

TELEGRAPHIC NEWS.

LONDON, March 29.—A fierce storm with high tides and tidal waves has caused great damage in the north and south islands of New Zealand. Telegraph wires are down, and railroad traffic has been abandoned on account of the severity of the storm.

PITTSBURGH, March 29.—Another party of conductors and brakemen from the Reading system, 150 in all, passed through the city this morning en route to Chicago, to enter the employ of the C., B. & Q. road. They were all Knights of Labor, and said they were determined to go to work on the "Q." no matter what orders the General Executive Board might order to the contrary.

CHICAGO, March 29.—The first serious trouble since the inauguration of the Burlington switchmen's strike, occurred this afternoon about five o'clock at Kinzie Street and Western Avenue. A Burlington switch engine and crew attempted to transfer some freight cars to the Northwestern track. A crowd of switchmen of other roads, together with a miscellaneous mob of rousers, were standing about and jeering the new men. When the train reached Western Avenue, the switch was thrown by someone, and a number of cars were derailed. The mob then drove the freight engine and the new switchmen away, using them roughly. Six or eight Pinkerton men were on the train and attempted to repel the attack, but were quickly disarmed and took to their heels to escape the mob.

General Superintendent Bessler, of the Burlington road, who was on the train, was soon recognized by the mob and set upon. He was badly used up, having both eyes blacked and being badly punished, but finally he made his escape into the switch house. Thirty city policemen were then brought to the scene, and the mob quickly dispersed.

Wm. Quirk, a Milwaukee & St. Paul switchman, was arrested. The crowd followed him to the West Madison station and offered any amount of bail for his release. The police refused, however, and locked him up. The Milwaukee & St. Paul switchmen then in rare decided to quit work, and immediately deserted their trains. The whole yard-force of switchmen, engineers and firemen (227 in all) stopped, leaving 28 engines standing on the track.

It is supposed that the brakemen of the same road will go out tonight.

An evening paper asserts that at a meeting of engineers, firemen and switchmen this afternoon, representatives from all the roads resolved that a general boycott should be declared against Burlington freight on all lines. The sentiment expressed was that the Burlington road had gone too far; there was no reason why the demand of the engineers should not have been complied with.

The Burlington road put 40 new switchmen at work today, and are gradually raising the blockade in the yards. No freight has yet been offered other roads except to the Stock Yards Transit Company, the manager of which this afternoon notified the Burlington he was unable to do anything with "Q" cars, because the company's switchmen would not touch them. The truth of the rumored boycott on other roads remains to be seen. The various roads in the city have an enormous number of cars consigned to the Burlington road on their tracks, and must get rid of them soon to avoid a blockade.

The strike of the St. Paul men came to an end as quickly as it began today. At 8:30 p. m. the officials of the St. Paul Company succeeded in having Quirk released on bail. He went at once to where the strikers were in session, and was greeted with enthusiasm. His presence put the men in good humor, and it was speedily resolved that a resumption of work was the proper course to pursue. By 9 p. m. the men were again at their posts, and everything on the St. Paul was moving along smoothly, as though nothing untoward had happened.

OTTAWA, March 29.—Negotiations between the Dominion government and the Canadian Pacific Railway Company respecting the surrender by the company of its monopoly in Manitoba and the Northwest Territory were practically brought to an end today. It was stated that the government will buy back from the company 7,000,000 acres of land at a valuation of \$1.50 an acre, and for this \$10,500,000 in ready cash, the company agrees to the cancellation of the monopoly clause.

DENVER, March 29.—The jubilee over the completion of the Panhandle road to the Gulf of Mexico continued today. During the forenoon the visitors were driven over the city and shown various places of interest. The afternoon was occupied in excursions to suburban points, and listening to concerts in the various parks and public lawns of the city. Should the weather, as every present condition indicates, prove fine tomorrow, the great parade will take place, and be witnessed by thousands of people. It will be one of the grandest ever seen in the country. Every guild will be represented. The Grocers' and Butchers' Association will turn out alone with over 300 wagons, but they will be but as a mere drop of water in the bucket in the composition of the pageant. Tonight the strangers are being entertained at a grand ball at the Tabor Grand Opera House, which, without doubt, is the most magnificent affair ever given in the city. Over 3000 people are in attendance, and over twice

that number were turned away from the door.

KANSAS CITY, March 29.—The following dispatch has just been received from Rich Hill, Mo.:

About four o'clock this afternoon there was a rumbling sound in mine No. 6 at this place and a moment later a terrible explosion occurred, that entirely wrecked the mine and buried in the debris over one hundred miners, who were cut off from all escape. Forty bodies have already been taken out. The superintendent of the mine was taken out badly injured, but will survive.

In the terrible excitement and confusion that followed, it is impossible to give the list of names, or even an estimate as to the full extent of the disaster, but it is now thought that over 50 men were killed. The mine is situated six miles distant from town. There were two explosions; and it is said the total loss of life will reach 60 men. Rich Hill is located in Bates Co., about 65 miles south of Kansas City.

The Journal's special from Rich Hill says: The most horrible disaster that has ever happened in the west occurred at noon today in Keith & Purry's No. 6 mine, and as a result a large number of men are entombed and thousands of dollars' worth of property destroyed. Just at the dinner hour, when the men were ascending eight at a time on the cage, a terrible gas explosion occurred, filling every entry with a flame of fire, which shot out of the shaft.

It can not be ascertained tonight just how many men are yet in the mine but at 11 o'clock but one man had been taken out not dead. The work of removing the debris and clearing the shaft has been going on all afternoon, but it will be several hours before much can be done toward entering the mine proper.

The Journal reporter called at the residence of the superintendent at 11 o'clock and found him propped up in a chair with his face and hands bandaged and scarcely able to talk, but he made the following statement:

"At just ten minutes after noon I was telephoned that an explosion had occurred at No. 6. I went out as soon as possible, and found the south cage, on which the men always ascend, stuck in the shaft. I went down on a tub lowered by ropes, and found all badly burned and in a frenzy; in fact, they were crazy, some shouting and others singing. We finally managed to be hoisted by means of ropes and pulleys in a fainting condition, and it was then ascertained that the north cage could be worked. I then called for volunteers to go down with me to see if any poor fellows at the bottom could be got up. Robert Brick, George Henry, Charles Smallwood and Matt. Dulehand responded. When we reached the bottom I looked through into the entry and saw a light, and I asked who was there. A voice responded, 'Gray,' and I told him to crawl to me, but he was so exhausted he could not do so, and I reached through a small aperture and dragged him on to the cage. Just as this was done the wind rushed with the velocity of a cyclone up the entry, putting out all our lights but one. This was followed by two loud reports and a seething flame of fire which came with a deafening roar, completely enveloping us and shooting out of the mouth of the shaft 240 feet above our heads. We were all horribly burned and thought our time had come. The flames ceased as suddenly as they had come and we had to abandon the attempt to save the others. I yelled to the men on top to hoist away, and after what seemed hours, we were started up and taken out in safety, though badly burned and greatly exhausted."

It is probable that all who were in the mine at the time of the explosion are dead. About eighty-five miners are employed in this mine. They are mostly negroes, who came from Springfield, Ill., when the mine was opened, less than a year ago.

RICH HILL, March 30.—No further particulars are obtainable tonight, but it is claimed now that there are not more than thirty in the mine.

SAN FRANCISCO, March 29.—A sensation was created in the United States circuit court in the trial of Ferdinand Ciprico and E. A. McLean, ex-customs inspectors, who were recently indicted with W. A. Boyd, also an ex-inspector, on the charges of fraud and conspiracy in dealing in Chinese return certificates. Boyd, who has been confined in jail several months, came into court and made a full confession of the conspiracy, in which he said Ciprico, McLean, Interpreter J. E. Ripp and himself were engaged. Boyd stated that in January, 1885, the conspirators made an agreement with a man named A. Hing that the latter should take return certificates to China and sell them. Boyd had charge of the registration department in the customs house, and the certificates were obtained by procuring the services of a large number of Chinese who had no intention of going to China, but who would present themselves at the customs house for registration and be furnished with a white tag, which entitled them to a certificate, which, of course, they never procured. The conspirators would then collect these white tags, which were evidence of the Chinamen's departure, and then issue certificates, which they retained in their own possession. Boyd stated that about 100 certificates would be obtained in this manner on the departure of every steamer. When Hing first sailed for China he carried with him about 500 certificates obtained in this way, and during the next few months five or six hundred more were sent him. These he sold in China and the money was returned to this country for distribution among the con-

spirators. The Chinese who purchased the certificates came over on the steamer and were landed in this country. Boyd stated further, that he had been induced to give this evidence for the government at the solicitation of Assistant District Attorney Pike, and at the conclusion of the testimony Mr. Pike moved that the charges against Boyd be dismissed and that he be discharged from custody, which Judge Sawyer granted. A nolle prosequi was entered in the case of ex-inspector Whaley, who was indicted on a similar charge, and an order was made directing the marshal to take Interpreter Klipp into custody.

CHICAGO, March 29.—August Krakow shot and killed his wife this afternoon and then suicided. The couple had not been living together for some time, and it is said Krakow charged his wife with having poisoned several of their children and attempted to kill him.

BERLIN, March 29.—It is estimated that 75,000 persons have been rendered homeless by the floods. The damage to property is now estimated at 400,000 marks. The suffering in the flooded districts is indescribable.

SOUTH VALLEY, Cal., March 29.—The report of the coroner's jury in the case of the explosion of the boiler on the steamer Julia at this place, February 29, whereby the vessel was wrecked and seventeen lives lost, finds that the boiler was not sufficiently strong to carry the amount of steam registered and that the United States inspector of boilers was careless and negligent in not making the proper examination of the thickness of the boilers; it also condemns the use of petroleum as fuel, and says the fireman on duty was not properly qualified to fire with fuel.

TORONTO, March 29.—Chase Cross, president, and Samuel C. White, cashier of the National Bank, of Raleigh N. C., were arrested tonight on information charging them with forgery. Inside of the lining of Cross' overcoat was found \$94,945, and in White's \$15,255.

AURORA, Ill., March 30.—One half of the Burlington paint shop building which burned last night, had been fitted up as a hotel for the new engineers and firemen, over one hundred of whom were in their beds when the fire broke out. They had just time to grasp their clothes and get out before the building was a mass of flames. Those burned out were quartered in other buildings for the night. Several of them were assaulted by unknown parties as they rushed about the yards seeking shelter. Burlington officials say the fire broke out in two or three places simultaneously and that indications point strongly to incendiarism.

CHICAGO, March 30.—The St. Paul yardmen who started to go to work last night at 10 o'clock, had but begun to get their engines started, when a message came to the western avenue round house that the men should wait until assistant general superintendent Erling had seen them before resuming work. Erling stated the case briefly to the men as he understood it and then said:

"We have submitted to many acts that we have considered unjustifiable on your part. This afternoon men in our employ deliberately derailed and wrecked a number of cars that are our property. We will consent to overlook this and you can go to work but the first thing that is done will be to replace those cars upon the track." The men positively refused to do as the cars were pulled by a "Q" engine. The strikers hung around for a while and one by one went home and the strike was on. The men who struck last night embraced 25 switching crews, a total of 120 men. The strikers held a big meeting in the hall adjacent to the round house, lasting until late this morning. They were enthusiastic in the position they have taken.

BOSTON, March 30.—The State executive board of the Massachusetts Knights of Labor has issued a call to all district and local assemblies not attached to the district to elect delegates to the State convention of the organization to be held in Boston April 15.

BERLIN, March 30.—At Posen, military barracks have been opened as a refuge of persons who have been made homeless by the floods. At Cologne several quays have been submerged and those who inhabit houses near the banks of the Rhine are leaving them. By the capsizing of a boat near Birtzenberg nine persons were drowned.

CHICAGO, March 30.—A fire early this morning in the large block corner of Lake and Peoria streets gave the firemen great trouble. Soon after two o'clock the fire spread to a couple of residences west of the burning block and soon after the row of wooden tenements across the street began to blaze and it is believed a man was burned to death. A large section of the Lake Street wall of the burning building fell out, and two or three firemen were seriously injured. Just before this Marshal Murphy with thirteen men were knocked down and badly bruised by an explosion of hot air. The losses on the building and contents will aggregate three hundred thousand dollars. Davis and Rankin, dairy supplies, Zimmerman Refrigerator Co., Lion, Weaver & Co., tin ware and Goss Printing Press Co. were the principal losers. Insurance small.

SOFIA, March 30.—Bulgaria has asked the Porte to explain the presence of Turkish troops at the town of Mustapha Pasha on the frontier.

NEW YORK, March 30.—Considerable excitement has been created in railroad and express circles since it be-

came known that the United States Express Company had closed a contract with the Central Railroad of New Jersey for a five years' lease of all their lines. This new acquisition, taken in connection with the Lackawanna, and Baltimore and Ohio roads, will enable the United States Express Company to cover valuable express territory which has heretofore been monopolized or controlled by the Adams Company. On May 1st the United States Express Company will control 25,000 miles of road and will be able to forward business for the west as far as San Francisco and the Pacific coast and south to New Orleans.

CHICAGO, March 30.—Switchman Quirk, who figured so largely in the St. Paul riot yesterday and was arrested for beating a "Q" engineer, was dismissed this morning with \$5 and costs. A "Q" fireman named Thomas, was knocked senseless this morning by a coupling pin thrown by a switchman on a Paul handle engine; otherwise there has been no serious trouble on account of the strike today.

CHICAGO, March 30.—The switchmen, engineers and firemen of the St. Paul road, assembled at the yards this morning, but none of them went to work. They are reticent and refuse to talk of their action or outline their demands, but were unanimous not to return to work. Superintendent Collins said that the company would at once begin preparations to secure new men to take the places vacated by the strikers. The riot of yesterday had its effect on the new switchmen in the employ of the Burlington. Only those whose duties kept them within "Q" yards were on duty this morning. Those derailed to work along the tracks between different points refused to go to work unless given arms to defend themselves if set upon by strikers. Ninety-eight switchmen from the Reading road arrived last night. They were warned by strikers not to go to work on the "Q," and a quarrel ensued in which the Reading men drew their revolvers and declared they would protect themselves if interfered with. This morning they were escorted to the "Q" yards by Pinkerton men. Twenty-seven more switchmen arrived this morning.

MILWAUKEE, March 30.—Manager Miller, of the Chicago, Milwaukee and St. Paul road, this morning said: There is no truth in the statement of the switchmen at Chicago that the St. Paul company has been secretly aiding the Burlington company. The trouble is that Chicago switchmen have combined to make a thorough boycott against the "Q" company, and in sympathy with the movement our men refused to handle some of the new cars brought to us by the Burlington from the factory of the Willis French Company, which is on the Burlington road. We told the men that if they did not handle these cars they need not handle anything, and we propose to maintain that position. No other point will be affected. Freight trains held in this city this morning will be sent out before night. We are using our road men in place of the striking switchmen, and they will stay there until we can get new gangs. The strike occurred only last evening and we have been able to make no permanent arrangements as yet. We will continue to receive and deliver freight at Chicago, but will request terminal agents to ease up a little on us for a few days. We do not apprehend any serious trouble, and we are not fretting much over the matter.

There were no freight trains moving on the Chicago division of the St. Paul road this morning.

RICH HILL, Mo., March 30.—Only 35 men were in the shaft when the explosion occurred yesterday. Thus far five have been taken out dead and 15 alive. Most of the latter have suffered intensely from fire and suffocation and their recovery is very doubtful. Fifteen now remain in the mine, and it is believed that most of them will be taken out dead. The work of rescue proceeds very slowly, being attended with great danger.

BIRMINGHAM, Ala., March 30.—The Tombigbee at Columbus, Miss., is still rising. The lower portions of the city have been abandoned. The water is several feet deep in many houses at Evergreen, and no trains have passed since Tuesday. The water is falling and it is thought all the roads will be open by Sunday. The dispatches show that four persons have been drowned and great damage has been done to roads, bridges and farms. The street cars here resumed regular trips yesterday.

ANNAPOLIS, March 30.—Governor Jackson last night pardoned the 7 democratic judges and clerks of election who were found guilty of having perpetrated frauds at the polls two years ago. They were sentenced on June 27 last to two years imprisonment.

CINCINNATI, March 30.—The receiver of the Metropolitan National Bank announces that on April 16 he will pay in full all depositors who have proved their claims prior to April.

PESTH, March 30.—A number of fires occurred in Hungary during the prevalence of the gale. At Kikinda 1,500 persons were rendered shelterless and are camping out in the snow. Thirty-eight houses were burned and many lives were lost at Mezoboreux.

ROME, March 30.—King John of Abyssinia has proposed terms of peace to General San Marzano, commander-in-chief of the Italian forces in Abyssinia. General San Marzano has com-

municated the proposals to the government.

BOSTON, March 30.—The steamer *Cantonbury* was wrecked at Nantucket. It was valued at \$100,000, and is a total loss.

ROME, March 30.—It was officially announced last night that an Abyssinian officer applied at an Italian outpost for permission to speak with Gen. San Marzano. The officer delivered a letter from King John asking for peace. The government has instructed Gen. San Marzano to facilitate a settlement. Overtures made by King John are said to be in a measure due to a great scarcity of provisions amongst his people.

PARIS, March 30.—The Chamber today, by a vote of 263 to 237, despite the opposition of the government, voted for extreme urgency for the left bill providing for a revision of the constitution. The government thereupon resigned.

Laguette proposed the motion for urgency for the revision of the constitution. Several Bonapartists declared they would support the demand so far as it was an appeal to the people. Minister Viette asked the Chamber to await the return of President Tirard from the Senate before deciding. M. Brisson said he was opposed to revision, and alluding to Boulanger said the satisfaction which would be afforded by the adoption of the measure ought not to be given to a person who had attacked the institutions of his country and talked of purging the Chamber. Minister Sarrien urged the Chamber to reject the demand. M. Goblet thought that a revision of the constitution would not improve the situation.

Premier Tirard, who had entered during the debate, declared that he fully agreed with Sarrien. If the Chamber decided to consider the urgency proposed the ministry would decline all responsibility, as such action on the part of the Chamber would furnish a free argument in favor of the audacious manifesto issued by the dismissed general.

The defeat of the ministry caused a sensation in the Chamber. As soon as the vote was announced, M. Tirard departed for the Elysee Palace. Laguette proceeds tomorrow for the Department of the Nord, where he will commence the electoral campaign in favor of Boulanger. The general himself will explain his programme at a banquet which will be given at Lille.

The Chamber, after a short recess, reassembled at 4 p. m. M. Cuneo Normano, Bonapartist, moved that the Bureau tomorrow appoint a committee to prepare for a revision of the constitution. After a confused debate Desonrier, of the left, urged the Chamber to await the formation of a new cabinet.

Normano's motion was rejected by a vote of 254 to 165, the right cheering ironically. The Chamber then adjourned until 2 p. m. tomorrow.

A cabinet council met at the Elysee Palace.

The Senate has finally adopted the budget as modified by the Chamber of Deputies.

President Carnot has accepted the resignation of the cabinet. The ministers, however, will conduct the affairs of the several departments until their successors are appointed. It is expected that Floquet will be summoned to form a cabinet.

Deroude, when questioned in regard to the crisis, said the intrigues and jealousies of statesmen were ruining France. He feared war with Germany at the present moment. France must be set on her feet. The only man able to raise her was Boulanger.

CHICAGO, March 30.—No work has been done by the regular St. Paul switchmen this morning, but the officials of the road succeeded in moving out the new cars which caused yesterday's trouble, under a guard of Pinkerton men. The strikers, however, did not attempt to interfere with the workmen; 155 new men have already been engaged by the company to take the places of the strikers. Passenger trains have all been running today and the probability is the running of freight trains will be resumed tomorrow.

CHICAGO, March 30.—The force of armed men at the Burlington yards was increased today by fifty, and the new engineers and firemen were provided with arms also to a large extent, the rest being promised arms at once. At the headquarters of the Brotherhood this evening, an extension of the strike to the Fort Wayne line was considered as among the possibilities of the future, but whether as a result of the meeting this afternoon, would not be stated. Announcement was made authoritatively, that the Brotherhood on the Milwaukee & St. Paul road from Chicago to Savannah, Ill., and Milwaukee had left their engines, and would stay out until their Q. trouble was settled. It was thought that unless they went back within a very short time a general strike on the St. Paul system would be the result, and the general boycott has already extended to the road, pending an adjustment of matters. The engineers and firemen who run from here to Savannah live for the most part in Chicago, and they left their engines in the round house this morning and came home on the passenger trains. The Milwaukee engineers abandoned their engines at that point. About 230 men, it was asserted at the Brotherhood headquarters, are out on the Milwaukee & St. Paul.

DENVER, March 30.—The fifth day of the great celebration of the opening of the Panhandle route was the grandest of the week. It proved a "day of days," not only so far as the celebra-