.90 and \$1.55.

The wages on the Baltimore & Ohio were lower than the average, but for firemen no lower than on the New York Central & Hudson River, and for the lowest class not so low, and for the brakemen considerably higher than on the New York, New Haven & Hartford. The reduction brings down their wages (on the Baltimore & Ohio) to \$1.35 and \$1.50, against \$1.12 1-2 and \$1.35 for firemen and \$1.40 and \$1.94 for brakemen on the New York Central.

On the A. T. & S. F. road brakemen get \$45 per month, and if they miss a run it is deducted from their pay. Firemen get paid so much for each 100 miles they run, and their monthly wages average \$35 to \$75 per month. Section hands get \$1.10 per day.

A. T. & S. F. Strike.

Harvey Co. News, July 20.

A few weeks ago the salary of freight conductors on the Santa Fe road was reduced to \$75, and that of brakemen to \$45 per month. Yesterday Mr. Morse, Genl. Supt. of the road, passed through Newton in a special train bound east. The committee of train men waited on him and commenced to relate their grievances. The men claim that Mr. Morse slipped quietly out of the office, got aboard his train and gave the engineer signals to pull out. The committee at that moment boarded the train and stopped it and presented the following address to Mr. Morse, but could get no definite reply from him:

Newton, July 23, 1877.

C. F. Morse, General Superintendent—We, the undersigned, employees of the A. T. & S. F. R. R., deeming that our present rate of wages are insufficient for the absolute necessities of life, being nearly all men of families, and not in proportion to services required of us, would respectfully request that the pay of train employees be raised to the same figures as before the reduction, viz:

Brakemen	\$2.00 per day.
Freight Conductors	5 35
Baggage-men	60 c per month

We are all anxious to do all that is right and just, but we really feel that there is too great a difference between our present salary and the work required of us, and think we are asking nothing but what in your own better judgment you must see to be right.

The men on this line, many of them, have served for five or six years, and during that time they have worked faithfully for the company's interest, and they think they have been unjustly dealt with, and would most earnestly pray for immediate redress.

This is the expression of your train men generally, and we would respectfully request an expression of your opinion in regard to the matter at your earliest convenience.

By order of President and Committee.

This treatment the men claim exasperated them, and they immediately resolved to strike at half past four o'clock, and did so. They claim that had the company's officers treated them with a little kindness and respect, the strike here might have been averted. The strikers permit no freight trains to leave this place. Otherwise they molest nothing nor nobody, and their conduct is gentlemanly and dignified. They do not touch liquor, and have requested Mayor Edgett to issue a proclamation closing the saloons, fearing that some outlaws might come in, get drunk and disgrace the railroad men, as in Pittsburg and Baltimore.

[For later news see local paper.]