

# Fort Worth Daily Gazette.

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## B. C. EVANS CO.

ARE

ways in the front ranks with prices, and for this week will be far ahead of all competition with the following approachable bargains in Boys', Youths' and Gents' Clothing.

submit a few staple lines, unapproachable in style, quality and low priced, for your consideration:

**7.50. \$7.50.**  
This is our special drive in Gents' and Youths' suits. They are neat and stylish, perfect in fit, and representing a great variety in shades, and best any \$10.00 suit in the world. Don't miss them.

**10.00. \$10.00.**  
These are the suits you will find all over the country on clothing counters marked all the same. In the Western market, the fabrics being Cashmere, Corduroy and Worsteds, they make, cutaways and business frocks, with a choice of twenty different shades and mixtures. These goods are perfect fitting, handsome, trimmed equal to the best \$16.00 or \$18.00 in the market.

**12.50. \$12.50.**  
At this figure we offer the most superior and varied assortment of extra quality, all wool suits in the Western market, the fabrics being Cashmere, Corduroy and Worsteds. These goods are perfect fitting, handsome, trimmed equal to the best \$16.00 or \$18.00 in the market.

**15.00. \$16.50.**  
These prices represent our standard line of business suits for gents, upon which we claim a comparison with the finest work turned out by custom shops, where the suits range from \$10.00 to \$20.00, embracing all the noblest shades and mixtures, stripes, checks. All desiring a dressy suit should see these lines and save the enormous price in price the merchant tailor would ask for the same goods, upon which no better fit can be secured.

In our high class and first grade business and promenade suits we invite a comparison with the finest work turned out by custom shops, where the suits range from \$10.00 to \$20.00, embracing all the noblest shades and mixtures, stripes, checks. All desiring a dressy suit should see these lines and save the enormous price in price the merchant tailor would ask for the same goods, upon which no better fit can be secured.

Over 300 Gents' Suits, only one or two alike—all grades of goods represented showing and offered at about one-half regular prices.

Will Find us Headquarters for Clothing and Gents' Furnishing Goods.

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113, 115 Houston, 112, 114 Main Streets.

FORT WORTH, TEXAS.

**C. H. EDWARDS,**

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115 HOUSTON ST., FORT WORTH, TEXAS.

PROMPT ATTENTION TO MAIL ORDERS

## BATTLE OF THE KNIGHTS.

Nine Thousand Members of the Great Labor Organization Ordered Out on a Strike.

Southwestern System of the Gould Lines at a Standstill, so Far as Freight is Concerned.

Trains and Baggage Men Fall to Line En Masse, While Most of the Truck and Section Men are Out.

YESTERDAY'S REVIEW.

There was but little interest in the developments yesterday in the labor troubles at this point. The strikers gave so intimation of a surrender, while Freight Superintendent Harris posted a notice in big letters on his office door that the vacated situations were all filled in his department, and no laborers were wanted. There was something of a jam of cars in the yards, occasioned by heavy influx of trains Friday night, but as trains moved in and out regularly, nothing like a blockade was anticipated. Yesterday afternoon at 5 o'clock only forty cars waited to go westward.

The news that a general strike had been inaugurated on the Gould Southwestern system, which was first brought by telegrams to THE GAZETTE yesterday morning, revived that feeling of anxiety which had, in a measure, been still. The new order affects but few laborers at this place, as the Missouri Pacific has hardly a dozen employees here.

The situation this morning is of the gravest character—grave to the railroads, grave to business interests, grave to the state and grave to the strikers themselves.

THE KNIGHTS MEET.

At 2 o'clock yesterday afternoon Central hall, on Houston and Fifteenth streets, was packed and jammed by 600 Knights of Labor. N. M. Loving, master workman of district assembly 101, which embraces the entire Gould system, was present. So were the majority of the executive committee of district assembly 78, which had been summoned here to do what they thought best. Of course a detailed account of this meeting can not be given, for no reporters were admitted, but it is well known that was principally done.

The executive committee of 101 has been in session in St. Louis for several days past and they issued their order to the Knights in their jurisdiction to strike at 10 o'clock. The fact that their brethren were out on the Gould roads and stood by them was received with cheer and approval by the assembled Knights.

Then the executive committee of seventy-eight decided on their action, and the men in Texas owing allegiance to that assembly and working for the Gould system of roads, including the Texas & Pacific, were ordered out at 4 o'clock. Speeches were made by co-quet Knights, the situation was fully discussed, and with determination and enthusiasm apparent the meeting adjourned. It was then nearly 6 o'clock.

HE SUBMITTED TO AN INTERVIEW.

Immediately after the meeting, Master Workman Loving was seen and asked if he had anything he could give to THE GAZETTE. Mr. Loving was very courteous and talked rather freely. He said, however, that a statement was being prepared and would be furnished THE GAZETTE for publication this morning.

"Mr. Loving, you have seen the statement in regard to Chinese labor being the only kind to be obtained on the Texas & Pacific west of Big Springs. How about it?"

"At \$1 a day that's the only kind; but the road has been offered while labor time and again, and all they needed, if they would pay living wages, \$1.50. There is a statement made that the officials say they will bring Chinese to Big Springs and put them in their shops there, also."

"It is said, Mr. Loving, that the Knights at Dallas oppose this strike."

"Not a word of truth in it. I was in Dallas yesterday myself, and all the Knights are with us. I conferred with many of the men and know this to be so."

Mr. Loving again said a statement would be furnished THE GAZETTE, and the reporter withdrew.

STRIKE SIFTINGS.

A number of boarding-houses have refused to take the new men working for the Texas & Pacific and give them board and lodging on the guarantee of the Texas & Pacific. The company says that if nothing better can be done it will get a house and care for the men itself.

The trainmaster said last night the Texas & Pacific was doing nicely, had all the labor needed and that trains would move along all right.

The express men seem to fear they will be worked to death by increase of business.

One express messenger had thirty-seven cases of heavy machinery freight to Weatherford yesterday.

M. Knight, not belonging to the Knights of Labor, went out. Without a single exception the men in the Missouri, Kansas & Texas shops are members of the order. There was no disturbance of any kind, the strikers quietly leaving the company's premises and proceeding about their business.

At 11:15 o'clock a freight train was permitted to leave for Independence, but none other than passenger trains have departed since that hour, nor have the officials endeavored to send out any. At 8 o'clock this afternoon the strikers convened in Smith's hall and held an hour's session, Fred Page acting as chairman. At this meeting committees were appointed to look after the property of the two companies, and to see that engines were in readiness to have all passenger trains go out on time. On the arrival of freight trains they are run on the side track while the engines are taken to the round-house and killed. Chairman Page stated this evening that all train and baggage men would co-operate with the strikers, but as yet it is not known what the truck men and section men will do. The engineers and firemen held special meetings this afternoon, but nothing can be learned as to what was done.

Conductor Jim King, who passed through the city this afternoon in charge of a west-bound passenger train, said Gov. Marshall came from St. Louis to Jefferson City with him, and was emphatic in his declaration that he would stand by the Missouri Pacific officials in their present trouble. He claims that Mr. Hoxie has lived up to the contract entered into a year ago with the Knights of Labor, and the latter have no cause whatever.

for striking. The governor was anxious that this information should be conveyed to the strikers and should the trouble continue he expects to pay a visit to Sedalia. At the freight depot there was nothing whatever doing this afternoon and the Missouri Pacific and Missouri, Kansas & Texas yards were almost as deserted as a graveyard. There is not more than enough coal in the city to last a week. Considerable uneasiness is felt on this score, as there is no telling when freight traffic will be resumed. The railway company have put to work less than half a dozen extra police, as no fears are entertained of the strikers attempting violence. Mayor Rickman says he does not expect to be called upon by the officials of the railway for assistance, but if so requested he will promptly comply.

Superintendent Frey of the Missouri, Kansas & Texas, and Superintendent Slinger of the Missouri Pacific, refuse to be interviewed, but as they are not making any attempt to send out trains it is thought they will pursue the policy of abandoning all trains and

SUSPENDING BUSINESS.

In every department but passenger traffic along the whole line of their respective roads. E. T. Carpenter, proprietor of the Labor Union, said to-night that no man living could tell how long the strike will last. The Knights had given the matter due deliberation, and if they had to remain idle a month to carry their point they were prepared to do so. In concluding an editorial on the boycott on the Texas & Pacific cars and freight, the Labor Union, issued at noon to-day, says: "The members of the executive board have exhausted all their energies and endeavored by all honorable methods to effect an amicable adjustment of the difficulty. Their mission has been a failure. A boycott has been placed on the Texas & Pacific road, and it will be pushed for all it is worth. Time alone will show what effect this will have on the receiver and those who are behind him. A good dose of the boycott may bring Brown to his senses, and again it may provoke a conflict in unexpected quarters. An injury to one is the concern of all, and the Knights of Labor employed on the Gould roads can be depended upon to see that justice shall be done to the victims of Brown's perjury and tyranny. The situation is indeed critical, as it is feared the strikers will also interfere with passenger traffic in case they discover that they are unable to gain their point by the boycott and shutting off freight traffic. Up to the present time only the best good humor has prevailed and no violence is anticipated."

EVERY KNIGHT OUT.

SEDALE, Mo., March 6.—The Missouri Pacific and Missouri, Kansas & Texas shops struck at 10:30 to-day. All is chaos, and it is impossible to find out but little. It is supposed that the order came from the Texas Knights. It is reported that every man but one in the shops here belongs to the Knights of Labor, and he, too, went out with the balance.

THIRTEEN THOUSAND MEN AFFECTED.

Special to the Gazette.

ST. LOUIS, Mo., March 6.—At 10 o'clock this morning, in compliance with an order issued by the executive board of the Knights of Labor in session at Marshall, Tex., a general strike of the members of the order employed on the Southwestern system of the Gould lines was inaugurated. The men struck at Sedalia, De Soto, St. Louis and various other points on the line, and in a day or two every Knight of Labor employed on these lines will have gone out. Seven hundred men quit at the Sedalia shops, 540 at De Soto, and about 300 at the Missouri Pacific shops in this city. The running force of these roads, including shopmen and trackmen, is 12,000. Of these 9000 are Knights of Labor, but up to this evening only the shopmen and some of the switchmen had struck in the local yards and in the various towns embraced in the Southwestern system. It is expected that all Knights of Labor will be ordered out within the next forty-eight hours. Forty men went out in the Missouri Pacific freight yards at Kansas City to-day. None went out in the Washburn.

SEVEN HUNDRED MEN OUT.

ST. LOUIS, Mo., March 6.—A telegram received from Sedalia this morning states that 700 employees of the Missouri Pacific Railway company at that place have struck. This statement has caused great alarm, as it is supposed to be the inaugural step of a great strike on the Gould system, contemplated by the Knights of Labor.

ONE MAN THE CAUSE.

ST. LOUIS, Mo., March 6.—All the Knights of Labor employed in the railroad shops in this city of the Gould Southwestern system struck this morning in accordance with an order issued

by district assembly No. 161 of the Knights of Labor. This action was taken as a means to force the railroads to accede to the demands of the strikers at Marshall, who recently ceased work because, as they state, one of their men was discharged without cause.

THEY ARE UP GOV. BROWN.

ST. LOUIS, Mo., March 6.—The Knights of Labor, or more particularly this branch of that order, has been in pretty continuous secret sessions all day and night. Their proceedings are not known, but one of the speakers at the meeting said to a reporter to-night: "It is our purpose to stop every wheel on the Gould system if Cahill is not reinstated in his position in the car-shops at Marshall. The executive committee stated it is pretty certain Gov. Brown, receiver of the Texas & Pacific, will yield when he sees that the Knights are determined. He will call upon us for a conference by Monday. There are now 2000 men out, but the committee has not ordered out the switchmen, yardmen or brakemen, who number about four thousand. If nothing is heard from Gov. Brown Monday these men will be ordered out. Then will come the engineers, firemen and conductors. They do not seem to us to be any, but we can bring them out. But we think the strike has gone far enough now to show the Texas & Pacific receivers what they have to deal with, and it is likely they will be asked by the other four roads in the system, which are inconvenienced by the strike, to confer with the committee as soon as possible and arrange the difficulty."

There was a report in circulation to-night that the yardmen in the Missouri Pacific yards at the western end of the yards had struck, but it was ascertained that the men were all at work up to 5 o'clock.

THE RECEIVER'S MAD.

Special to the Gazette.

NEW ORLEANS, March 6.—The officials of the Texas & Pacific railroad here seem very firm on the subject of the strike. Gov. Brown, receiver of the road, has telegraphed to Col. E. M. Wheeler, late vice-president of the New Orleans branch and in charge of its affairs here, as follows:

"If the men who were in our service on Monday, March 1, 1886, desire to go to work for the same rate of pay they were receiving, the receiver will employ them at that rate to-morrow morning at the places they left. Should such men have grievances which arose since the appointment of the receivers we will hear them fairly and justly at Marshall on a day to be named by the aggrieved parties after the grievance is fully stated, but we reserve the right to discharge any man for good cause. We also reserve the right to reduce the force in the emergency of business may require on proper notice. The court has authorized the receivers to close any shops or to cease operating the road or any part of it, whenever they deem it wise or prudent, but we don't wish to do so if the employees will co-operate with us in the same spirit of fairness or promptness. We will certainly deal with them on all questions. It is proper also to state that if the places of any men who have quit our employment have since been filled by other men we cannot dismiss such men as came to our aid to enable us to move the commerce of the country and to serve the public for the purpose of restoring the original parties to employment."

Judge Parlee of the United States circuit court, issued an order a few days ago, instructing the receivers to apply to the United States marshal to furnish a posse and other assistance whenever that was needed to protect the road, declaring the road to be under the protection of the United States courts, as it is now in the hands of a receiver. When asked whether the road intended to put this order in operation, Mr. Wheeler replied: "I can't say. That action depends upon the strikers entirely. One thing is certain, and that is that the receivers don't intend to eat dirt. As long as the men on the New Orleans division remain loyal, as they have in the past, that division will be kept running, even if it is at a loss to the company. We propose to protect them to the fullest extent."

TRouble AT BIG SPRINGS.

NEW ORLEANS, La., March 6.—Gov. Sheldon has received a dispatch from Gov. Brown from Dallas, Tex., notifying him that about 100 masked men raided the round-house at Big Springs yesterday and disabled several engines, removing some portions of the machinery, which they secreted. All officers went of Colorado were discontinued. T. H. Wheeler, manager of the New Orleans division, says there has been no dissatisfaction expressed by the employees of his division and no trouble is apprehended on this end of the road.

AT KANSAS CITY.

Special to the Gazette.

KANSAS CITY, Mo., March 6.—At a given signal to-day the men employed in the Missouri Pacific switch yards, round-house, etc., to the number of 160, struck and all work in the yards was suspended. The strike is the result of trouble on the Texas & Pacific and caused by an order of the Knights of Labor to boycott freight for that road. All is quiet. The men are holding a meeting to-night. The Missouri Pacific is entirely tied up and the movement of freight stopped.

KNIGHTS IN SECRET COUNCIL.

KANSAS CITY, Mo., March 6.—The men in the Missouri Pacific freight yards quit work to-day, stopping business in the yards. About forty men have gone out. There is no trouble in the Washburn yards. The Missouri Pacific repair shops and round-house men also went out, making in all about 175 men. No freight trains have been sent out to-night, but passenger trains are running as usual. All attempts to gain information from officials or strikers proved futile, no one being inclined to talk. The Knights of Labor are in secret council to-night.

AT FARMINGTON.

Special to the Gazette.

FARMINGTON, Kan., March 6.—At a signal given by the blowing of the whistle in Missouri Pacific shops at 10 o'clock to-day, every man in the shops quit work and walked out. They were joined by all the other Knights in the employ of the company except enough to run the passenger trains, which are running as usual. There was no demonstration of any character, and the men were all

quiet and orderly. The executive committee has been in session all day, but nothing can be learned of their intentions. The number out here is about four hundred. The majority of them are owners of their homes and are in a shape financially to stand a long strike without calling for aid. No freight trains are allowed to go out, and as fast as one comes in it is placed on the sidetrack. The property of the company is carefully taken care of, and not the least inclination is manifested to damage or injure it in any way. The strikers hope for a speedy termination of the difficulty, but express a willingness to stay out until the grievances of their brother Knights are all settled satisfactorily.

WHAT HUBBELL SAYS.

Special to the Gazette.

NEW YORK, March 6.—The strike inaugurated on the Gould system created great surprise and much unfavorable comment to-day among the railroad magnates here. The latter had concluded themselves by the thought that all dissatisfaction among the employees of the Gould roads was adjusted. After the strike a year ago the officials had been assured that the employees were not only satisfied but contented with their wages, hence the present strike was totally unexpected. The opinion prevailed among officials of the Missouri Pacific that the only trouble now is that Receiver Brown will not reinstate some of the old employees, and that because he refused the grand moguls of the Knights of Labor orders a general strike. This extreme measure is looked upon with the utmost disfavor because the men ordered out said that they were satisfied. THE GAZETTE correspondent to-night obtained an interview with Russell Sage at his Fifth avenue residence regarding the revival of the labor troubles in Texas. Mr. Sage spoke freely. He said: "I received a dispatch from Mr. Hoxie in Texas to-day, saying the men had gone on a strike, not because they had any grievances, but because they were ordered to do so. Now this is a pretty state of things. Satisfied and contented workmen are tyrannized by the chief of the Knights of Labor, who says to them, 'You must quit work,' and they forthwith stop because Receiver Brown refuses to reinstate a few old employees at the dictation of the labor chief. Thousands of people and business men suffer in one way or the other. Things have come to a straightened pass when some leader of labor organizations can say: Employ John, or discharge Pat Maloney, or something of that sort, or we will strike, or make your employees strike. It is an alarming state of things. If this state of things continues capital will have to be withdrawn from railroads and other enterprises and stored away. Then would follow the bread riots, which were witnessed in London. What other conclusion can a reasonable man arrive at? Labor derives all benefit from capital, but what is the use so long as the employees fail to appreciate it. I have talked with congressmen about the necessity of federal laws to govern capital and labor as the only solution of this great problem, and statesmen with whom I have conversed agree that such measures are greatly required. The strike precipitated by one-man power in Texas at present was needless and for trivial causes, and yet it may develop into a prolonged complication. Receiver Brown was duly appointed by the United States court, and is a man of good discretion. I know nothing as to the details of this strike and boycott, further than reported in the press, but I positively believe that there are no valid excuses for all this fresh trouble."

A. L. Hopkins, second vice-president of the Missouri Pacific, and other officials of that road, said they were surprised at the present strike, as they had been informed heretofore and to-day that the employees were satisfied and had no grievances. Mr. Hopkins said he had no official information about the trouble and had no idea what the result might be.

AT LITTLE ROCK.

LITTLE ROCK, Ark., March 6.—The strike on the Iron Mountain railroad here was ordered by the Knights of Labor, who ordered the men in all departments to quit on account of the strike on the Texas & Pacific railroad. There is no interference with passenger trains, but no freight is being handled. There was a large crowd about the depot on this side and the shops in Argenta all the afternoon. Everybody is in good humor. There has been no disturbance of any kind.

GENERAL SUSPENSION AT LITTLE ROCK.

LITTLE ROCK, Ark., March 6.—The trouble with the operatives of the Texas & Pacific railroad has extended to Little Rock. All the workmen in the St. Louis & Iron Mountain railroad machine shops—over three hundred—have stopped work, and business is at a standstill. All is quiet and orderly.

THE FATAL TOOT AT DENISON.

Special to the Gazette.

DENISON, Tex., March 6.—The whistle sounded exactly at 10:10 o'clock, long and loud. The sound fell like the death-knell on the citizens of Denison, who soon understood its meaning. Hundreds of shop hands, section men, brakemen, engineers, car repairers, in fact everyone in the employ of the Gould system, laid down their tools and came to town. Hundreds of men are on the streets gathered in groups talking the matter over. The Knights are as much as a crier, and everything is quiet and orderly. About four hundred men are out. Men are standing in groups, talking the matter over, all having a determined look on their faces. As yet not a drunken man has made his appearance, and everything is very quiet and orderly. There are at present between four and five hundred idle men on our streets, who as a body stopped work at the sound of the whistle. No passenger trains have been interfered with and will not be, but several switch-engines were run into the round-house and killed. Master-Mechanic Clark ordered the men "not to kill any engines," but they did it all the same.

AT LONGVIEW.

Special to the Gazette.

LONGVIEW, Tex., March 6.—Notices have been posted by the Knights of Labor requesting no one to ship, receive or handle freight over the Texas & Pacific railway. There is no strike now, it is

Continued on Fifth Page.