

## TELEGRAPHIC NEWS.

**GALVESTON, March 5.**—A dispatch from Matamoros says advices from Lleva de Canales, in the southern part of the State, say that on the morning of the 28th ult., that place and Iecacho ranch were attacked by a party of nineteen or twenty men from Escadon, commanded by Broulio Cervantes, and at both places bloody contests took place, at Lleva first. Alcande Juan Sanchez and his daughter were killed, as were also Maneglia Riviz, Epikulminio Rodriguez and Crercencio Munoz. At Iecacho they killed President Julio Acquan and his son, Pablo Bustamonte, Asaidoman Medardo and Lopez and Menecio Jurez. Of the attacking party, one Porfirio Zapatta was killed. The loss on the part of Lleva was nine men and one girl killed. The loss of Escadon was one killed and a number of persons wounded. The fight is said to have been a bloody one. It appears that the assailants first attacked Lleva, killed and wounded many of the most prominent citizens, robbed the post, and stamp offices and sacked several stores. Then they, after doing all the damage possible, retired.

As far as can be ascertained, the names of the attacking party are as follows: Broulio Cervantes, Reyes Badillo, Jose Monter, Akapato Noriega, Faustino Rodriguez, Desidero and Lemur Ireneo, Francisco and Nicholas Sanchez, Mito Arias, Nicolas and Fernando Roque, Cleofar Lopez and Pilar Cervantes. General Stela at once ordered troops from various quarters to actively pursue the bandits. Two of them, Nicolas and Fernando Roque, were captured at Garmoune, and at Hermanos ranch, near Las Presas, Francisco Sanchez was run down and captured by a squad of the Thirteenth Cavalry under Cornet Canter. Sanchez was well armed and mounted and tried to resist arrest.

**CHATTANOOGA, Tenn., March 5.**—A passenger train on the Cincinnati Southern Railroad, due here at 10 o'clock last night, was wrecked at Oakdale, 83 miles north of this city. Four persons are said to have been killed and many wounded.

**MARQUETTE, March 5.**—A terrible mining accident occurred at Ishpeming tonight. Five men were getting ready to blast an old drill hole at the bottom of No. 3 shaft, when a charge went off unexpectedly, killing all five instantly. The cause of the accident is not known. The men were literally torn to pieces by the force of the explosion.

**CHICAGO, March 5.**—It turns out that the number of roads represented at the meeting this morning is much larger than the public was led to suppose. The following is a complete list of the roads represented: Alton; Rock Island; Missouri Pacific; Wabash; Burlington; Cedar Rapids and Northern; Union Pacific; Wisconsin Central; St. Paul; Baltimore & Ohio; Chicago, Burlington and Northern; Louisville, New Albany and Chicago; Illinois Central; New York, Chicago & St. Louis; Chicago, Burlington and Quincy; Atchison, Topeka & Santa Fe; Chicago & Northwestern; Minnesota and North Western; Chicago & Eastern Illinois; Chicago & Atlantic; St. Paul, Minneapolis & Manitoba and Chicago & Grand Trunk.

The morning session lasted until 1:30 this afternoon, when an adjournment was taken until 2:30 p.m. None of the members would give the details of the deliberations, but the chairman of one of the principal grievance committees said: "You can say this, 'The session was of the most harmonious nature. Each one of the delegates announced himself as standing shoulder to shoulder with the Burlington men in the fight.' It is impossible to say how long the meeting will last."

Authentic information was brought to Chief Arthur's quarters this morning that six engine crews composed of Reading Knights of Labor engaged by the Burlington road have deserted their engines at Galesburg. Four other crews left at Aurora.

**DENVER, March 5.**—Late Saturday evening the striking engineers and firemen on the Burlington, served notice on the management of the different roads centering in Denver, that any attempt upon their part to assist the Burlington by hauling the freight cars of the latter company, would result in the calling out of the men on these lines. The managers of the neutral roads claim this new move upon the part of the strikers place their roads in

## A DELICATE POSITION.

They maintain that the provisions of the interstate commerce law are mandatory upon this point, and a refusal upon their part to accept loaded Burlington cars render them liable to a fine of \$5000 for each violation of the law involved in such refusal. Last night a number of officials of the roads entering Denver held a meeting at the Windsor Hotel to consider the matter, but when asked the result of the meeting, positively refused to impart information. Some interesting developments are expected here if the roads continue to receive and haul Burlington cars.

**CHICAGO, March 5.**—Grand Master Sargent, of the Brotherhood, was shown the report of the proceedings in the House of Representatives, in which White (Indiana) proposed to send a congressional committee to investigate the Burlington Railroad strike. "You can say for me," said Sargent, "that we are perfectly willing that any committee, composed of practical railroad men should examine and pass upon our demands at any time. We

have been ready at all times to meet the officials of the C. B. & Q. road and settle our grievances in an amicable way. We are not asking them to pay any more wages than is paid by all the lines running out of Chicago. We are perfectly willing to have a congressional committee examine into the matter and see if they can bring out a settlement. This strike is

## NOT OF OUR SEEKING.

but we know that the demands of the men are just, and we can readily convince any intelligent man of that fact, and would the Burlington & Quincy officials today accede to our demands, which are mainly 3½ cents per mile passenger service, and four cents per mile freight service, and sixty per cent. of the above rates to firemen; the wheels of the entire system would be moving in 12 hours."

Chief Arthur said: "I heartily endorse Sargent's words." The fact that delegates from the Brakesman's Brotherhood were present at the meeting of the grievance committees today indicated one object of the conference. All the engineers who could be induced to talk said the brakemen were with the strikers. Mr. O'Brien, of the press committee, when asked if the strike was contemplated on the Northwestern road, said the utmost good feeling exists between the officials and the engineers of that road. The strike on the Northwestern was not discussed; that is a division matter. It is the intention of the engineers, he said, to confine the strike possible to the Burlington system.

"What about the strike on the Burlington & Northern?" "The grievance committee on that road," replied O'Brien, "has reported that they have examined into the matter and find that

## NO GRIEVANCE EXISTS

there. The officials of the Burlington & Northwestern have undertaken to be perfectly neutral in the matter."

General Passenger Agent Morten, speaking for the company this afternoon, said he was of the opinion that the back-bone of the strike was broken. "We are running a sufficient number of passenger trains," said he, "to accommodate all the business, and our freight traffic has nearly assumed its normal condition. We have taken all the engineers and firemen we can handle and have instructed our eastern agents not to send us any more men, unless they happen to be thoroughly competent engineers. In the event of a strike on the Burlington & Northern road, that company would probably take the men we cannot use ourselves."

At about 4 o'clock this afternoon General Manager Harris, of the Chicago, Burlington & Northern, called at Chief Arthur's private room. Mr. Harris is manager of the road on which a strike was ordered to occur at 7 o'clock this evening. The road extends from Savannah, Illinois, to Minneapolis, Minnesota. Chief Arthur came from the grievance committee meeting to meet Mr. Harris. Mr. Harris requested Mr. Arthur's assistance in averting the threatened strike. To Mr. Arthur replied that he had not been consulted by the men about striking, and therefore, if they struck it was their own fight. He could not interfere either for or against either side. This made it necessary for Mr. Harris to discuss the differences with his own men.

The grievance committee of the road was called in from the general meeting and a talk was had. An hour's discussion resulted in an order to the men

## NOT TO STRIKE.

and the whole matter is held in abeyance until the chairman of the committee can reach home and have a talk.

Though Chief Engineer Arthur and Grand Master Sargent utterly refused to permit any questioning concerning what had been going on in the meeting, it was learned from one who occupied a position of importance in the committee what had been transacted.

"In the first place," said he to an Associated Press reporter, "Chief Arthur called the heads of the grievance committees together for the purpose of ascertaining how the engineers and firemen of roads centering in Chicago felt toward the Burlington men. He wanted to be sure of his position before he took any further steps regarding the Burlington management. When the meeting opened the chief requested a full and free report from each chairman. He asked them not to blind him by exaggerated reports, but to simply say whether or not the men on the other lines were willing to back him up if he still fought the cause of the Burlington men. One by one the chairmen reported, and it is a fact that all the reports were of the same tenor—allegiance to the chief and moral monetary support to the fullest degree. This accounts for the universal good humor of the delegates when they departed and the confident air of the chief engineer and grand master this evening."

"Did the chief issue any order to his subordinates, or indicate any line of action for the future?"

"No, sir; he did not. He thanked them for their loyalty and told them to go to their various divisions, and to report to the men that he was

## IN THE FIGHT TO WIN,

and if they stood firm to the pledge given at today's meeting, he would win the Burlington fight, and that in short order."

An attempt was made this evening to obtain an expression of opinion from the officers of the Burlington road as to whether they were in favor of a Congressional investigation of the strike, as per Congressman White's resolution in the House today. None of them would see a reporter in reference to the matter.

**NEW YORK, March 5.**—At the State meeting of the Brotherhood of Locomotive Engineers a long statement was issued to the public in relation to the condition of the organization and to the Burlington strike. After referring to the financial resources, which are ample, the statement says: "We wish to say to the public that the Brotherhood has not abandoned its conservative ideas, where they will avail in obtaining justice. But in our present issue we are prepared to go as far as necessary to obtain our just and acknowledged rights. The statement that the younger and more pugnacious element of the Brotherhood has gained control of its destinies, is unwarranted and misleading. On the contrary, it is the universal custom for the veterans to do the talking, in compliance with the habits of discipline engendered by our profession. In conclusion, we desire to ask those who may be inclined to doubt the wisdom of our present action, the following question: Is it less reasonable or fair for the engineers and firemen to make common cause against

## A STUBBORN CORPORATION

than for the managers of the railways of the country to make common cause against us, in this particular case, by secretly supplying the C. B. & Q. managers with men in their time of need, and thus conspiring for our defeat?" Thanks are extended to the general newspaper press, with one or two exceptions, for the courtesy and fairness with which they have treated the engineers' side of the case. All they ask is fair play and no favors.

**PHILADELPHIA, March 5.**—A union meeting of seven lodges of the Brotherhood of Locomotive Firemen of Philadelphia was held tonight. The approval and endorsement of the strike in the west was enthusiastic, and confidence was expressed in its ultimate success. Resolutions were passed warmly championing the cause of the striking brothers and pledging support. The question of ordering all members of the Brotherhood now in the service of the Reading Company to go on a strike was informally discussed, but no official action was taken.

**PHILADELPHIA, March 6.**—A gentleman just arrived from Venezuela, says the condition of affairs in the republic is alarming. Lively factions were gathering and arming and those supposed to be in opposition to the present administration are being sent out of the country. The probability is, instead of the election of a President, Grizman Blanco will be recalled as dictator.

**DUBLIN, March 6.**—Wilfred Blunt was released from Tullamore jail today.

**PARIS, March 5.**—A telegram from St. Petersburg says: Prince Ferdinand, of Bulgaria, is preparing a manifesto in reply to the expected ultimatum of the powers regarding the Bulgarian question, in which he will proclaim Bulgaria a kingdom, and call upon the people to crown him king.

## HIS POSITION ILLEGAL.

**LONDON, March 6.**—A Constantinople dispatch says: In accordance with the demands of Russia, the Porte has notified Prince Ferdinand that his position in Bulgaria is illegal.

**BRADFORD, Pa. March 6.**—About 11 o'clock this morning a man named Kimball entered the Bradford National Bank with a revolver in his hand. When midway between the paying teller's and the discount clerk's desk, he nimbly jumped over a high glass partition and made a grab for the money on the cashier's desk.

The suddenness of the affair paralyzed the clerks, but Cashier Tomlinson rushed from his private office and seized the robber. As he did so he received a ball from the revolver in the hands of the villain, over the left hip, going clear through him and coming out over the right hip. He dropped, and the robber escaped at the front door with the money, and ran down a side street. The report of the revolver attracted a crowd and a number of citizens started in pursuit. Kimball ran some distance when he turned on his pursuers and shot A. S. Bleich, a butcher, in the abdomen, inflicting a dangerous wound. He then placed the revolver to his own head and fired, the ball entering the temple and killing him instantly. The stolen money was found in an inside pocket.

Tomlinson and Bleich are fatally hurt and can live but a few hours. Kimball was about 25 years of age, and was a former employee of a produce firm. He was recently injured on the Erie road, near Stamburg, in an accident, for which he is said to have received several hundred dollars damages, since which time he has been drinking heavily. He was formerly a real estate agent at Emporia, Kansas, where his wife died, leaving two girls. The whole city is excited over the affair. Tomlinson has a wife and children and is held in great esteem.

**KANSAS CITY, March 6.**—At Independence, Mo., last night, Mrs. Libby Henardis was brutally assaulted by Dave Fisher, colored. He was arrested at midnight and lodged in the county jail. On account of talk of

lynching, Marshal McGowan today decided to remove the prisoner to this city, and at 4 o'clock p. m. he started for the depot. A crowd of a thousand men and boys followed the party to the train, crying, "Lynch him!" etc., but the marshal and his deputies got the man aboard safely, and he arrived here tonight. A number of negroes who were in the crowd assisted in getting Fisher on the train, for which the mob turned on them and severely beat several. One white man was slightly cut by a negro he had attacked.

**CHICAGO, March 6.**—The strike has now resolved itself into a game of freeze out, and that is practically the situation this morning. If the engineers carry out the promise made yesterday it will have the effect of preventing the Burlington road from doing any through business, but the Burlington officials say they are prepared to abide by this decision and confine their business entirely to the territory covered by their own system. They claim to have filled 60 per cent of the places of the strikers, and say they only want 75 per cent, as the road before the strike had more men than was needed. They expect to be ready to receive live stock and perishable freight Friday.

**MINNEAPOLIS, March 6.**—Superintendent Harris of the Chicago, Burlington & Northern Railroad received notice this evening that the engineers on his road would go out tomorrow morning at 10 o'clock.

Mr. Harris does not know what phase of the difficulty has caused this move. The road is not running more than fifteen engines, and he apprehended no difficulty in keeping trains in motion. There is a general feeling of uneasiness among the engineers and firemen on all the roads centering here. At meetings held today a strong feeling was developed against interchange of traffic with the Burlington, and the impression prevails in railway circles that it will take but little to make the strikes general throughout the northwest.

**NEW YORK, March 6.**—The press committee of the Brotherhood of Engineers has given out a statement here regarding the Burlington strike.

They deprecate printed statements made by some papers against them, and explain carefully what has been done. They charge that several western roads, in addition to covertly helping the C. B. & Q. by handling freight and passengers, have also aided them in procuring men to man their engines, all in direct violation of good faith with their engineers. "Therefore, we now say to them," says the statement, "individually as men and collectively as an organization, that if the pending fight in which they have individually and collectively labored for our defeat, is not settled before a given date, we will all stop work until it is, provided the Grand Chief gives his sanction to our doing so. Realizing the magnitude of our proposed plan of action, we have given the C. B. & Q., and the public, due notice of our intention, and we may add, the Brotherhood is fully prepared to withstand the siege."

**NEW YORK, March 7.**—There was even more excitement on the Consolidated Exchange this morning than in the last hour yesterday. Before the opening, shorts paid as high as \$30 per 1000 barrels in order to borrow oil for delivery today, and when the market opened the oil pit was a solid mass of brokers struggling to buy and sell. The first sale was made at 100 and the price rapidly fell to 99, then moved back to 100. On the way up and down the sales were the largest on record, and in the first ten minutes amounted to over 100,000 barrels. There was a flood of oil from somewhere, and the price was again forced back below 99, on heavy sales. It is asserted that a great deal, engineered by the Standard Oil Company and Producers' Union, is approaching a culmination and that the Wall Street house, which has been so long interested in oil, was short 3,000,000 barrels before certificates were listed on the New York Stock Exchange, and it is really this heavy short interest that is now being squeezed and the corner of yesterday was only one of the incidents of a greater move.

## THE PITTSBURG MARKET.

**PITTSBURG, March 7.**—The opening at the Oil Exchange today was very exciting, and over one million barrels of oil changed hands during the first hour. The flurry then subsided and at noon there was comparatively little doing. The market opened at 100, advanced to 100½ amid great excitement and heavy trading, broke to 98½ and at 1 o'clock was quiet at 97½. The shorts were badly squeezed yesterday, but they were all well covered and their sheets passed the clearing house safely.

**BERLIN, March 7.**—The bourse is flat owing to rumors of failures in St. Petersburg.

## THE EMPEROR AND CROWN PRINCE.

The condition of the Emperor William is unsatisfactory. Prince William, Prince Bismarck, General Von Moltke and the court physicians are present at the palace. It is reported that the closing of the Reichstag will be postponed in consequence of the condition of the Emperor.

11 p. m.—The Emperor has suffered a serious relapse and has been in a heavy sleep since 2 o'clock this morning. His condition causes great anxiety. 8:30 p. m.—The Emperor awoke at 8:30 this afternoon and took some nourishment. His condition is criti-

cal. Prince Bismarck left the palace at 3 o'clock.

**SAN IKMO, March 7.**—The Crown Prince had a good night. He rose in a cheerful mood and with a good appetite. His cough and expectoration have nearly ceased. He took a long walk in the garden.

## THE EMPEROR'S STRENGTH FAILING.

**BERLIN, March 7.**—The Reichstager publishes the following bulletin, which has been issued by the Emperor's physicians:

The general symptoms of the cold, which have affected the Emperor since Saturday, together with the affection of the mucous membrane of the throat and irritation of the membrane of the eyelids, have been added, during the past few days, painful abdominal disorders, which have occurred frequently since yesterday. The Emperor's appetite is materially diminished, owing to which there has been a marked decrease in his strength.

**BERLIN, March 7, 7:30 p. m.**—The Emperor of Germany is dying.

**MINNEAPOLIS, March 7.**—The strike of the engineers on the C. B. & Q. road has extended to the Burlington & Northern. All the Brotherhood engineers and firemen left their cabs at 10 o'clock. The effect is not yet observable, because the road does not send out a passenger train till 4:15 p. m., at that time the officials claim the express will start as usual, while the Brotherhood claim the road will not be able to move a wheel. The strike affects about one hundred men.

**LACROSSE, Wis., March 7.**—Late last night a notice was served on Superintendent Barr, of the Burlington & Northern that if the road continued to handle the Chicago, Burlington & Quincy business, it would

## DESTROY THE GOOD WILL

and friendly feeling now existing on the part of engineers and firemen toward this road. This was not signed, but, nevertheless, is regarded as having the authority of the Brotherhood.

The reply was served on the men at noon today in substance that they should report by 7 this evening whether or not they were prepared to handle business of the road, if not, they were to consider themselves discharged and apply to the proper officers for their wages to date.

**PASADENA, Cal., March 7.**—A severe shock of earthquake was felt here at 8 o'clock this morning. Many brick buildings were shaken but no damage was done.

**ODESSA, March 7.**—The shipments of freight by the Subsidized Black Sea Steamship Company have been suspended and orders have been given to immediately fit out the steamers of the line for war purposes.

**CHICAGO, March 7.**—Chief Arthur stated to an Associated Press reporter today that there was "serious danger" that the strike of the engineers and firemen will now spread widely. "It is impossible to appease our men," he said, "when they know that the railroad companies all over the country are giving aid to the Burlington. We are continually in receipt of telegrams showing that other companies are rendering this assistance."

Arthur showed the following as a sample of the communications with which he is deluged:

## AURORA, Ill., March 7.

**P. M. Arthur, Grand Chief, Chicago:** C. Reynolds, an engineer, says he was in the employ of the New York Central and was forced to come here and run or consider himself discharged. Investigate.

## J. A. BAUREISEN.

## ANOTHER COMMUNICATION.

was picked up from the pile by Arthur and handed over with the request that the identity of the sender should not be disclosed. The message was from Jackson, Mich., and said in part: "On Saturday March 3rd, the following was sent to all the agents in the Michigan Central road. 'All engineers wishing to go to Chicago to work for the Chicago, Burlington & Quincy, we will send free.'"

This message was sent under character "No. 23," which is used by no one but the general superintendent or the acting general superintendent.

"Now," said Arthur, "When you knew that men have information like that and more is coming constantly you can understand the danger that the

## STRIKE WILL SPREAD;

it is not to be expected that they will submit to such proceedings, but will put a stop to them effectually."

Arthur said "men on the Burlington & Northern, if they had struck, had done so of their own volition."

**SPRINGFIELD, Mass., March 7.**—The news office of the Evening Union burned out this afternoon, and the blaze was attended with the most sickening horror ever witnessed in this city, six of the employees meeting a terrible death, most of them jumping from the fifth story and being crushed into a shapeless mass below. Six others were badly injured.

The fire was first discovered in the mailing room, and clouds of smoke were pouring out of the lower story windows before the fifty souls on the upper floors were aware of their danger. The flames shot up the old elevator in the rear, cutting off escape by the stairway, and most of the employees found their way to the ground by a roof in the rear. The unfortunate men and women who crowded into the editorial room met a horrible fate. They were cut