

## TELEGRAPHIC NEWS.

**NEW HAVEN, March 15.**—The great snow storm has severed all connections between Connecticut and the metropolis. Not a train is moving on any railroad throughout the State and telegraphic connection is entirely cut off. Reports are coming in of terrible suffering throughout the State and especially on the coast.

## MANY LIVES HAVE BEEN LOST

by accident and exposure to the storm. The steamer *New Haven*, with 25 passengers on board, was beached during the gale on the west shore. The crew and passengers were safely landed, but the sufferings of the party began after reaching the shore. The party was completely prostrated before reaching a farmhouse. Ten of them had their hands frozen so badly that amputation became necessary.

**CHICAGO, March 15.**—Over 3000 painters will go on a strike today unless the wages are raised 37½ cents, or an increase of 10 per cent.

**FORT ASSINBOINE, Montana, March 15.**—The ice in the Missouri River is rapidly breaking up and a general flood is already in progress. The Manitoba bridge, on the Teton, is gone. The water in the three rivers is rising at a rate never before known, and all the trains on the western division of the Manitoba Railroad have been abandoned.

**WASHINGTON, March 15.**—The weather is mild and spring-like; the effects of the storm are rapidly disappearing and will soon probably be entirely overcome. Good progress has been made in repairing the wires. Mail communication between Washington and Philadelphia is now fully established, but all efforts to reach New York, either by mail or wire, thus far are futile.

**LONDON, March 15.**—The war office has ordered the principal military garrisons at home and abroad to place their flags at half-mast tomorrow and to fire 91 minute guns at noon as a mark of respect for the late Emperor William. The naval stations have received similar instructions.

**KANSAS CITY, March 15.**—The engineers and firemen on the vast system of the Atchison, Topeka & Santa Fe Company went out on a strike at 4 o'clock this afternoon. The strike created intense excitement and surprise for the reason that the road has not been hauling Burlington freight. That the strike has been ordered by some one in authority there is no doubt, but here the men profess to be ignorant of the issuing of any such orders and say they have quit because they are "tired." The first indication of trouble was at half-past 4 o'clock this afternoon, when the Osga City express was scheduled to depart. Conductor Murray gave the order to start when Engineer Higgins quietly stepped from the cab and refused to pull out. At the same time that Higgins left his engine at the Union Depot forty men employed in the Santa Fe freight yards at Argentine quit work, all declaring themselves "tired." Nothing positive can be said as to the cause of the strike. The men had a grievance a month ago and had a conference with the officials and were granted all they asked for. A resolution adopted at a grievance committee meeting at Topeka, some days ago, threatened a strike if the company accepted any Burlington freight, but it has been understood that the Santa Fe was not handling any boycotted freight whatever.

## STRIKING FOR HIGHER WAGES.

**PUEBLO, Col., March 15.**—A strike of the engineers and firemen on the Atchison, Topeka & Santa Fe is at hand, and it is understood goes into effect at 12 o'clock to-night on the whole Santa Fe system. The men are not striking against moving the Burlington cars, but for standard wages. From what can be learned from the men themselves, their grievance is the same as that of the Burlington engineers.

## AT ALBUQUERQUE.

**ALBUQUERQUE, N. M., March 15.**—All the engineers and firemen on the Santa Fe system, including the Atlantic & Pacific, went out at 4 o'clock this afternoon. Not a wheel is turning on either road, except of passenger trains in transit at the hour named, which are to be taken through to their destination. All freights are tied up here. Trains made up and ready to go out are left on the side tracks. As fast as the engines come in they are taken to the round house. Nothing is doing in the yards.

It is understood at this point that the cause of the strike was that the company requested the men to haul Burlington cars.

A committee of engineers waited on the manager of the road and informed him of their decision. The officials told the committee that the inter-state commerce law compelled them to haul Burlington cars. This the engineers refused to do, and about 2000 engineers and firemen on the Santa Fe, and 1000 on the A. & P. quit work.

All the passenger trains which started before 4 this afternoon, will be taken to their destination.

## AT DENVER.

**DENVER, March 15.**—The superintendent of the Santa Fe Company tonight stated that he had no information as to the exact hour the engineers and firemen on his road would go out, but he understood it to be some time to-night. He has been informed that the men are not striking on account of

dissatisfaction of wages or the policy of the company, but simply in sympathy with the C. B. & Q. strikers. The Chicago express and all freights left here as usual tonight, but it is not known whether they will be run through or not. The opinion among railroad men seems to be that the new move upon the part of the Santa Fe men will be extended to all the roads in the country, and result in a general tie-up.

## THE FORMAL NOTIFICATION.

**TOPEKA, Kas., March 15.**—This afternoon J. F. Goddard, general manager of the A. T. & S. F. railroad, received the following telegram:

Engineers and firemen of the Santa Fe system, quit at 4 this afternoon.  
(Signed) T. CONROE.

To which Goddard transmitted the following:

To T. Conroe, Chairman, Grievance Committee, A. T. & S. F. Railway, Kansas City:

At 2:30 this afternoon I received your telegram notifying me that the engineers and firemen whom you represent would quit at 4 o'clock today. As we have faithfully kept every written and verbal agreement made with your organization, your action is a surprise, and I would be glad to know what it is taken; also, do you intend that it shall cover the passenger train service as well as freight?  
(Signed) J. F. GODDARD.

## ON THE MIDDLE DIVISION.

**NEWTON, Kan., March 15.**—At 4 o'clock today all the engineers and firemen of the freight trains and switch engines on the Santa Fe at this point left their cabs and went on a strike. All passenger trains are still running, but it is not known how long they will continue. Newton is the headquarters of the middle division of the Santa Fe, and the yards are fast filling up with engines and freight cars. Everything is quiet, but the engineers are reticent and give no reason why they are out. It is understood that they have received orders from the Brotherhood this morning notifying them to quit their cabs at 4 a.m., or as soon thereafter as they could reach the end of their run. It is supposed the order was sent out because of Judge Gresham's decision in the Wabash case. The railroad authorities have but little to say.

**KANSAS CITY, March 15.**—Rumors are circulated tonight that a strike will begin on the Kansas City, Fort Scott & Gulf system at 10 a.m. tomorrow, and on the Missouri Pacific at 1 p.m. tomorrow. The Brotherhood engineers disclaim any knowledge of any such plan, but the sudden and surprising turn of affairs on the Santa Fe strengthen the belief in the reports.

## A TELEGRAM FROM ARTHUR.

**KANSAS CITY, March 15.**—The chairman of the general grievance committee of the Brotherhood of Engineers, received a telegram from Mr. Arthur tonight, instructing him to send Santa Fe committee men to Chicago at once, and intimating that the Santa Fe Company was ready to compromise. The chairman replied by asking if the "Q" Company would yield to strikers' demands in case the Santa Fe strike was lifted.

The 10:15 California train had not left at midnight, and there seemed to be small chances for its getting out to-night.

## IN COLORADO.

**LA JUNTA, March 15.**—All the freight engineers struck at 4 p.m. today on the Santa Fe on account of the road handling "Q" freights. All trains that left here before the time set for the strike will be allowed to make the round trip and will be tied up here on their return. It is stated semi-officially that none of the passenger trains will be stopped for the present, but should the Santa Fe fail to come to time in a few days, all the passenger coaches will be taken off and nothing allowed to run except the mail cars. The side tracks are rapidly filling up with freight cars, and by noon tomorrow all the freight traffic will effectively be closed. The Brotherhood of Engineers have been in secret session since 7 o'clock, and refuse to give out any news except that they think that the matter will be settled within the next week. The men are all quiet and the best of order prevails.

**CHICAGO, March 15.**—Chief Engineer Arthur and Grand Master Sargent were in bed tonight at an early hour when a reporter called with the news of the great Atchison strike. After much hammering on the door Sargent was induced to come forth, but could give no information regarding the strike. It was all news to him.

## STRIKERS SUSTAINED.

A meeting of delegates from the Engineers' and Firemen's Brotherhoods of every road entering Chicago continued today and will be in session again tomorrow. Today they voted, east and west alike, unanimously to uphold the Burlington men.

## AGAIN MOVING "Q" FREIGHT.

**MINNEAPOLIS, March 15.**—The Manitoba today began to move Burlington freight again.

## ENGINEERS CONVALESCENT.

**COUNCIL BLUFFS, Iowa, March 15.**—The Union Pacific engineers who abandoned their engines yesterday are on duty again this morning, and the freight traffic is going on as usual. It is stated that the engineers were last night given to understand that they were not compelled to handle Burlington freight if they did not desire to,

and as a consequence all the cars of that line are apparently being sidetracked in the Union Pacific Company's yards.

**PHILADELPHIA, March 15.**—The blockade between this city and New York on the Pennsylvania road was opened this morning by the arrival of a train of mail cars. The telegraph situation does not seem to have improved since last night.

## DELAWARE DEATH LIST.

A special from Lewes, Delaware, says: "The story of shipwrecks and loss of life between Sandy Hook and Cape Charles between Sunday afternoon and Monday at noon cannot be told in full for many days, if ever. It is the opinion of the Delaware River pilots that vessels went down during the storm which will never be heard of. The list of wrecks which are known of are increasing daily. Pilots who arrived today say the harbor is filled with wrecks of unknown vessels, in some cases bottom upwards. The probabilities are that the crews of many of these crafts have perished. Among the vessels lost was the barge *Hazeltine*, Captain Van Kirk and a crew of five men. The bark *Berminga* had a crew of 23 all told, 22 of whom were lost. A number of boddies have been washed ashore.

## DISASTERS ALONG THE SHORE.

The steamers *Lord Clive*, from Liverpool, and *Steitlerland*, from Antwerp, arrived at Delaware Capes today and proceeded to Wilmington.

A Cambridge, Md., letter, dated the 13th, reports the *Savonia* capsized off Hill Point. Captain James North, Sr., and James Thomas, the only two on board, were drowned.

Several vessels went ashore at Cranberry Bay. The *Julia Cook*, of Cambridge, is reported lost with all on board. The report reached Cambridge the day previous that the *General Logan* had been wrecked at Cattle Haven and Captain Creton and a crew of six were drowned. A party that started out to search for the wreck had returned because the drifts and fallen trees had made the road impassable.

## TERRIBLE SUFFERING.

**TRENTON, N. J., March 15.**—The terrible snow storm which struck this city on Sunday night is unprecedented for the damage done and the serious annoyance caused. The last train which started out of this city for New York on Monday morning was stopped by an immense drift about a mile from Princeton Junction. There the train was obliged to stay from 1 o'clock Monday afternoon until 11 o'clock yesterday morning, when a relief party succeeded in getting the hungry and half frozen passengers back to Trenton. The experiences of the travelers were fearful. During the two nights they were obliged to walk up and down through the cars to keep from freezing. The drifts entirely covered the cars. The drifts in many places a mile in length, are from 12 to 15 feet in height.

## REPORTS OF FATALITIES.

**NEW YORK, March 15.**—Hourly reports are coming in from the surrounding towns of fatalities resulting from the storm. The names of twenty persons came in who perished and several who are missing. Grave apprehensions are felt for the pilot boats, twelve of which are still at sea.

## The long island

## SNOW EMBARGO.

Is melting away and communication with all parts of the island is gradually being established.

## A BODY FOUND.

**NEWARK, N. J., March 15.**—The snow is fast disappearing. Street cars are again running. The body of John Roe has been found buried in a drift on the meadow. No other fatality is reported.

**CHICAGO, March 15.**—When questioned regarding the strike on the Atchison system, Chief Arthur said: "It is beyond my power to give you any explanation of this action. The men have not notified me and I am completely in the dark. If the company has not broken its agreement with the men, they have done wrong and must suffer the consequence. It is nothing less than open rebellion, for it looks much as though the men were tired of the grand officers' advice, or willfully disregarded their duties to the laws and constitution."

The following message was sent to Conroe, chairman of the grievance committee yesterday:

"J. O. Conroe, chairman, etc. It is reported here that you have ordered the men to quit work. Revoke it. Your grievance can be settled here by Mr. Smith. Come to Chicago by the first train."  
(Signed) P. M. ARTHUR.

Officers of the company say the action of the men is beyond their comprehension as the road has not been handling Burlington freight.

## UNCHANGED.

**KANSAS CITY, March 15.**—The strike situation on the Santa Fe road is unchanged this morning excepting a few switch engines, no trains have been moved in any direction and the officials refuse to receive freight of any kind. The Union depot presents a regular Castle Garden appearance, as

**HUNDREDS OF EMIGRANTS HAVE BEEN BROUGHT IN,**

whose destination is somewhere on the line of the Santa Fe. An official of the road said he would have trains

moving tomorrow, but the outlook at present is not flattering for the road. The managers of the strike absolutely deny giving any order for the strike, and the engineers say they have no grievances, but say they will rest until the Burlington road comes to terms with its employees.

**TOPEKA, Kas., March 15.**—Reports from the superintendents along the line of the Atchison state that the engineers and firemen have gone out all along the line and the business is practically suspended except as to passenger trains now on the road which will be run to their destination. General Malzer Goddard says the amount of perishable freight on the line between California and Chicago is unusually large, amounting to about \$5 carloads. In addition to 1,100 carloads of merchandise tied up on various divisions. At a meeting of the engineers and firemen last night it was claimed that the strike was due to the company's persisting in handling the Burlington's freight.

**NEW YORK, March 15.**—The list of the victims of the recent snowstorm so far reported amounts to thirty persons. The weather is cloudy and warm this morning and the snow is fast disappearing. The main thoroughfares are all cleared.

**NEW YORK, March 15.**—The post office this morning has all the mails due to date from Pittsburgh and the west. The mails came in all mixed up, and it is almost impossible to tell where they come from. A double force of employees are at work and it is expected to get things straightened out soon.

**BINGHAMPTON, N. Y., March 15.**—The east-bound train on the Delaware, Lackawanna & Western Railroad, jumped the track this morning. Three coaches were burned, one passenger killed and a number injured.

**OSARK, Mo., March 15.**—Miles Matthews, one of the bald knobbers who killed Edens and Green a year ago, was convicted of murder in the first degree yesterday.

**KANSAS CITY, March 15.**—Interviews with a number of striking engineers on the Santa Fe develop the fact that they have examined the lists of stockholders on the C. B. & Q. and Atchison, Topeka & Santa Fe, and find that a considerable number of Santa Fe stockholders are also largely interested in the "Q." They say they came to the conclusion that they would dip into both pockets at once and let these men feel the full effects of the strike by crippling their resources. All the trains on the Gulf system are moving promptly on time. The following dispatch was sent from here last night:

"H. B. Stone, general manager of the C. B. & Q., Chicago.

We wish you to understand that we will hold the Burlington system for all damages to our company on account of the strike.  
(Signed) SUPT. ATCHISON CO."

Reports from points on the line show a complete blockade both of freight and passengers. Train No. 5 was abandoned, but overland No. 3 got off at 11:30, manned by Ben Watson, a non-Brotherhood man, as engineer and his wife as fireman.

**CHICAGO, March 15.**—Information obtainable here in regard to the strike of the Brotherhood of engineers and firemen on the Atchison system is as yet very meagre. Vice-Prest. Smith said this morning that they were still in darkness as to the cause of the men's action and that they would not decide on any line of action until they were thoroughly informed of the situation, both on their own account and that of connecting lines. Superintendents of the Atchison & California lines were notified yesterday that the Brotherhood men would strike today unless the company absolutely refused to handle Burlington cars. Smith has not yet been notified as to the action on the Gulf, Colorado & Santa Fe. On the Atchison proper the strike appears to be an assured fact, although several trains are still running.

At headquarters of the Brotherhood but little information has been received from the Atchison strikers. Chief Arthur said that he had a dispatch from Chairman Conroe. He claims that the company has violated their promise of strict neutrality, but gives no particulars. The local situation is practically unchanged this morning. All the lines, with the exception of the St. Paul, are handling "Q" cars, and do not anticipate any trouble on the part of the Brotherhood.

**NEW YORK, March 15.**—The milk famine is a thing of the past, as train after train loaded with milk have been coming in all morning. All food and other supplies are now plentiful, and prices have fallen to the usual figure.

**WINCHESTER, O., March 15.**—Last night an angry mob of farmers tarred and feathered two Mormon Elders, who had for some time been trying to hold proselyting meetings. After the ceremony, the Elders were chased to the Ohio River, which they crossed for safety.

**NASHVILLE, Tenn., March 15.**—A special to the *American*, from Union City, Tenn., says: This morning Eli Davis, a negro barn-burner, was found a short distance from the depot at Woodland Mills, ornamenting a limb of a tree.

**MONTROSE, Col., March 15.**—The special east-bound Salt Lake express on the Denver & Rio Grande which arrived here at 5 o'clock this morning, ran into an open "y" about a mile east of town. The first engine, in charge of Engineer Campbell and Fireman Stahl, was thrown on its side and completely wrecked. The fireman was caught between the cab and tender

and instantly killed, his neck being broken, legs crushed to a pulp and his face mashed beyond recognition. The engineer was thrown under the engine, but escaped with severe scalp wounds. The engineer and fireman of the second engine jumped and saved their lives. No one else was injured. The home of the dead fireman is at Mount Joy, Pennsylvania.

**PHILADELPHIA, March 15.**—Fire in the five-story double building, 311 and 313, Arch Street, tonight, caused a loss estimated at \$840,000. Copeland and Bacon, mining machinery; George T. Blake, shoe company; Wm. Ayres & Sons, manufacturers of horse furnishings, and Salter, Lewin & Co., shoe manufacturers, are the principal losers. The losses are partially covered by insurance.

**LARKDO, Texas, March 15.**—Intelligence has reached here tonight of a serious accident yesterday on the Mexican National Railway, 50 miles south of Saltillo. A construction train was taking a large number of Mexican laborers from Saltillo to the end of the track, and while en route a car containing 30 men jumped the track and rolled down an embankment, killing six and seriously injuring 20. The train was under control of the contractor, and the company was not responsible for the accident.

**SAN FRANCISCO, March 15.**—Reports are received in this city today of an accident on the main line of the Southern Pacific Railroad, near Colton, in the southern part of this state, last night. A freight train was backing down grade, when it struck some cattle on the track. The caboose turned over and nearly all the train was piled on top. Conductor McGuire and brakeman Van Mater, who were in the caboose at the time, were killed. A fire started in the wreck and thirteen cars loaded with fruit was burned.

**BERLIN, March 15.**—The funeral of Emperor William took place today. The weather was extremely cold. Hundreds of thousands of spectators occupied the space behind the soldiers, while every window along the Unter den Linden was crowded. All the houses on the thoroughfare were covered with mourning and exhibited flags, with black drapery. At the street crossings massive pillars draped with black and surmounted with Prussian eagles had been erected. The lamp posts were covered with crape and at every fifty paces there were large candelabras bearing flaming crests. The route of the funeral procession presented the most imposing aspect, entirely in keeping with the deep snow and reverence of the people. The centre of the road was strewn with gravel and fir branches. In the Paris Plot crape festoons entwined with Israel were hung. The Brandenburg gate was draped and there was a large arch in front of it upon which were the words "God bless you." The funeral service took place in the Cathedral in accordance with the programme. Emperor Frederick was not present, the weather being too severe to permit of his exposing himself.

## THE SERVICE BEGAN

with a soft prelude on the organ, during which the mourners began to assemble. Dr. Koegel, the Chaplain, read passages from the 90th Psalm and verses 25 and 26 of the 10th Chapter of John. The choir sang "I Know That My Redeemer Liveth." Passages were then read from Psalms 81 and Timothy, 17th Chapter, 7th and 8th verses, the Chaplain concluding with the words: "Blessed are they who die in the Lord, now and ever more." The choir responded with the words: "Yea, the Spirit saith they shall rest from their labors; their work shall live after them." The prayer was then intoned, "What God doeth is well done."

Dr. Koegel delivered the sermon, standing beside the coffin. His text was: "Lord, now let Thou Thy servant depart in peace according to Thy word, for mine eyes have seen Thy salvation." He concluded his sermon with the Lord's prayer and the congregation then sang the hymn, "Wenn ich einmal sol scheiden." A motet from Graun's "Tod Jesu" was then sung by the choir, after which the members of the Sing Akademik rendered "Wie herrlich ist die neue Welt." At 12:45, Dr. Doegel pronounced the benediction, while at the same time volleys were fired by the infantry on the outside. The cathedral ceremony closed with the song of "Holy, holy is the Lord."

The procession to escort the Kaiser's remains to the Mausoleum then began to form. Prince Bismarck and General Von Moltke were not present at the service at the cathedral, nor did they take part in the procession to the Mausoleum.

The Cathedral presented a most solemn and impressive appearance. Prince William arrived at noon. At the signal from the Master of Ceremonies the organ broke into swelling tones and the service was begun.

## PRINCE WILLIAM

stood in the middle of the nave behind the Imperial Standard. Alongside of him were the King of Saxony, King of Belgium and King of Roumania. Close by stood the Grand Duke of Baden, Princes Albrecht and Henry and other Princes of the Royal House of Prussia, the Prince Imperial of Austria, the Prince Imperial of Russia, Grand Dukes Michael and Nicholas of Russia, Prince of Wales, Crown Prince of Italy, Crown Prince of Denmark, and the Crown Prince of Greece, all in the uniform of their respective countries. The Prince of Bavaria, Grand Duke of Hesse and other notables and foreign representatives, including General Bl