

lot of France and his suite, formed the next rows in the nave. The diplomatic pew was crowded. The scene was truly memorable, when amid the strains of the final chorus and the sharp rattle of the volleys outside, twelve regimental commanders slowly and reverently raised the coffin from its resting place, moving forward with it on their shoulders to the principal door. Before them walked a high court official; on either side of the coffin were the Ministers of State, bearing on cushions the Imperial crown and scepter and other insignia. Above the coffin waived the Imperial Standard borne by General Von Pape. On each side of him walked an officer with a draw sword. The royalties assumed positions in the cortege in due order. As the coffin reached the door the drummers of the military bands outside beat a deafening tattoo. This was the signal for the troops to prepare to march. While the procession was forming the bands played Chopin's "March Funebre," the sounds of the tolling of church bells mingling with the strains. The formation of the cortege was effected in rigid accordance with the official programme. The conspicuous absence of the Emperor and Count Von Moltke and Prince Bismarck was deeply regretted.

The military display was magnificent, though sombre. The entire escort, comprising the elite of the army, wore dark overcoats and mantles, owing to the extreme cold. All the surroundings of the funeral car were suggested with solemnity. This morning the French General Billot placed on the coffin a superb garland of roses, violets and camellias. Wreaths were also contributed by the delegates from Moscow, Kieff, Amsterdam, Rotterdam and other foreign cities.

The sight of the chief heir to the throne, accompanied by three kins of German blood, followed by the most illustrious representatives of every European country, whose presence gave evidence of the universal veneration in which the deceased was held, and by a long line of statesmen, all combined to give the scene an impressiveness that was reflected in the demeanor of the dense throng watching the cortege. The procession reached the Brandenburg gate a few minutes of 2 o'clock. Under den Linden presented an extraordinary spectacle, like the gloom of night at midday. Everything was black—houses, pillars, flags. In the midst of this intense sombreness of color, glimmered the pale light of lamps veiled with crepe. The strongest light came from the flaming light of pitch torches, throwing over the scene a glare that was tempered by the smoke of the torches blown by the wind. The demeanor of the countless spectators was excellent. The silence was unbroken. Every one remained uncovered until the coffin had passed. The cortege reached Charlottenberg at 3:15 p.m., and the remains were received at the mausoleum by the pastor of Charlottenberg, Chaplain Koegel read the prayer. "Blessed is the man who resisteth temptation," and the Lord's prayer, and then closed the solemn service with benediction. A salvo of artillery announced that the ceremony was over. From the window of the salon overlooking the park, the Emperor watched the procession. Empress Victoria and the Princess attended the service at the Mausoleum.

Remained at home in solitary prayer. The deceased Emperor had expressed his desire that the texts read should alternate between the Old and New Testaments. The word of prayer from the Old Testament was responded to by the promises from the New Testament, and the end was rejoicing over the attainment of eternal bliss. When a selection from Psalm 90, "The days of our years are three score years and ten," etc., was read there was not a dry eye, and suppressed sobs were heard throughout the cathedral. Chaplain Koegel opened his sermon with these words: "The plaintive peals of church bells, resounding from town to town and from village to village, have announced the sad news, and every German eye is filled with tears. The father of a Fatherland, pride and delight of our people, Germany's preux chevalier, the new Emperor, has left us." Another touching allusion was to the daily greeting of the populace at the Emperor's window: "Was it not a thank offering every day? Toward the end of his life, was it not a daily leave-taking for fear they would not see him again? He exceeded the age the Psalmist called the greatest, by more than ten years, yet he did not outlive his vigor. Like Moses his age was undarkened, his forces did not fail. He was restless and eager for work to the last. 'I have no time to be tired' were among his last words." In conclusion he said: "Now his funeral procession is out to wend its way to Charlottenberg to the quiet grave of father and mother; to the mother who, dying, blessed him with a loving hand, to the father who was an example of probity to him."

The Emperor was greatly grieved because he was not allowed to attend the funeral. The thought disturbed his sleep. His physicians had entreated him with earnestness for a long time, as he persisted in his intention to attend the funeral. While the cannon were firing, he stood silently listening and watching at a back window. As the coffin passed the window, he covered his eyes with his hands and burst into tears.

THE POPE TO FREDERICK.

ROME, March 16.—An autograph letter from the Pope to Emperor Frederick, which Monsignor Galimberti takes to Berlin, expresses the deep sorrow of His Holiness at the death of the monarch who was animated with the friendliest feelings toward the Catholic Church. The Pope thanks the Emperor Frederick for the tone of his proclamation, and which, he says, gives him joy, inasmuch as it proves that the son cherishes the sentiments of his father—the sentiments which give assurance that the relation between Prussia and the Vatican shall become more and more friendly. The Pope, on his part, will do the utmost in his power to secure a friendship that will be the glory of both the Emperor and the Papacy. In conclusion, His Holiness expressed the wish that the Emperor may recover his full health, in the interests alike of his people and of the whole of Europe.

SAN FRANCISCO, March 16.—The Nevada State Republican Convention will be held at Winnemucca, Nevada, May 15.

FOR THE UTAH PENITENTIARY.

The Secretary of the Treasury sent to the House this morning a letter of the Attorney-General relative to the necessity for an appropriation for repairs and enlargement of the Utah Penitentiary. Garland encloses the report made by the grand jury of Utah, and letters from Marshal Dyer, Chief Justice Zane, H. Moehlem, United States Attorney Peters, and clippings from the Salt Lake Tribune, showing the necessity for the enlargement and improvement of the Penitentiary. The sum of \$150,000 is asked for the work.

PARIS, March 16.—A number of deputies are privately discussing the advisability of bringing General Boulanger before a committee of inquiry with a view of retiring him.

General Boulanger had a conference with his radical supporters in the press and Chamber of Deputies. The object of the meeting was to discuss the course to be pursued in the present situation. General Boulanger declared he had resolved neither to resign nor to apply to be placed upon the retired list. The meeting sent a dispatch to Marseilles saying that General Boulanger was not eligible under the election law and could neither accept nor refuse the candidacy, and the value of his election would be in its effect as a national protest.

KANSAS CITY, March 16, 2 p. m.—At this hour the Union depot is deserted, there being no movement of trains until 4:20 p. m. An Associated Press representative visited the rooms of the Union grievance committee at the New Albany Hotel, and in response to a question as to the future action of the engineers, was told by Chairman Carroll that the men on the K. F. S. & G. would leave their engines at 4 o'clock this afternoon, and, furthermore, the men would go out at the rate of a road a day until the matter was settled. The men on the Missouri Pacific are very uneasy, and this morning a delegation of them visited the rooms of the committee and asked for orders to strike. This was not granted, but the inference drawn from the conversation with the committee was that the men on the Missouri Pacific would go out tomorrow, and the Union Pacific would go out on Sunday. The committee says positively that there can be no compromise in this matter, that not a yard will be run until the men are reinstated on the "Q."

DEAD TRAINS AT DENVER.

DENVER, March 16.—The tie up of all Santa Fe trains at this point is complete. Not a single train has left here since last night, and the only one reported arrived is the Kansas City express, which will reach here at 2:35 this afternoon. The engineer when called to go on duty this morning reported that they were "tired" and wanted a "lay-off." Others said they were "sick" and unable to go out. The hostlers made up the "thunderbolt" schedule to leave here for the east at 10:30, and pulled the train down in front of the Union depot, but as Engineer Price had not reported up to 2:15, and there was no likelihood of his doing so, the engine was ordered back to the round house without any attempt being made by the company to send the train out in charge of a "scab."

At the superintendent's office, it is stated that other roads centering here have not yet refused to receive from them through freight consigned to eastern points, but a number of Santa Fe cars loaded here late yesterday afternoon for Missouri River points are being unloaded and transferred to Union Pacific cars, and will go out over that line tonight. The city ticket agent has received instructions from Topeka to sell no through tickets, and all applicants at the Santa Fe office are sent to the Missouri Pacific and Union Pacific. The company claims that they have no information as to the reason for the men going out, or what their grievances are, while the Brotherhood claim that the strikers resent from the company attempting to haul Burlington cars in direct violation of their agreement not to do so.

A Brotherhood Engineer in conversation with an Associated Press reporter this afternoon said he did not only believe, but he positively knew that unless the trouble on the Burlington is speedily settled, every Brotherhood Engineer and fireman running west of Chicago would leave his engine inside of ten days.

AT TOPEKA.

TOPEKA, March 16.—The strike on the Santa Fe system is the sensation of the hour here. At headquarters this morning everything is quiet. The side tracks are loaded with freight cars. One passenger train passed through here today en route for Kansas City. At 3:15 this morning the through passenger train left Topeka on time. The fireman left his cab here, but a new one was secured, and the engineer took the train to Kansas City. Just before noon today, a special stock train with twenty-one cars of cattle, hogs and horses passed through Topeka without stopping, going east. At the general office it is stated the traffic along the system was practically at a standstill, except a few through trains which were en route yesterday, and had not yet reached their destinations. This official stated that their attorneys had advised them they could not peremptorily refuse "Q" freight without being liable to the penalties provided by the inter-state commerce law. The company today says it has positive proof that the strike was ordered on Saturday to take place at four o'clock yesterday afternoon.

SITUATION CRITICAL.

KANSAS CITY, March 16.—The situation on the Kansas City, Fort Scott & Gulf Railway system is critical. It was thought certain that the men would strike at 8 o'clock this evening and the men in the yards are said to have expressed surprise that no order came. Chairman Carroll, of the Union grievance committee said this evening that the strike was only prevented by word from Chairman Hitchkiss, of the Fort Scott grievance committee, who requested that positive action be deferred until his arrival. He is expected tonight or tomorrow morning, and Chairman Carroll has already intimated that the strike is less than 24 hours away.

ALLEGED ORDER FROM ARTHUR.

LOS ANGELES, Cal., March 16.—The local agent of the Santa Fe road received a telegram from General Superintendent McCord, who is at San Bernardino, saying Vice-President Smith telegraphs him that Chief Arthur has ordered the chairman of the Santa Fe grievance committee to revoke the order for the strike, and instruct the men to return to work.

ALL QUIET.

ALBUQUERQUE, N. M., March 16.—The Santa Fe strike here remains unchanged. Not a wheel has moved since 4 o'clock yesterday afternoon. The men are quiet, making no demonstration of any kind.

SAN BERNARDINO, Cal., March 17.—As fast as the engineers reach here on the California Central, they abandon their engines. Three cars of excursionists from Los Angeles for San Diego were delayed here. Many returned by the Southern Pacific this afternoon. There was no refusal to take out mail trains.

A message was received from the agent at Colton at 12:30 a.m., stating that there will be no strike on the Southern Pacific.

BALTIMORE, March 17.—Definite news of the destruction of vessels, property and loss of life on the Lower Chesapeake is beginning to come in.

In Annapolis River an unknown schooner was found with a crew of six men frozen stiff.

In Muddy Creek a number of oyster dredgers are known to have perished. The schooner *Eastern Light* lost four of her crew. The schooner *Joseph Allen* also lost four. It is impossible as yet to estimate the full damage of the storm upon the Chesapeake, but from data at hand, between 100 and 200 vessels were either cast ashore or sunk, from thirty to forty were wrecked and probably thirty people drowned. Most of the vessels were oyster schooners. Inundations of the lowlands of Maryland, Delaware and Virginia peninsula caused great loss. On the eastern shore people were obliged to live in attics, and in one region vessels were carried 300 feet inland.

KANSAS CITY, March 17.—At ten this morning, Fort Scott & Gulf trains were all moving promptly and with regularity. The situation on the Santa Fe is unchanged. There is no switching being done in the yards. Chairman Carroll, speaking in regard to published reports of the financial strength of the Brotherhood, said:

"It is true there is about three hundred thousand dollars in the contingent fund, but in addition to that we have a building fund in our treasury amounting to five hundred and sixty thousand dollars. This can be used to pay expenses of the strike if necessary. There are twenty-seven thousand five hundred members in good standing, and each of them can put up a hundred dollars at a moment's notice if necessary, and you see we would then have \$3,610,000 for fighting capital."

SAN FRANCISCO, March 17.—The steamer *Oceanic* arrived from Hong Kong and Yokohama this morning. China papers confirm the reports of the disastrous earthquake in the province of Yunnan and Szechuen, but give few additional details. Several cities were destroyed and about 20,000 lives lost. The latest reports from the scenes of the Yellow River floods, several months ago, place the number of lives lost by inundation at between a million and a half and two millions.

CHICAGO, March 17.—A dispatch from Washington says it is rumored

here that the Atchison Railroad Company has refused to allow the striking engineers to haul the United States mail cars unless they also haul the passenger and express cars. Vice-President Smith virtually admitted that it was true. He said the contract with the government called on the road to carry the mail on passenger trains and that they would comply with the requirements of the contract.

LA JUNTA, Col., March 16.—The situation on the Santa Fe has grown much more complicated the past 24 hours. None of the engineers will admit that there is a strike, but all say that they are sick. No. 4 came in from the south at 5:30 p.m., and it is expected that this is the last train that will be allowed to run until the strike is compromised. As this train was leaving the depot the La Junta corner band appeared and played "The girl I left behind me," as a last farewell to the outside world. The side tracks are crowded with cars and the round house is full of engines. The engineers claim that it is doubtful whether the mail cars will even run, as they are too sick to allow passenger coaches to be put on trains and they do not think the Santa Fe will care to run only mail cars.

MANAGER SMITH TALKS.

CHICAGO, March 16.—At 10 tonight, C. W. Smith, vice-president and general manager of the Santa Fe system, said that Brotherhood men had volunteered to take the passenger trains of the company west from Kansas City tonight, and more Brotherhood men would run out the regular passenger trains in the morning. Mr. Smith thought it probable that similar arrangements would be made in the far west.

ENGINEERS IN SESSION.

Representatives of the engineers on all the roads entering Chicago were again in session today, and are to resume their deliberation tomorrow. No hint of what they were doing could be obtained of any of the delegates. Seventeen Reading engineers and firemen employed by the Burlington road since the strike began, reached here to-day from various points along the road, and went homeward to-night by the Chicago & Atlantic. They claimed the Burlington Company had not carried out its bargains with them, and that they could do better in the East.

NO CHANGE AT DENVER.

DENVER, March 16.—The situation on the Santa Fe strike remains unchanged. The company intended to send out the Chicago & Kansas City express to-night, but the engineers refused to report for duty, and that had to be sent back to the yard.

A DENIAL FROM THE U. P.

DENVER, March 16.—The Union Pacific officials here deny that there is any trouble or probability of a strike on their line. Their men have given them no notice that anything of the kind will occur and as they have no grievances that the company is not willing to settle promptly, there can be no foundation for the rumored strike on Sunday morning.

IN CALIFORNIA.

SAN FRANCISCO, March 16.—The locomotive engineers and firemen on the California Southern and California Central roads quit work this morning. These two roads are controlled by the Santa Fe Company and are practically a part of the Santa Fe's overland system. As a result, there is a complete embargo upon all kinds of traffic in the portion of the state south of Los Angeles. The cities of San Diego, Riverside, San Bernardino and Pasadena are cut off from communication by rail to the east. There has been no trouble on the Southern Pacific system. General Superintendent Fillmore of the Southern Pacific, said to-day that the company were not handling any Burlington cars, and the same rule was being observed on the Central Pacific Railroad. The Atlantic & Pacific road gave notice today that it would accept no freight for any points.

EXCURSION TRAINS STOPPED.

LOS ANGELES, March 16.—All is quiet in the Atchison yards today and the road is completely tied up. The overland train left here on time last night, but will go only as far as San Bernardino. Two of the Pullman excursion trains are blocked, one at Mohave and another at Pasadena. An excursion train made up for the east last night still remains here.

IN ARIZONA.

FLAGSTAFF, Arizona, March 16.—Freight trains were side tracked and locomotives tied up at various points on the Atlantic & Pacific road in this Territory. The freight business is suspended, and no trains of any kind are running after 6 o'clock this evening.

STRIKE THREATENED IN IOWA.

MARSHALLTOWN, Iowa, March 16.—The engineers on the Central Iowa system gave notice today that after 6 o'clock they would refuse to handle Burlington cars. Two freights have consequently been laid out tonight, but the others, so far as reported, are moving. The Central is in the hands of a United States court.

UNSUCCESSFUL NEGOTIATIONS.

CHICAGO, March 17.—A statement is printed here today to the effect that Chairman Hoge, of Burlington griev-

ance committee, had called on President Perkins and told him the strikers were willing to go back to work on the old terms, if he would promise to consider the schedule of wages later. Chief Arthur says the truth of the matter is, Hoge called on Perkins to see if some settlement could not be made. After some discussion Perkins said he was willing to pay the same rate paid by other roads, but they could not agree on the question of taking all the strikers back and the conference came to an end.

Arthur said this showed the engineers are willing and desirous of settling the difficulty and making every honorable effort to that end. He added: "The last interview Mr. Hoge had with General Manager Stone before I was called here shows conclusively the spirit of Stone. Hoge said to him he came with full power to settle the difficulty and avert the strike. As Hoge finished, Stone jumped to his feet and exclaimed, 'Strike and be d—d!' With that the interview ended and time was called."

THE SANTA FE AT DENVER.

DENVER, March 17.—The strike on the Santa Fe has not changed since yesterday. The company has been unable to get out any trains for two days, and has had none in since yesterday noon. The men when called for duty reported they were suffering from "Burlington paralysis," and were unable to go out. It is reported here today that the Union Pacific men strike at 12 o'clock tonight, but the officers of the road deny having information to that effect.

A TRAIN AT EL PASO.

EL PASO, Texas, March 17.—Owing to the strike on the Santa Fe road, no through trains on that road left here since Thursday morning till 9 o'clock this evening, when a train was started east. Local passenger cars have run as usual. The strike interferes with handling freight to and from Mexico, but Mexican engineers are being used in place of Santa Fe engineers.

ON THE MANITOBA SYSTEM.

MINNEAPOLIS, March 17.—The switch engineers on the Manitoba road struck on account of the "Q" cars, and it is said the engineers will walk out tomorrow.

The engineers on the St. Paul, Minneapolis & Manitoba will go out at 10 tonight. The whole system of 2600 miles is involved.

THE FUNERAL MONTH OF MARCH.

An observant metropolitan barber says that he can tell one's physical condition by the state of the hair! The Bible tells us that with his hair gone Sampson lost his strength. The Romans considered baldness a serious affliction and Julius Caesar was never quite satisfied with himself because his hair was bare.

The face, however, is the open book and one can readily trace in its various expressions, lines, changes and complexion the state of the system.

The eye that is unusually bright and yet has a pallid brightness, the face upon whose cheek nature paints a rose of singular beauty and flush, more marked in contrast with the alabaster appearance of the forehead and nose and lower part of the face, is one of those whom the skilled physician will tell you will some day dread the funeral month of March, because it is then that consumption reaps its richest harvest. Consumption they tell us is caused by this that and the other thing, by microbes in the air, by micro-organisms in the blood, by deficient nutrition, by a thousand and one things, but whatever the cause, decay begins with a cough and the remedy that will effectually stop the cause of that cough cures the disease of the lungs.

That is all there is of it.

The cough is an evidence of a wasting. To stop it effectually, a remedy must be used that will search out the cause, remove that and then heal the lung and do away with the cough. This is the power, special to itself, possessed alone by Warner's Log Cabin Cough and Consumption remedy. This is no new fangled notion of narcotics and poisons, but an old-fashioned preparation of balsams, roots and herbs, such as was used by our ancestors many years ago, the formula of which has been secured exclusively by the present manufacturers at great trouble and expense. It is not a mere cold dryer. It is a system-searcher and upbuilder, and a consumption expellant. Where others fail, it wins, because it gets at the constitutional cause and removes it from the system.

J. W. Henshaw, of Greensboro, Pa., on Jan. 15, 1888, reported that he "had derived more real benefit for the length of time, from Warner's Log Cabin Cough and Consumption Remedy than he had for years from the best state physicians."

If you have a cough, night sweats, "positive assurance in your own mind that you, oh, you have no consumption," and yet lose flesh, appetite, courage, as your lungs waste away, you may know that soon the funeral month of March will claim you, unless promptly and faithfully you use the article named. If other remedies have failed try this one thoroughly. If others are offered, insist the more on trying this unequalled preparation.

Some persons are prone to consumption and they should never allow the disease to become seated. —ADVT.