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LAST NIGHT'S NEWS

Detailed Account of the Disaster to the Ferry Boat "Julia."

The Senate Passes the Bill to Incorporate the Maritime Canal Company.

Wyoming Presents Her Claim for Statehood before the House of Representatives.

The Great Strike Bringing Everything to a Standstill on the C. B. & Q.

Two Accidents Occur by Putting Inexperienced Men in Charge of Locomotives.

By Telegraph to the NEWS.

THE EXPLOSION.

Thirty to Forty Killed on the Ill-Fated "Julia."

SOUTH VALLEJO, Cal., Feb. 27.—The steamer *Julia* was about to leave her moorings a few minutes after 6 o'clock, and had about 70 persons on board, many of whom were going across the strait to work in the lumber yards on the other side. Just as the deck hands were hauling in the lines, there was a loud explosion, and a sheet of flame shot into the air. Those who were on the deck at the time were hurled overboard by the force of the explosion, and several of them killed outright by being struck by pieces of debris, which were sent flying in all directions. The explosion attracted the attention of persons living in the vicinity, and men rushed to the assistance of the unfortunate passengers. In a few minutes all was confusion, for men, women and children who had relatives on board the ill-fated *Julia* were wailing and wringing their hands as they rushed around the wharf. The men on the wharf were anxious to aid, but there seemed to be but little for them to do, as most of the passengers were below decks at the time of the explosion, and were either

KILLED OUTRIGHT

or drowned when the wafer poured in on them. It had been customary for passengers to go below decks in the morning, as it was cold and foggy. A few who were on deck and were not rendered insensible by the force of the shock, were hauled ashore by the men on the wharf. To add to the intensity of the scene, some large vats of petroleum, stored on the wharf for replenishing steamer tanks, caught fire and the flames spread rapidly. The fire companies were unable to accomplish anything, as there was no water, owing to the tide being out, and fifteen minutes after the explosion about 600 feet of wharf, freight depot and telegraph office were burning. When the tide came in they managed to get a supply of water, and at noon had the fire under control. While the firemen and others were trying to save the wharf, a large number of boatmen were rowing around the wreck seeking to recover bodies. A number of men from the United States navy yard at Mare Island and from other steamers, assisted in every way to secure the remains of passengers. While the search was going on women and children were standing back from the burning wharf, and as each body was brought to the surface and placed in the shed a crowd would gather round and an exclamation from some one told that some relative of the dead had recognized.

THE MANGLED REMAINS.

Soon after the explosion occurred the steamer had burned to the water's edge and sunk to the bottom with the greater number of victims buried underneath the debris in the cabin. It is believed that between thirty and forty lives were lost. Up to a late hour this afternoon twelve bodies had been recovered, two of which were burned beyond recognition. The names of the other ten victims are as follows: M. Irwin Hodgkiss, Joseph Iragas, Wm. Sannan, Olef Nelson, Alfred Madison, Michael Branlky, John Brevick, Wm. Stark, Edward Rule and a man named Higgin. The names of half the passengers who were on the steamer at the time of the explosion are not known. It is impossible to tell how many sunk with the wreck, but at least 15 who are known to have been on the steamer are still missing. Captain Ledge of the *Julia* was severely injured, as was Charles Heath, the pilot. Twelve or fifteen others were also seriously injured. The record of the *Julia* is a bad one, and this is not the first terrible accident on the steamer. In September, 1886, the head of her boiler blew out,

INSTANTLY KILLING NINE

of the crew and scalding the clerk and another officer of the boat so badly that they lingered for only a few days. The cause of the accident today is not known, though it is generally believed that the explosion occurred in the boiler, but the impression also prevails that fire was in some way communicated to the petroleum tank, and that the explosion occurred in that quarter. Vallejo is 29 miles up the bay from San Francisco.

At 4 p. m. the coroner decided to hold an inquest over the bodies that have been recovered for the purpose of identifying them. It was no easy task, as all the bodies were more or less disfigured. For instance, in one corner of the shed lay a mass of human remains, so charred that it was impossible to identify them except by scraps of clothing on the body. Near by lay another body, the skull cleft in twain and the hands blown off. The face of still another body was a mass of raw flesh on account of burns. The legs were broken in several places. When the jury suspended their labors, however,

THIRTEEN BODIES

had been identified. Most of the passengers on the ill-fated boat were day laborers. Had it been an hour later several of the heavy capitalists of San Francisco would have been on the boat, as they go up into the valley beyond on Saturday night and return Monday morning.

Eight of the men who met death had wives and families, and five more were single. The searchers are still at work on the wreck trying to find more missing men. Mrs. Ferryer, wife of a gunner at Mare Island Navy Yard, seems to have been the only woman on board. She was badly scalded about the head and arms. The list of unrecovered bodies is now thought to number eleven. It is supposed, exclusive of the crew, there were 52 passengers on board, making 63 altogether, and not a single one escaped without injuries more or less serious.

Railway Accident.

ST. PAUL, Feb. 26.—A serious accident occurred on the Canadian Pacific at Sudbury Junction east of Winnepeg on Thursday. A broken rail threw one coach, the dining car and sleeper of the west-bound passenger off the track, the dining car crashing into the coach. All of the sixteen passengers in the coach were injured, six severely.

THE STRIKE.

The Railroad Company is Having a Hard Time of It.

CHICAGO, Feb. 27.—The Burlington road this evening sent out notice to all connecting lines that it would probably be a week or more before the company would be able to receive freight from them, and asking that it be given to other roads. This afternoon everyone of the freight handlers of the C. B. & Q. line were laid off and every one of the freight offices in the city shut down in consequence of the engineers' strike. There are some men who obtained work during the freight handlers' strike of 1886, and are all said to be loyal to the company, but had to be laid off as no work remains for them to do.

The first accident to occur following the commencement of the strik took place this afternoon at Napierville, Illinois. No one was killed, but the result could hardly be called trifling. Six men were more or less injured. Passenger train No. 2, in which C. F. Griere, general foreman of the Burlington shops, Aurora, was acting as engineer, ran short of steam about 3 p.m. The engine was cut loose from the train to run ahead and then, in coming back to couple on to the train, became to a certain extent unmanageable on the down grade and

COLLIDED WITH THE CARS.

The acting engineer, General Foreman Griere, had his nose cut, and the temporary fireman, named Parsons, was cut on the shoulder and leg. George Clark, mail clerk, had his face cut and his back injured; Wm. Stenson, mail clerk, knee bruised; T. Foster, trainman, of Aurora, arm and knee bruised. The rolling stock was severely rattled, but none derailed.

Another accident occurred near Council Bluffs, the particulars of which did not reach Chicago till late. It seems that Master Mechanic Bordenstein was ordered to take Kansas City train out, and when near Pacific Junction was confronted by an engine standing on a crossing. He ran his engine into it and a warrant was issued for his arrest for failing to stop at the crossing. No one was hurt by the collision.

At a meeting of the controlling district assembly Knights of Labor of this section tonight a resolution was adopted which says in part:

Without going into an examination of the truth or falsity of the charges of alleged bad faith against us on the part of the Brotherhood, this executive board is unqualifiedly against any of its electric members taking the places of these striking workers, and we call on the members of our order

EVERYWHERE TO REFUSE

under any and all circumstances to become the tools of this corporation in their hour of trouble.

President Perkins of the Burlington road arrived from the east today. He regrets the strike and thinks the engineers are making a mistake in attempting to force the road to unreasonable terms. He agrees entirely with the position taken by General Manager Stone.

Chief Engineer Arthur, in an interview this evening, said: "The publication by General Manager Stone of all the propositions offered by the men tends to mislead the public. We were willing to discuss these propositions one by one and, in case we failed to convince Mr. Stone that they were just and fair, we would have made concessions."

ST. LOUIS, Feb. 27.—No freight was moved on the Chicago, Burlington & Quincy road at this point today. The passenger trains, however, in this vicinity were run as usual. Every engineer and fireman quit, but the officials were in a measure prepared. Superintendent Levi, of Keokuk, telegraphs that passenger trains were moving all right on the Keokuk line with new men and he hopes to keep them going. The Burlington officials here and at East St. Louis say they hope to get the freight traffic in fair shape in a few days. They expect to pick up enough men to man the trains on this division. The strikers incline to the belief that their expectations will not be realized.

QUINCY, Ill., Feb. 27.—The Burlington strike has caused an

ALMOST COMPLETE SUSPENSION

of business on that system in this locality. Quincy is the center of five divisions of the road, and the traffic on them has been nearly at a standstill today. No effort whatever has been made to move freight trains. Two or three passenger trains have been sent out with engines manned by master mechanics, roadmasters or division superintendents. General Superintendent Crance, of the Hannibal & St. Joe, brought in the morning express from the west and took out the night express tonight.

OTTUMWA, Iowa, Feb. 27.—The Burlington passenger train due at 9 a. m. arrived at 3:20 p. m. and left for Creston. It is doubtful if it will go further than that point. Thirty-four engines and 200 train men are laid up here.

LINCOLN, Nebraska, Feb. 27.—Business on the Burlington & Missouri River road is almost entirely suspended. Freight trains are abandoned. Two passenger trains manned by non-union men have been sent out, but are not running on schedule time.

DES MOINES, Feb. 27.—One passenger train left over the Burlington road for Chariton to-day with the conductor in the cab.

TRAVELERS REFUSED

to ride. The train was two hours running eight miles. No freight has been touched.

DENVER, Feb. 27.—There is nothing new in the situation on the Burlington. As previously stated all engineers and firemen left their engines promptly at four this morning and quit work, since when not a wheel has been turned on the road for freight or passenger traffic. At 9 o'clock this morning Engineer Henry McCarty pulled up to the Union Depot with an engine and one mail car into which the local mail between here and the River had been thrown and the train left for the east on schedule time. A train consisting of an engine and one car carrying the local mail from the east will arrive at the usual time this evening. The engineers held a meeting, making no demonstration. Delegate Fowler, who arrived from the east Sunday, today said the men would do nothing toward ending the strike, but simply remain quiet and await orders from headquarters at Chicago. He expressed himself as confident of the success of the strikers and that the Knights of Labor would in no way interfere.

AFFECTING THE ROCK ISLAND.

KANSAS CITY, Feb. 27.—The strike of the engineers on the Burlington system was severely felt here today. The 7:10 fast train for Chicago got away at 9 a. m. with a roundhouse foreman in charge of the engine. Other passenger trains arrived and departed today several hours behind schedule time. The men are applying in considerable numbers at the company's office here to succeed the strikers. The result of the strike developed this afternoon at 4 p.m. The Rock Island had quietly put some Burlington cars in its freight train with the apparent intention of helping the latter road. The Rock Island engineers, on discovering this, run every engine in the yard into the roundhouse leaving a score of freight trains in the yards. The consequence is a complete tie up of the Rock Island freight traffic for tonight. The Chicago express on the Burlington road was sent on on time tonight with a former cable car gripman in the cab. While at the depot some miscreant cut the air brake hose, and also let the water out of the tender, necessitating the substitution of another engine. This is presumed to be the work of outsiders as the strikers have behaved in an excellent manner.

POTTSVILLE, Pa., Feb. 27.—It is asserted tonight that between 100 and 200 engineers and firemen will leave for the west tonight and tomorrow to take service with the Burlington road. These are all Knights of Labor, but will go west as individuals, and not under the order or auspices of the Knights.

Washington Wirings.

WASHINGTON, Feb. 27.—The Senate committee on public lands has substantially, though not formally, agreed upon a public land bill to repeal the timber culture and pre-emption laws, amend the homestead law, etc., similar in general features to the Senate bill of last session. A meeting of the committee will be held next Saturday at which, it is expected, formal action will be taken.

The President has sent to the Senate the nomination of Moses J. Liddell, of Louisiana, to be associate justice of the Supreme Court of the Territory of Montana; and Lucius B. Nash to be associate justice of the Supreme Court of the Territory of Washington.

The court of claims today gave judgment for $44,025 in favor of Charles A. Perry & Co., and $21,600 in favor of Joseph Irwin and James T. Thompson in suits against the government to recover losses sustained during the

MORMON WAR IN UTAH

in 1857. These firms were carrying supplies to settlers and were prevented from delivering the same by General A. S. Johnston, United States army.

The case of Elo Sylva and Mrs. Pierson, of the defunct national opera company, against Manager Locke for swindling them by means of worthless checks was dismissed in the police court this morning, the evidence showing that Locke really had opened an account with the bank in question, and had a balance there of fifty-five cents. This afternoon Locke began suits against both prosecutors for twenty thousand dollars.

The funeral of W. W. Corcoran took place this afternoon at his late residence. In accordance with the wish of the deceased, the ceremonies were simple and devoid of ostentation. Among the floral tributes was a large pillow sent by Mrs. Cleveland, who was present during the services, and her carriage was in the long cortege that followed the remains to the grave. She was escorted by Secretary Endicott, and stood, during the services in the house, very near the head of the casket. Chief Justice Waite, Senators Barbour, Eustis and other persons of note were in the parlors of the mansion during the services.

Mr. Benedict, public printer, appeared again this evening before the special committee. He gave in detail a sketch of reforms which he asserted he had accomplished in the saving of money and securing better service.

Telegraphed from Europe.

PARIS, Feb. 27.—The directors of the Comedie Francaise have refused the request of M. Coquelin for his annual holiday of four months. Coquelin will make his farewell appearance at the Comedie Francaise in April before starting for America.

BUCHAREST, Feb. 27.—It is reported that the Russian garrisons on the Prussian frontier have been reinforced in the last fortnight by several brigades which are on a war footing. There are four cavalry regiments near Princzow, which directly menace Cracow.

PHILIPPOPOLIS, Feb. 27.—The anniversary of the birth of Prince Ferdinand was publicly observed here today. The Te Deum was sung in the cathedral and there was a parade of troops. The Perfect gave a reception in honor of the occasion. Many congratulatory telegrams were sent to Prince Ferdinand.

LONDON, Feb. 27.—Advices from Hanoi, Tonquin, state that the public stores, warehouses, factories, several timber yards and five hundred houses have been destroyed by fire in the artisans' quarter of the city. Ten natives and one European were killed.

An Asylum Burns.

ST. LOUIS, Feb. 27.—The State Deaf and Dumb Asylum at Fulton burned to-night. The fire caught in the dome in the fifth story and burned down. The building was a large one and cost the State nearly half a million dollars, and was insured for but fifty thousand dollars. There were one hundred and eighty patients in the building, but all were removed without injury.

FIFTIETH CONGRESS.

SENATE.

WASHINGTON, Feb. 27.—The Senate resumed the consideration of the bill to incorporate the Maritime Canal Company of Nicaragua. Several amendments were reported by the committee on foreign relations and agreed to.

Edmunds offered an amendment declaring that nothing in the act should be deemed or construed to restrict or impair in any way any right of the United States under any treaty in force with the Republic of Nicaragua. Agreed to.

Vest offered an amendment declaring that nothing in the act should be held or construed to involve in any manner the United States in any pecuniary obligation except as to the payment of tolls. Rejected.

Vest offered another amendment providing that no part of the capital stock paid in shall at any time be withdrawn or returned to the stockholders, or be in any manner diverted from the proper uses of the corporation, and said that the same was placed in the Tehuantepec bill of last Congress, and also of the Nicaragua bill, on the motion of the Senator from Vermont.

Teller opposed the amendment.

Hoar suggested to Vest to modify his amendment by allowing the stock to be returned to the stockholders for the purpose of winding up the corporation, and Vest modified it accordingly.

Vest's amendment was rejected.

Vance offered an amendment requiring all laborers employed in the work to be either native or naturalized citizens. Rejected—yeas 10, nays 35.

The bill was then reported back from the committee of the whole, and amendments agreed upon in the committee were concurred in.

The bill then passed—yeas 38, nays 15, as follows:

Yeas—Aldrich, Allison, Blair, Brown, Chase, Chandler, Colquitt, Callom, Daniels, Davis, Dolph, Edmunds, Evarts, Farwell, Frye, Gorman, Gray, Hale, Hearts, Hoar, Ingalls, Manderson, Mitchell, Morgan, Paddock, Payne, Platt, Plumb, Pugh, Sabin, Saulsbury, Sawyer, Sherman, Spooner, Stewart, Teller, Turpie, Wilson (Iowa)—38.

Nays—Bate, Berry, Blackburn, Coke, Faulkner, George, Gibson, Hampton, Kenna, Pasco, Reagan, Riddleberger, Vest, Walthall, Wilson (Maryland)—15.

The Senate then took up the bill granting a pension to ex-soldiers and sailors who are incapacitated for the performance of manual labor, and providing for pensions to dependent relations of deceased soldiers and sailors.

The second section was amended by adding the words, "And who are without other adequate ways of self-support."

Plumb moved to strike out the word "totally," before the word "incapacitated," and gave notice if his motion prevailed, he would move to amend further by providing that the pension should be from $4 to $12 per month, according to the degree of incapacity.

After discussion, the amendment was agreed to—yeas 27, nays 23, and the word "totally" was struck out.

Plumb also moved to strike out the words "in the degree herein specified." Agreed to—yeas 28, nays 22.

Plumb also moved to insert the following: "All pensions granted to widows under this or any other general law shall take effect from the date of the death of the husbands of such widows respectively; but not dating back of the passage of this act." Agreed to without discussion.

Call moved an amendment to make the bill apply to those who served in the Florida war; but accepted the modification of it moved by Morgan by making it apply to those who served in the war with Mexico for thirty days, or in wars with Indian tribes.

Without disposing of this amendment, the bill was laid aside, and Blair proposed an amendment (in order to have it printed) providing for a service pension at the rate of $10 a month. Adjourned.

HOUSE.

WASHINGTON, Feb. 27.—Matson, of Indiana, from the committee on invalid pensions, reported adversely the resolution reciting the "one hundred day circular" issued by General Black, commissioner of pensions, and directing the committee to inquire whether such circular was issued; and, if so, whether any pension claims had been rejected through the non-compliance with the requests contained therein.

Matson stated that such circular had been issued, and its effects had been salutary. Many claims had been vigorously prosecuted and allowed, which otherwise would have remained unacted upon on account of want of evidence.

Mason, of Illinois, regarded the issuing of the circular as a usurpation on the part of the commissioner of pensions. The circular in so many words said to claimants unless their claims were perfected within one hundred days, they would be dismissed. The commissioner had actually taken the place of Congress, and had enacted a statute of limitation, and in one department of his office between seven and eight hundred cases had been dismissed because the claimants had failed to perfect their evidence within ten days. It was true the case could be reopened at any time on the filing of additional proof; but that fact should have been stated by the commissioner in his circular letter.

Matson defended the action of the commissioner, and the resolution was tabled—yeas 118, nays 99.

The following bills and resolutions were introduced and referred:

By Morrow (California), calling on the President for information as to what steps have been taken to prevent a continued immigration of Chinese laborers into the United States, notwithstanding the provisions of the treaty of November 17th, 1880, and the laws passed in pursuance thereof also, to establish a quarantine station at San Francisco.

By Holman of Indiana, directing the committee on private land claims to inquire into the matter of the Maxwell land grant, with a view to the relief of homestead and pre-emption settlers.

By Crain (Texas), a joint resolution extending the term of office of the President until the 30th of April, 1889, and changing the date of the meeting of Congress.

By Voorhees (Washington Territory), for the appointment of a commission to select a place for a naval station on the Pacific Coast.

By Carey (Wyoming), for the admission of the State of Wyoming.

It provides that the Governor of the Territory shall order an election for the selection of delegates to form a state constitution; but the election shall not be held previous to June 1st, 1889. The constitutional convention, under the provisions of the bill, will consist of about sixty members. The bill further provides for a grant of land to the State for school purposes to the amount of 50,000 acres; one hundred sections of land for an agricultural college; eighty sections for public buildings; twenty-five sections for a penitentiary, and ten sections for an insane asylum. The bill provides for the grant to the State of six millions of acres of arid lands, on condition that the State shall reclaim, and shall not part with its title to any sub division of said lands until the reclamation is complete.

Carey said the Territory is as well prepared for a State government as fifteen of the States were at the date of their admission; that the Territory, without Congressional aid, supports a compulsory school system, and maintains a free university; that the Territory is well provided with good courts and school houses; that it takes care of the insane and convicts; that the Territory annually expends for the support of the Territorial and municipal governments, the support of public schools and public improvements $600,000, and that the general government does not contribute on the average more than $30,000. The boundaries of the proposed state are the same as those of the Territory.

By Bayne (Penna.), a resolution reciting the allegation that the commissioner of Indian affairs has forbidden missionaries from teaching sacred scriptures in the native language of the Indians in any school supported in part by the United States, and calling on the Secretary of the Interior for information as to the authority of law under which this order was issued.

By Mason (Illinois), providing that hereafter letters issued by the commissioner of pensions, and fixing the time in which pension proofs must be finished, shall contain a statement that the statute of limitation is applicable to pensions.

Long (Massachusetts), at the request of the Home Market Club of Boston, introduced a bill to amend the laws relating to duties on sugar, taxes on tobacco, distilled spirits, etc.

It fixes the following rates of duty: Sugar, below No. 1 Dutch standard, and less than 95 degrees polariscope test, 7-100c per pound, and 2-100c additional for every degree (concentrated melada is to be dassed as sugar); above 13 and not above 16, D. S., 1½c per pound; above 16 and not above 20 D. S., 1 75-100c per pound. Molasses below 56 degrees polariscope test, 2c per gallon.

There is a bounty clause in the bill allowing a bounty of $1 for every ton of beet or sugar cane raised and manufactured into sugar in the United States, and for every 100 pounds of sugar molasses produced from maple trees. No part of the drawback on exportations of imported merchandise, or of articles made from imported materials, shall hereafter be retained in the United States. All fees of customs officers upon entries of imported goods for exportation, and all fees relating to inspection, measurement, clearances, manifests, etc., of vessels are abolished. Taxes on domestic manufactured tobacco are to be reduced 50 per cent, as are also the special taxes on retail dealers in the same commodity. Provision is made for the withdrawal, free of tax from bonded warehouses, of distilled spirits or alcohol to be used for scientific or manufacturing purposes, or the arts.

After some discussion of the bill reported by the committee on the District of Columbia, the House adjourned without taking action.

Renews Her Youth.

Mrs. Phoebe Chesley, Peterson, Clay Co., Iowa, tells the following remarkable story, the truth of which is vouched for by the residents of the town: "I am 73 years old, have been troubled with kidney complaint and lameness for many years; could not dress myself without help. Now I am free from all pain and soreness, and am able to do all my own housework. I owe my thanks to Electric Bitters for having renewed my youth, and removed completely all disease and pain." Try a bottle, 50c. and $1, at A. C. Smith & Co's Drug Store. (4)

Worth Knowing.

Mr. W. H. Morgan, merchant, Lake City, Fla., was taken with a severe Cold, attended with a distressing Cough and running into Consumption in its first stages. He tried many so-called popular cough remedies and steadily grew worse. Was reduced in flesh, had difficulty in breathing and was unable to sleep. Finally tried Dr. King's New Discovery for Consumption and found immediate relief, and after using about a half dozen bottles found himself well and has had no return of the disease. No other remedy can show so grand a record of cures, as Dr. King's New Discovery for Consumption. Guaranteed to do just what is claimed for it.—Trial bottle free at A. C. Smith & Co's Drug Store. (4)

We call the attention of our readers to the new card of the Studebakers. They have a new and novel plow. It is the New Patent Avery Sulky Plow. This is the lightest and simplest plow that we have seen. This plow has had a critical test and has been pronounced by several judges as a great saver of labor in weight and draught. The Studebaker Company are overstocked on plows, and to make room, will offer during the next thirty days, 100 plows at manufacturers' prices laid down. Get a plow as good as the best and cheaper than the cheapest. 33 and 35 Main Street, Salt Lake City.

Geo. Pinney of Evergreen, Door Co., Wis., says: "100,000 Arbor Vitæ Seedlings for $50—only 50 cents per 1,000." How does the strike your? Send for Free Price List. dtf

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