

law of U. S. Grant. Mr. Chaffee died of acute meningitis.

PITTSBURG, 9.—Fifteen hundred street car laborers in this city and Allegheny threaten to strike, owing to the discharge of five men who claim that they were relieved because they were Knights of Labor.

CAIRO, Ill., 9.—On the Iron Mountain railroad no freight is being handled here or at Bird Point. Only one switchman remained at work in the yard at Bird's Point. The passenger train carrying the mail will be run from here as usual. About 80 men, including the bridge carpenters, struck last night.

St. Louis, 9.—At the Missouri Pacific and Iron Mountain yard everything is quiet and no disturbance has occurred and none is expected. The squads of guards appointed by the Knights are continually patrolling the yards, protecting the company's property, and dispersing groups of men who become at all excited in discussing the situation, and in this way perfect order prevails. A rumor to the effect that

ALL THE KNIGHTS EMPLOYED by all the roads which have yards in East St. Louis will strike this evening, is in circulation. This has been confirmed by one of the superintendents of the Bridge and Tunnel Company who says that such a move is certainly in contemplation. The Knights when questioned about the affair maintained strict silence and will make no statement in confirmation or denial of the rumor. A sub-official of the Missouri Pacific road said to a reporter last night: "You are aware that we are expected to say nothing and saw wood, but I will say confidentially to you, that from inside I know the extent and meaning of

THIS TROUBLE IS MORE ALARMING than the head officials would admit under any circumstances. The men who are participating in this strike are better able now than before to fight to the bitter end and the company cannot refuse to respond to the appeals of shippers very long. I do not say the strike is just or warranted, but I do say, and emphatically too, that it cannot be put down as quietly and quickly as could be wished. It will not stop where it is. There is not a freight wheel turning now, and were it not for the United States mails it is my opinion that the passenger and other trains would be stopped as well. Unless a compromise is effected, the strike of 1885 will be more bitterly contested than the one in 1877."

St. Louis, 9.—The managers of the Missouri Pacific Railway offices in this city to-day notified their clerks that they had decided to relieve them from duty indefinitely. This action has been taken by the company in order to curtail as much as possible their expenses during the continuance of the Knights of Labor strike upon their road. The order affects 60 telegraph operators and 200 office clerks.

WASHINGTON, 9.—Under the head of unfinished business the Senate took up the resolutions reported by Edmunds from the judiciary committee. These resolutions, among other things, condemn the Attorney General for refusing to transmit to the Senate the papers called for by the Senate and declare that refusal to be a violation by the Attorney General of his official duty, and subversive of the fundamental principles of government and good administration. The resolutions also condemn the discharge from government service of ex-union soldiers.

As the resolutions were read by the chief clerk the most absolute silence prevailed on the floor and in the galleries. The galleries were crowded to apparent discomfort, many persons being compelled to stand; this was notably true of the reserved galleries to which admission is only permitted by cards from senators. Many gentlemen and not a few ladies, though early in attendance, failing to find vacant seats. Edmunds considered the law under which the office of the Attorney General was created and made an exhaustive argument in support of the majority report.

PHILADELPHIA, 9.—Mr. Powderly, upon being asked whether he did not think that the increase in the number of strikes just now was owing to the knowledge of increase of power by the organizations of labor, said:

"I doubt it. I think that I can speak for the general Executive Board. They do not think that it is wise to inaugurate so many strikes unless it can be shown that there is an extreme necessity for them. If many of the men who are striking would display a little more common sense and use a little more patience they would get all that they are striking for, and save their time and money in the bargain. If they would exercise proper moderation in their negotiations with their employers and submit their claims firmly made and properly represented to arbitration, I am free to say that I am sure that nine out of ten cases which end in a strike could be as satisfactorily arranged without resorting to such an extreme and generally doubtful expedient. Indeed, in the nine cases there would be no necessity for a strike. There is a feeling now that labor must be recognized by the employer; that the employer must listen to the employees, and the time has come when the shopmen, mill-owner, manufacturer and operator, in every department of trade is ready to listen to the demands of his men and to yield to them when these demands are reasonable. Organization, discipline and the realization of right and might in the case has brought about this change, and these advances on the part of the

employer should not be repulsed by hasty and inconsiderate action on the part of workmen."

"Arbitration, then, and not strikes is the theory of the order," said the reporter.

"Yes, arbitration always when it is possible; strike only as a last resort; but when that point is reached, strike hard, strike in earnest, and never surrender except to just concessions. Why this Board," pointing to the members who were listening, "has since the first of January settled by arbitration 350 cases which would otherwise have resulted in strikes, without gaining a single point by the strikers. The Knights of Labor and other labor organizations in sympathy with their plans, constitute at the present time the most powerful organization of working men ever known in the history of the world. Its strength is increasing every day, and its influence is felt every day in every branch of trade in this country. It is dangerous to abuse this power. It can always insist upon just demands. Its moves are fully considered and thoughtfully digested. It cannot afford to fritter itself away upon every little pretense of wrong hastily formulated and pig-headedly insisted upon. The growth of the power of labor should be an occasion for calm deliberation and moderation. Workingmen should be careful to see to it that they do not sap and undermine their strength by extreme demands and unreasonable assumptions of importance and power. It is as some one has said before me, a good thing to have the power of a giant, but it is an evil thing to use it like a giant. It was the disposition on the part of the employer to refuse to treat with his workmen that made labor organization a necessity to them. Now that we have the power which comes from the organization, we must use that power wisely and moderately, and be careful that we do not change position with the employer, and refuse to treat with him except at the point of the pistol, or strike, which is about the same thing.

A strike should be the last thing, when everything else has failed, and not an everyday expedient which, when used as such, loses its power, as it increases in frequency. In old assemblies which are familiar with our plans and purposes the strikes were frequent. It is the new and as yet not fully informed organizations which, upon sometimes insufficient and frequently trivial causes, make this fatal and desperate appeal. As our organizations grow there will be fewer strikes, because there will be less necessity for them, and our power in time be greater than the men now think. It will last as long as we use it wisely (and it will be so used) as a power no less important than the constitution itself."

"Is a strike the last resort of the Knights of Labor?" asked the reporter.

The master workman smiled. "I see," said he, "what you are driving at. A strike is a bad thing but a boycott is worse in its results. A strike stops production, merely, a boycott kills it. A strike of a week is only the loss of a week's business; a boycott for a week can be the utter ruin of a business itself. We have never failed in a boycott which has been ordered by the general committee. Its effectiveness is undoubted, but it is an extreme power, which we use with caution."

"Is there not danger," said the reporter, "that your order may become involved in politics and thus lose its power?"

"I have no fear of that. Matters involved in the existence and works of the Knights of Labor are nearer to its members than matters of partisan politics. We have, as you see, on this committee, members of two old parties, a greenbacker, (with a smile) and other cranks like myself. We are not politicians here. We have a method of dealing with those who are, assume have entered our ranks to serve political ends. We turn them out. We have no part in politics. It is bread and butter; the rights of the employed; material and concrete things of every-day life that constitute the elements which do now and always will hold us together, and those are stronger than partisan political ties. That is why I don't fear the intrusion of politics. When people talk, as sometimes they do, about using the Knights of Labor as a political engine, they utter the most absurd nonsense. It is not worth while to discuss the matter with such a man. He is either a liar or an empty-headed fool."

In conclusion, Mr. Powderly said the Knights of Labor, as an organization, had nothing to do with the strike in the bituminous coal region, as the men were in a separate order, but he thought the day was near when all the labor organizations of the country would be united under one general supervision and control.

KANSAS CITY, 8.—Times's Osage Mission (Kansas) special: One of the most horrible murders ever known in this country was perpetrated this morning near this place. Mr. Mendel living thirteen miles northwest of town, was awakened about 3 o'clock this morning by a scream. He went to the door and was met by Willie Selb, son of a neighbor, J. W. Selb. The boy cried out, "Mr. Mendel, a man is at our house with a hatchet and has hurt father and mother; I don't know how badly." Mr. Mendel went with the boy, arousing J. I. Rice another neighbor, on the way. Upon reaching the Selb house a most horrible sight met their eyes. In bed in the north room lay Walter, Willie's eldest brother and bed fellow, aged 10, his throat cut and the entire top of his head chopped off, exposing the brain, and his left eye hanging upon his cheek. Passing into the south and main room where a light was burning, they stumbled over the prostrate form of Mr. Selb, his head crushed and almost severed from his body. Near by lay Mrs. Selb, a lady of 43 years, her head mashed and a fearful gash in her throat. On the bed in the southeast corner of the room lay Willie's sister, aged 14, killed in the same manner as the other three. Lying near Mrs. Selb's head was a butcher knife and on a chair a hatchet, matted with hair and blood. The boy said that he had been awakened by something, and looking up saw a low, heavy man with dark hair cut close standing in the door. This man slipped in and reaching over Willie struck Walter who lay in the back of the bed. Willie jumped out and dressed while the man was still in the room. The man rushed out of one door while Willie went out of the other and started up the road on a run Willie, after him. A short distance off stood another man on horseback holding another horse, upon which the man vaulted, and both rode off, Willie then went on to Mendel's.

After the bodies had been discovered Rice took Willie home with him, where he slept soundly till morning. A coroner's jury was empaneled and subsequent investigation brought forth much from the boy. Suspicion rested upon him, and he was put on the stand. He swore that he had not washed his hands since the murder, but inspection showed that while his hands and wrists were clean there was a water-mark above which his forearms were deeply incriminated with blood, which appeared to have spurted up his sleeves. Around his finger nails, too, was blood. Upon removing his pants his drawers were seen to be saturated with spattered blood, and his bare feet were covered with the same sanguinary fluid. His feet fitted all the bloody foot marks to be found. The boy stoutly denied being the murderer, and maintained a bold front throughout. The conclusion of the inquest was postponed until to-morrow. The boy was smuggled into a buggy by the police, Judge Camborn and deputy sheriff Locke, and driven to jail in Erie for fear of lynching, which appeared imminent. On the way to Erie he said to Mr. Camborn, "Those fellows tried to get me to say I did it, but I thought it would be best not to admit it." There is hardly a doubt that the boy committed the dreadful crime, though no motive is known. Mr. Selb had in his pocket-book \$100 in gold and \$170 in bills which were not disturbed, besides three watches. John Hall of Erie has been appointed guardian of the boy.

GALVESTON, Tex., 9.—A special from Longview to the News says: No freight is being accepted by the Texas & Pacific here for any points, and engines are only sent out of the round house under special orders. The Texarkana Knights, having discovered that a certain merchant was receiving goods via the Mallory Steamship line, promptly put a boycott on him. A dispatch from Denison says: When the whistle at the Missouri Pacific shops sounded this morning not a workman appeared. The shops were closed. Both sides seem determined. A dispatch from Marshall says: The Brotherhood of Locomotive Engineers held a meeting last night and decided to stand ready to fulfill their contracts with the company, but would perform no other work than engineering. The Knights say they will hold out till the last. Railroad men here entertain the opinion that the strike will involve the whole railroad system of the United States unless soon settled. Boarding house keepers have agreed not to board any men who may be brought here to take the place of the strikers. A News special from Palestine, Texas, says: Railroad officials attempted to take through four car loads of live stock, but they failed, as the strikers had tampered with the engine. The locomotive engineers held a meeting to-day, and adopted a resolution to faithfully observe their contracts with the company unless prevented by force.

Dallas, 9.—Traffic on the Texas & Pacific and Gould lines at this point is greatly impeded. United States Marshal Jackman of the western district of Texas, arrived from Austin this morning, and spent the day consulting with the court and railway officials departing for Big Springs on the evening train, taking two deputies with him. It is understood that he goes to Big Springs for the purpose of arresting every striker who took part in the riotous proceedings last Friday. In a brief interview Mr. Jackman said he had no doubt all the persons who had interfered with the property of the court had made themselves liable for contempt.

St. Louis, 9.—H. M. Hoxie, first Vice-President of the Missouri Pacific railroad company, furnishes the Associated Press with the following statement regarding the strike now existing on that road. It is addressed

To the Employees of the Missouri Pacific Railroad Company's leased and operated lines:

That all may understand the present condition of affairs whereby some 10,000 men have been thrown out of employment and the operations of about 5,000 miles of railway stopped and traffic from the States affecting over 4,000,000 of people, partially paralyzed, I desire you to read and carefully consider the following facts, for which abundant evidence can be produced and which cannot be controverted:

On the 15th of March, 1885, a strike then pending over the entire system was settled by the voluntary mediation of the executives of the Kansas and Missouri, and a circular was issued which was sufficiently satisfactory to cause an entire resumption of work, during sixty days subsequent to the above date, committees representing the employees at different points, and also various labor organizations to which they belonged, were met and all grievances candidly discussed. Satisfactory agreements were then entered into, so that on May 19th, 1885, it seemed that perfect harmony existed between all as co-laborers of those companies. Any infractions of this spirit, or the letter of understandings or agreements made by the company and its employees were speedily rectified as soon as brought to the attention of the proper authorities. This apparent harmony and good understanding continued until the September following, when this company was notified by the Knights of Labor that it must not perform work for, nor interchange any business with the Wabash railway, with which that organization had difficulties pending. The Executive Committee of the Knights of Labor stated, at that time, that no cause or grievance of any nature existed against the Missouri Pacific Railway and its associated companies, but that to force the Wabash, which was in the hands of the United States Court, it became necessary to involve the Missouri Pacific Railway on account of the supposed identity of stockholders' interests.

In order that there might be no possible cause for destroying the good feeling then existing between this company and its employees, the order above referred to was acquiesced in until the Wabash difficulties were adjusted. On Dec. 16, 1885, the United States Court took possession of the Texas & Pacific Railway in Louisiana and Texas for the benefit of its creditors, and from that date the severance of that railway from this system has been as complete as if no amicable relations had ever existed between it and these companies. The employees of the Texas & Pacific Railway became employees and agents of the United States Court, and the Missouri Pacific management ceased to have any control over them. Messrs. Brown and Sheldon, receivers, took possession of the Texas & Pacific Railway, appointed their own agents and made such arrangements with their employees as they deemed proper and fit, as to which the management of the Missouri Pacific Railway exercised no voice or control whatever. It is learned that on March 2d, the employees of the Texas & Pacific Railway inaugurated a strike, giving as a reason that one C. A. Hall, of the car department of that road in Marshall, Texas, was discharged without due cause. On Thursday, the 4th inst., the Knights of Labor ordered a boycott of the Texas & Pacific cars, and traffic over these roads, and such arrangements were thereupon made as not to permit that order to disturb the apparently pleasant relations with other employees.

At 10 a. m. on Saturday the 6th instant, without previous notice, all of the shopmen, most of the yardmen and many of the trackmen stopped their work, and voluntarily refused to continue as employees of this company, merely stating they had received orders requiring this from the Executive Officers of the Knights of Labor, and alleging as their only grievance the discharge of an employee by the Receiver of the Texas & Pacific Railway, an alien road in the hands of the United States Court. Since the commencement of this strike, at many points local committees of the Knights of Labor notified our foremen and superintendents that they would appoint and place their own watchmen over property to protect it from loss or damage, and take care of it. But as these self-appointed watchmen assume authority as to who shall and who shall not enter the grounds and property of the company except through their own idea, it is virtually dispossessing this company of its property, and assuming control and possession of the same in violation of the rights of property, and contrary to the very basis of all governments. This company has made no objections to the existence of organizations and combinations of employees, which the latter consider for their mutual benefit; it has recognized and met the committees of such organizations, and made arrangements with the same without any distinction, and carried them out as exactly as possible, promptly adjusting all complaints and differences which have from time to time arisen. When loyal employees permit themselves to be governed and controlled by discontented co-laborers they necessarily suffer equally with them, the consequence of ill-advised action; therefore the necessity of their individual efforts to restore proper relations between the company and its employees. It must be well known and recognized that the capacity of a corporation to meet its pay rolls and vouchers, depends on its capability to earn money, and that when its earning power ceases, its ability to pay employees and other creditors ceases at the same time. The daily and monthly payments are made from its daily and monthly receipts. The company is legally required to do all in its power to perform its obligations to the public and the Government, and its management will take every proper measure to comply with these requirements; and I honestly hope every independent, free-thinking laborer who has been or

is an employee of these companies will consider these facts and inform himself on all sides of the subject remembering that there has never before been an act so arbitrary, useless and uncalled for, as this of last Saturday, whereby a few men to whom you have voluntarily given power, are depriving many thousands of their co-laborers of their accustomed wages, divesting this company of its capacity to pay its employees for their service, shutting up avenues of traffic in four States and preventing some millions of people from obtaining their customary supplies and necessities of life because it is claimed that one employee of a car department of the Texas Pacific Road at Marshall, Texas, a road over which this company has no control, has been discharged by agents of the United States Court.

(Signed) H. M. Hoxie, First Vice-President.

FOREIGN.

LONDON, 9.—Louisa Hart Rich, procuress of the West End, was to-day committed for trial on the charge of providing young girls for a number of her aristocratic patrons. The woman's business had grown so bold and offensive that the police felt constrained to suppress it, but despite their best efforts they were unable till recently to secure evidence that would convict. The arrest of Mrs. Hart has caused a sensation in certain circles and gossip handys about many names of titled debauchees as likely to be identified with the business by which this woman has grown rich.

LONDON, 8.—It has been ascertained by the Press that Gladstone is confined to his room, and has spent all the time since Sunday in bed. The Ministers who have been required by the exigencies of State business to call upon him have been received in his bed-room. He attended to the necessary correspondence by dictation.

The steamer *Acton*, from Baltimore, is at Queenstown. Fearful storms occurred during her voyage, in which the boat lost two sailors named Green and Manger, who were washed overboard. Another named Brown was killed at the wheel. The *Acton* hove to all day. On February 25th when a hurricane was blowing at 10 o'clock in the evening, enormous waves broke over the vessel sweeping the decks, and carrying off Green and Manger. The wheelhouse was swept away, the steering gear destroyed, and for a time the vessel was at the mercy of the waves. The captain and mate narrowly escaped with their lives. At this juncture quantities of oil were poured on the water. The effect was most gratifying, the sea being quieted, so that the crew were able to make repairs and save the vessel.

The government has decided soon to attach to the Colonial Office an emigrant information bureau.

Charles Russell, Attorney General, and Horace Davey Fox, who engineered the Mersey tunnel, were knighted to-day.

The London & Northwest Railway Co. have issued an order discharging 1,000 navvies. The men thrown out of work are nearly all Irishmen. The company says the present depression in trade in Great Britain made the present action necessary.

John Morley, Chief Secretary for Ireland, replying to questions in the House of Commons this afternoon, stated that Mr. Tuke had started for the islands on the west coast of Ireland with a little money and a quantity of seed potatoes. He added that the Government was taking other measures to relieve the distress, which he said was terrible.

Mr. Phelps, U. S. Minister, and wife, M. Waddington, French Ambassador, and the Rothschilds of London, dined this evening at Windsor Castle with the Queen.

Earl Granville, Colonial Secretary, in the House of Lords this evening announced that a special committee had been appointed and instructed to inquire thoroughly into, and report to the government upon, the question of the advisability of establishing a British mail line between Vancouver Island and British Columbia and Japan.

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