

TELEGRAPHIC NEWS.

BURLINGTON CARS REFUSED.

MARSHALLTOWN, Iowa, March 17.—The Central Iowa engineers refused to handle Burlington cars today, resulting in a complete tie-up of all freight traffic on 300 miles of road in Iowa and Illinois.

AT LOS ANGELES.

LOS ANGELES, Cal., March 17.—The Atchison yards looked desolate today. Thirteen engines were in the roundhouse, and there was a notice, "No trains until further notice." The overland train from the West arrived this morning. The engineers had heard nothing more from the chairman of the grievance committee up to noon.

WHO SENT THE MESSAGE.—HOLDING THE "Q." LIABLE.

KANSAS CITY, March 17.—It has been ascertained from a reliable source that Chairman Carroll, of the grievance committee, was author of a reported telegram from the general superintendent of the A. T. & S. F. to General Manager Stone of the Burlington road, mentioned in these dispatches yesterday, saying in substance that the "Atchison would hold the 'Q.' system responsible for any damages to the company on account of the strike." Carroll dictated the message.

CARRYING THE WAR INTO AFRICA.

TOPEKA, March 17.—Formal notice was issued from the headquarters of the Atchison road this afternoon giving the striking engineers and firemen until 4 p. m. Thursday, the 23d inst., to return to their engines. All men who have not reported for duty by that time will be considered no longer in the employ of the company.

THE GENERAL COMMITTEES.

CHICAGO, March 17.—The general grievance committees of eastern and western roads entering Chicago will continue their session on Monday. As nearly as can be ascertained the eastern men have not given up their position. They are handling Burlington freight cars and intend doing so. The western men want to go out but cannot get the consent of the entire organization. It is undoubted that the committee have taken some action more than they allow to be made public. In addition to the seventeen Reading engineers and firemen who deserted the "Q." road yesterday, three more started for the east today.

ONE ENGINEER WORKS.

ALBUQUERQUE, March 17. Engine 4, with Engineer Riley, member of the Brotherhood in good standing, pulled out a freight train for San Marcial this afternoon. He gave as a reason that it was necessary for him to get home, but as he had a chance to go yesterday and preferred to stay here, this was not satisfactory to others. The other engineers were all very indignant, but no violence was offered. The road refuses to furnish anything for carrying mail except a box car, and the mail clerks refused to go out with it, saying it is impossible for them to handle mail in a car with no convenience for work. The postmaster has referred the matter to the department, but as his dispatch was sent after business hours, it is probable no answer will be received till Monday, and in the meantime no mail will go from this point. All the coal mines at Gallup have shut down on account of the strike on the Atlantic & Pacific, the company not being able to furnish engineers, cannot dispose of the coal, and work of all kinds has been suspended. This throws about 500 men out of work, and if the strike continues this part of the country will soon be suffering for fuel.

AT LA JUNTA.

LA JUNTA, Col., March 17.—A train arrived from Kansas City at 2:30 to day. It was brought from Dodge by Master Mechanic Witty. At this point the train was divided into two sections, but much trouble was had in switching the cars, as the engines got out of repair every few minutes. At 7:30 one section was taken south by Master Mechanic Lucky of the shops here. The other section will be taken west at 6:20 a. m. by Witty. Another train was brought from the south this morning by a Brotherhood engineer, and will be taken to Kansas City by them. They say that is positively the last they will pull until a settlement is effected. All shop men were laid off this evening, and given the privilege of taking an engine, or leaving the employ of the Santa Fe Company. Several of the men signified their intention of pulling trains. No trouble is expected.

TRYING TO SETTLE IT.

TOPEKA, March 17.—Governor Martin and the railroad commissioners have been engaged today in efforts to bring about a compromise of the strike of the Santa Fe engineers and firemen. They had a long interview with the chairman and secretary of the grievance committee, and after its conclusion two members of the board of railroad commissioners and members of the grievance committee called on General Manager Goddard, of the Santa Fe and had a long discussion of the situation, but no definite result was reached.

GOING TO THE COAST.

ST. PAUL, March 17.—The Pioneer Press learns that President Hill of the Manitoba, is making arrangements to enter southern California, and that contracts for right of way are being made. It is said that from Great Falls,

Montana, the road will be over the Montana Central to Helena, thence southwest by the Utah & Northern. This will make only about 300 miles of road to be constructed to reach Los Angeles.

A STRIKE AVERTED.

ST. PAUL, March 17.—There will be no strike of engineers upon the St. Paul & Minneapolis and Manitoba roads. A conference was held this evening between General Manager Manville and the grievance committee of the road and all differences amicably settled.

C. B. & Q. CARS SIDE-TRACKED.

GALVESTON, March 17.—A special dispatch from Palestine says a number of Burlington & Quincy cars have been side tracked there, while the Missouri Pacific engineers have refused to pull.

A MEETING APPOINTED.

CINCINNATI, March 17.—A meeting of the Brotherhood of Locomotive Engineers of the Ohio & Mississippi Railroad is announced to take place at Seymour, Indiana, tomorrow to confer in the matter concerning the strike.

ABOUT THE MAILS.

WASHINGTON, March 17.—Postmaster-General Dickinson having had his attention called to dispatches from Chicago, quoting the vice-president of the Atchison, Topeka & Santa Fe road to the effect that the mails shall be carried on their passenger trains, and the Santa Fe Company so holds, says: "The Department directed the Superintendent of the railway mail service at Chicago to suggest to both sides in every one of these controversies that good citizenship and patriotic duty required them to meet on this fraction of common ground, the regular and usual movement of mails, and this without going into the question of the right or power of the government in the matter. Every engineer and fireman promptly and cheerfully acquiesced, and placed at the service of the companies, or the government, all the force needed. The companies all acquiesced in the sentiment with the exception of the A. T. & S. F. system, whose engineers and firemen have not only offered but urged that they be permitted to serve the mails, and to serve them as regularly and promptly as usual. The management of the road are under contract to do this service, but say the mails shall not be forwarded unless their other business is also. They claim extra compensation for doing what they are by contract and by duty bound to do, and when help is offered to do it. Of course there is no means for extra compensation, and the head of the department who contracted to pay would be impeachable for incurring obligations in excess of appropriations. The company knows this and their demand is not made in good faith. "The sovereign prerogative of eminent domain has been handed over to these corporations by the States on the ground of public necessity, and other vast public aid has been given them; and it would be well to ascertain where there is anything in the law making a railroad return the obligations to the public in return for the grant of government powers and subsidies. The effort which is made on the part of this company to compel the government to take other than government business, or to force it to officially ask, urge, or endeavor to utilize the patriotic offers of men to engage in other than government service, will not succeed. The engineers and firemen offer to take out mails and the company has no right in view of the demands of the whole country which is interested, to interject a requirement to carry their other business. I am fully cognizant of the rulings and decisions which have been made during the past twelve years on the question of the power of the government over the railroads in such cases."

A FRIGHTFUL ACCIDENT.

A Train Drops Through a Trestle.

SAVANNAH, Ga., March 17.—An accident, to a Florida vestibule train is reported to have occurred at Blackshear, Georgia, on the Atlantic & Gulf road, 86 miles from Savannah and 10 miles from Way Cross. The first section of the fast mail train from New York for Jacksonville went through a trestle at a point 75 miles south of Savannah this morning. The entire train except the engine, is demolished. Nineteen people are reported to have been killed and between thirty and forty injured, ten of whom are expected to die. The private car of President Wilbur of the Lehigh Valley road, with Mr. Wilbur and George Gonid and wife and others in it, was one of the train. President Wilbur is reported as seriously injured. Relief trains have gone out with physicians. Following is a list of the

The accident was caused by a broken rail under the baggage car. The baggage car got off the track about a quarter of a mile before it reached the bridge of Hurricane River. The baggage car mounted the track, but the train passed safely over the bridge. Immediately on the other side of the bridge there is a trestle, several hundred feet in length. When the baggage car struck the trestle work, it gave way and the entire train, with the exception of the engine, dropped through, and with the exception of one car was

COMPLETELY WRECKED.

The train consisted of a combination car, one coach, two Pullman sleepers

and the private car of the Lehigh Valley. The second engine ran to Blackshear, a mile distant for assistance. Soon all the physicians in the place were present, besides many who were ready to render assistance in getting out the dead and rescuing the wounded. Superintendent Fleming, of the railroad, as soon as he heard of the accident, left Savannah for the scene of the accident with physicians and nurses. All the afternoon and evening he had a full force of men clearing away the wreck. About 400 feet of trestle was carried away. Up to midnight, the only communication with the scene of the wreck has been through the railroad officials.

CONSTANTINOPLE, March 18.—M. Neldoff, Russian ambassador here, urges a Turko-Russian naval blockade of the Bulgarian ports, with the object of compelling Prince Ferdinand to depart from Bulgaria.

LONDON, March 18.—A requiem service for Emperor William was held in the German chapel of the royal house today. Six members of the royal family and all the foreign ambassadors were present.

KANSAS CITY, March 18.—The Santa Fe strike is ended.

KANSAS CITY, March 18.—The Santa Fe strike is over. The following official notice was issued at 6 o'clock this morning:

"Kansas City, March 18, 1898. To the Engineers and Firemen on the Santa Fe System:

"I am advised by our Grand Chief to request of you that you will return to your respective positions at once. Further, that I repair to Chicago and adjust all misunderstanding.

"J. CONROE, Chairman General Grievance Committee."

Trains were moved today with some regularity. California and New Mexico trains to leave at 10:1 a. m., and the Denver and Utah express, due to leave at 11:15, were consolidated and left at 11:30. No. 71, Southern Kansas, left at 12:14 a. m., thirty minutes late. The Colorado express, due at 6 a. m., arrived 6:45. The East-bound California and North-bound Kansas express, due to arrive at 4:30 and 6:15 p. m. respectively, were reported abandoned. Trains on the Kansas City, the Fort Scott and Gulf roads, all went out on time this morning with no indications of trouble. The depot presented a deserted appearance all day, as there was little interest taken in the movements of the trains and the general feeling was that the strike was over. As one of the men mounted his engine to take out his train, an old engineer standing in a group near by turned to his companions and said:

"WELL, BOYS, FALL IN."

The last man to go back will be the one who gets left. It is only a matter of time now." His prediction was verified when at 6 o'clock Chairman Conroe's notice was issued. The men took the matter philosophically and this evening nearly all of them present in the city were applying to Assistant Superintendent Spoor for orders, transportation, etc.

KANSAS CITY, March 18.—Chairman Conroe returned from Topeka this morning and at once called a meeting of the committee and it is understood preparatory steps toward issuing the notice was taken at this meeting. Chairman Conroe left for Chicago at half-past four this afternoon, and was 38 miles out of the city by the time his notice was promulgated. The prevailing opinion here is that the conference at Topeka had considerable influence toward bringing about the settlement. The ex-strikers here assert that the company has agreed not to haul Burlington freight.

TOPEKA, Kansas, March 18.—This p. m. at 4:28, Chairman Conroe wired General Manager Goddard, from Kansas City, as follows:

J. T. Goddard: The engineers and firemen will resume work. J. CONROE.

NOT REQUIRED TO HAUL BURLINGTON FREIGHT.

CHICAGO, March 18.—Chief Arthur was asked tonight what he thought of the decision of the Santa Fe men to return to work.

"I am glad they went back," he said. "I advised them to go back because I did not think there was sufficient cause for a strike. I communicated with Mr. Conroe, chairman of the grievance committee, and asked him to request the men to return to work and then come to Chicago to settle the matter with Mr. Smith."

Grand Master Sargent said: "The men on the Santa Fe went back at 6 o'clock." He had no information as to the causes of the strike, or what had induced the men to go back, beyond the fact that they had had a conference with officials of the road at Kansas City, or Topeka, and that an agreement was there made that the railroad would not require the men to haul any Burlington freight and they went back on the strength of that agreement.

ST. LOUIS, March 18.—The trial of the Bald Knobbers at Ozark was interrupted yesterday by the breaking down of John Matthews. He confessed to a liberal share in the Edens Green butchery and told his story. His statement exculpates Grooves Matthews. He was led into the thing and wanted to confess. The state refused to receive his offer to plead guilty in the second degree.

CITY OF MEXICO, via Galveston, March 18.—Recent parties visiting the volcano of Popocatepetl report increasing activity in the crater with clouds of smoke and sulphurous fumes. Re-

ports from Central America show that several volcanoes are unmistakably in renewed activity.

CHICAGO, March 18.—Mrs. Wm. Dalton was burned to death with her four-year-old daughter in the tenement house fire on South Clark Street early this morning. About a dozen other persons made their escape in a semi-nude condition. A dissolute tailor who was evicted from the premises for non-payment of rent is suspected of having set the place on fire.

Traffic Manager White says all lines from the Missouri River to the Pacific Coast will be in the usual condition for business without delay. There is no blockade anywhere and all trains are in shape to move at once.

DUBLIN, March 18.—At Drumlish, County Longford, on Saturday night, a fight occurred between two factions, numbering in all about 200 persons, most of whom were drunk. After fighting some time the combatants made a joint attack upon a public-house. The police force, consisting of five men, tried to disperse both factions and drove them toward the barracks. The police fired six rounds of buckshot, injuring many persons.

SAVANNAH, Ga., March 18.—A revised list of casualties in yesterday's accident near Blackshear, shows that 23 were killed and 34 injured. Of the latter ten are in a serious condition. All the wounded are receiving every attention.

BERLIN, March 18.—The whole northern and eastern portion of Germany has been visited by a severe snow storm. There is so much ice there has been no communication with Sweden for ten days and with Denmark for six days. The Swedish envoys appointed to attend the funeral of Emperor William have not yet arrived in this city. Disastrous floods are reported throughout Hungary. Thirty villages have been ruined, and the town of Ozathman Nemeth partly destroyed. The towns of Bekes and Csala are menaced and the inhabitants are struggling for their lives against the overflow of the river Koros, and many houses have fallen.

SANTA FE, March 18.—The great strike on the Santa Fe road is the all-absorbing topic here today. Since the order came from Topeka last night discharging all employees of the operating department considerable uneasiness has prevailed and this has been increased this morning by the report that the Denver & Rio Grande engineers would quit tomorrow. No train of any kind has arrived or departed over the Santa Fe depot for 36 hours, and it is understood that the narrow gauge will not again bring the mails. The people of this section were completely taken by surprise by the suddenness of the strike, and are wholly unprepared for a long continued interruption of intercourse with the outside world.

DENVER, March 19.—The Santa Fe strike at this point ended last night. While the Brotherhood were holding a meeting at their hall last evening a telegram arrived from the chairman of the grievance committee in Kansas City, ordering the men back to work. No explanation was given for the order being issued. The meeting immediately adjourned. The men went to the shops and reported ready for duty. A passenger train arrived from Kansas City at three o'clock in charge of a scab engineer and was taken out at ten o'clock p. m. by the Brotherhood. Trains will be running on schedule time tomorrow. The grievance committee of the Rio Grande held a meeting last night at which the strike on both the Santa Fe & Burlington were thoroughly discussed, together with the probabilities on other roads centering in Denver. Chairman Rice today stated that the rumor that the Rio Grande engineers would strike in a few days was false in every particular. The Rio Grande is hauling no Burlington freight, the men have no grievance and consequently will not go out.

REPORTED FOR DUTY.

LA JUNTA, Col., March 18.—The engineers and firemen had all reported for duty at five p. m. The shop men were also ordered to return to work in the morning.

CLOSING THE SHOPS.

MARSHALLTOWN, Iowa, March 19.—Receiver Dudley this morning closed the shops and general offices of the Central Iowa Railway in this city, laying off all employees here and along the line, except enough to guard the property and handle the passenger service. This is the result of the tie-up of traffic on account of hauling the "Q." cars, and is the receiver's only alternative, as without freight earnings, there would be nothing to meet the pay roll. Notice has been given to all the striking engineers to report for duty at eight o'clock tomorrow or be discharged. The lay off affects one thousand men.

PAWTUCKET, March 18.—The main buildings of the Green dyeing and furnishing works of this city were destroyed by fire this afternoon. Loss, \$100,000.

BORN.

VOWLES.—At Tooele City, Utah, to the wife of Sylvester H. Vowles, an 11 pound son, on Saturday March 10, 1898. All doing well. *Millennial Star*, please copy.

DEATHS.

DANKE.—At Hennefer, March 6th, 1898, of measles, Maude, daughter of John and Presilla Briton Danke; born November 7th, 1893.

BECK.—At her residence in Paris, Bear Lake County, of old age, 10 a. m. March 18, 1898, Elizabeth Louise Munck Beck. She was born August 4th, 1806, in Bornholm, Denmark; embraced the Gospel in 1853; emigrated in December of the same year; crossed the plains in H. P. Olsen's company, and came to Salt Lake in 1854. She lived and died a faithful Latter-day Saint. *Dikuben*, please copy.

ALLEN.—At Escalante, Garfield County, U. T., on Wednesday afternoon, February 22nd, 1898, of lung fever, Lucy Allen, daughter of Joseph B. and Sophronia Hawkes. The deceased was born near Pontiac, Michigan, February 27, 1829. Her parents joined the Church in Michigan, and emigrated to Far West, Missouri, where she joined the Church, being baptized by Elder John Markoe in the spring of 1857. On February 17, 1847, in Nauvoo, Illinois, she was married by Elder Parkes to Elder Philo Allen, who survives her. She shared in all the persecutions of the Church in Missouri and Illinois, and emigrated to Utah with her husband in 1849. She was the mother of five children, one son and four daughters, of whom the son and three daughters survive her. She moved to Escalante in June 1876. She died as she had always lived, a faithful Latter-day Saint. *[COM.]*

BATES.—Died on the 6th of March, 1898, at the residence of her son O. P. Bates, in Bateville, Tooele County, Utah, of old age and general debility, Phoebe Mariah, relict of the late Ormus E. Bates and daughter of Jonathan and Elizabeth Ann Matteson. Deceased was born in Ellsbury, Jefferson County, New York, Jan. 31st, 1817; was baptized into the Church of Jesus Christ of Latter-day Saints by Elder Orson Pratt, in 1836, and gathered with the Saints to Nauvoo and suffered in the hardships of those expelled from Nauvoo in 1846. And in 1851 emigrated to Utah and settled in Tooele County, where she has since resided. She leaves nine children, who are all grown to maturity, together with eighty-one grand children and thirty-one great-grandchildren. She died as she had lived in full faith of the Gospel. *[COM.]*

HADDOCK.—At Coalville, Summit County, Utah, February 29, 1898, Sarah, wife of Edward Haddock, aged 70 years, 4 months and 2 days. She was born at Newhall, Derbyshire, England, October 27, 1816; baptized in 1846; emigrated to Utah, August, 1868. *Millennial Star*, please copy.

DRAPER.—In Castle Dale, Emery County, March 8th, 1898, of lung fever, George William, son of George H. and Eliza A. Draper, aged three years, 8 months and two days.

JACKLIN.—At East Mill Creek, March 10th of consumption, Moses Jacklin, aged 35 years. Deceased was born February 20th 1855, at Wadden, Cambridgeshire, England. He leaves a wife and four small children to mourn his loss.

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THE BEST SALVE in the world for Cuts, Bruises, Sores, Ulcers, Salt Rheum, Fever Sores, Tetter, Chapped Hands, Chafes, Corns, and all Skin eruptions, and positively cures Piles, or no pay required. It is guaranteed to give perfect satisfaction, or money refunded. Price 25 cents per box. For sale by A. C. Smith & Co.

VITIATED BLOOD.

Scrofulous, Inherited and Contagious Humors Cured by Cuticura.

Through the medium of one of your books received through Mr. Frank T. Wray, Druggist, Apollo, Pa., I became acquainted with your CUTICURA REMEDIES, and take this opportunity to testify to you that their use has permanently cured me of one of the worst cases of blood poisoning, in connection with erysipelas, that I have ever seen, and this after having been pronounced incurable by some of the best physicians in our county. I take great pleasure in forwarding to you this testimonial, unsolicited as it is by you, in order that others suffering from similar maladies may be encouraged to give your CUTICURA REMEDIES a trial. P. S. WHITTINGER, Leechburg, Pa. Reference: Frank T. Wray, Druggist, Apollo, Pa.

SCROFULOUS ULCERS.

James E. Richardson, Custom House New Orleans, on oath says: "In 1870 Scrofulous Ulcers broke out on my body until I was a mass of corruption. Everything known to the medical faculty was tried in vain. I became a mere wreck. At times I could not lift my hands to my head, could not turn in bed; was in constant pain, and looked upon life as a curse. No relief or cure in ten years. In 1880 I heard of the CUTICURA REMEDIES, used them, and was perfectly cured." Sworn to before U. S. Com. J. D. CRAWFORD.

ONE OF THE WORST CASES.

We have been selling your CUTICURA REMEDIES for years, and have the first complaint yet to receive from a purchaser. One of the worst cases of Scrofula I ever saw was cured by the use of five bottles of CUTICURA RESOLVENT, CUTICURA, and CUTICURA SOAP. The Soap takes the "cake" from the skin as a medicinal soap.

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PIMPLES, black-heads, chapped and oily skin prevented by CUTICURA MEDICATED SOAP.

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And Weakness instantly relieved by the Cuticura Anti-Pain Plaster, a Perfect Antidote to Pain, Inflammation and Weakness. A new, instantaneous and infallible pain killing plaster. 25 cents.