

TELEGRAPHIC NEWS.

NEW YORK, March 13.—Most of the people who got to business yesterday were unable to get home last night. The hotels were strained to their utmost. Stores and offices were converted into sleeping apartments for the benefit of employees. Many girls were compelled to accept such quarters. The majority of the theatres closed last night.

A milk famine is threatened if the blockade is not cleared soon.

CORBIN SNOWBOUND.

Railroad traffic on Long Island is entirely stopped. Thousands of men are at work digging out the tracks. Snow plows cannot be used.

President Austin Corbin is snow-bound at Jamaica. He left on the train for Brooklyn yesterday morning.

George P. Barrymore, the well-known importer and dealer in hops at No. 3 Water Street, was found frozen stiff in a snowbank on Seventh Avenue. Barrymore lived with his wife and family in Osborn flats, Fifty-first Street and Broadway. He started for his office down town yesterday. It is supposed he became exhausted and dropped by the way unnoticed.

The body of Annie Halpin Fisher, aged about 30, was found last night frozen stiff in a highway.

BERLIN, March 13.—The back portion in the Cathedral has been converted into a sloping platform, which is covered with a black serge, and is intended for the reception of the floral offerings of the public. On the other side of the altar stand laurel trees and lofty exotics imbedded in a mass of flowers in full bloom, including carnations and thousands of snow blossoms. Palm branches of colossal dimensions conceal the granite columns. A continuous

STREAM OF PEOPLE.

passed over the bridge which had been erected in the Cathedral, and which affords a view of the catastrophe. No person is allowed to stop.

Prince William stood for an hour superintending the arrangements and giving the final orders, during which time fifty stalwart guards du corps, dressed in showy uniforms and helmets bearing silver eagles, all men picked from the first families in the land, laid floral wreaths at the feet of the dead Emperor, and then knelt and recited short prayers. Prince William ordered that the thick white veil almost completely concealing the Emperor's face, be removed. This was replaced after the guards had taken their

FINAL LOOK

at the dead. The same thing was afterwards done when the Contingents, Emperor's William's favorite regiment, were present on the same sad errand.

This morning only artists, photographers, newspaper men and court ladies were admitted to the cathedral.

BERLIN, March 13.—Emperor Frederick passed a good night. He is fairly well. He received a deputation of Berlin aldermen at Charlottenburg Palace today. The Emperor will not leave Charlottenburg for some days.

TOPEKA, Kansas, March 13.—It has just been learned that the Kish County seat war broke out again Saturday last and assumed a most serious aspect. In defiance of the positive mandate of the supreme court, the people of Lacrosse have again taken forcible possession of the county records and moved them from Walnut City. Late Saturday afternoon two hundred men with 55 teams, entered Walnut City, and driving up to the building occupied by the county officers, proceeded to load the records, safes and all office fixtures into the wagons. The crowd was boisterous and demonstrative. A number of guns and revolvers were discharged and the mob declared its intention of laying the town in ashes if any resistance was offered. No resistance was offered, however, and the records were carried away.

The representatives of Walnut City now propose invoking the aid of the Governor and the supreme court.

LINCOLN, Neb., March 13.—The state board of transportation for some time past has been in receipt of numerous complaints and petitions setting forth that the Burlington & Missouri Railway is employing incompetent engineers and firemen and thereby endangering the lives and property of the public. Secretaries of the board have been instructed to investigate matters and report their findings as quick as possible.

LYNCHBURG, Va., March 12.—Mormon Elders have been discovered working in the remote rural districts of Botetourt County. They have made many converts, among them a wealthy and intelligent farmer, named Ferguson, and it is expected a large number will emigrate to Utah. Many threats have been made against the Elders in the county, and they have been notified to leave or they will be dealt with by Judge Lynch.

REPORT FROM PHILADELPHIA.

PHILADELPHIA, March 13.—The severe storm which commenced in this vicinity Sunday evening, still rages, so far as the drifting of snow is concerned, and the Herculean efforts of the railway officials have so far been fruitless in getting the various lines into successful operation. The wind has continued to blow all day, and the thousands of laborers who have been digging at the mountains of snow and ice on the various lines leading into this city, have had a disheartening task. The loss to the commercial interests of

Philadelphia cannot be estimated in dollars and cents, and the time which will be required to put the railroad and telegraphic traffic in its normal condition, cannot even be estimated. Railroad traffic, for the present, is almost entirely suspended. No wrecks have been reported on the various roads, but a number occurred yesterday. Fortunately none of them were attended with fatal results, although several train hands received painful injuries. One party of twenty-eight railroad men and passengers have been stuck in a big drift at Dudley, on the Amboy division in New Jersey, since yesterday morning, and fearing they were suffering for food, one of the train dispatchers organized a relief party, taking a big four-horse team and sleigh with provisions. They endeavored to force their way through the county roads, but their success has not yet been learned. The blockading of railroads, both in this State and New Jersey, has cut short the supply of milk and produce, and the former article cannot be purchased except in very small quantities in this city.

STILL SNOWING AND BLOWING.

PITTSBURG, March 13.—The first train from the east in nearly forty-eight hours arrived over the Pennsylvania about midnight. All along the road, trains are laid up on account of the snow blockades. It is still snowing hard in the mountains, and the wind is blowing a gale.

KILLED BY SNOWPLOWS.

TROY, N. Y., March 13.—Three men were killed near here by snowplow accidents. Two were found dead in the snow at Arnoldsville.

SNOWBOUND AND STOCK FROZEN.

SCHENECTADY, N. Y., March 13.—A train which left Rochester yesterday morning is stalled four miles east of here. About fifty members and passengers were on board. No provisions could be obtained for the snowbound party until this morning. They then feasted on ham and potatoes. A Rochester millionaire and a Buffalo statesman cooked for the hungry passengers until all were provided for. This morning a relief train brought the passengers to Schenectady, where five trains are stalled with no prospects of getting out today.

A stock train is snowed in near Rochester. The train of stock all froze to death last night.

SNOW PLOW ACCIDENT.

JERSEY CITY, March 13.—Six heavy engines were sent from the Pennsylvania depot this morning to clear the snow drifts from the tracks. They managed to get half a mile from the depot, when the rear engine encountered a heavy bank and was thrown from the track into the street. Thos. Whelan, an extra fireman, and John Mullins, yardmaster, were seriously injured. It is believed Whelan will die. The engine was badly wrecked.

NO TRAINS MOVING.

SANATOGA, March 13.—Railroad travel in this section is entirely suspended. Not a wheel has moved on any of the roads for twenty-four hours. Four feet four inches of snow, and the storm is still raging. For several hours the snow has been falling, and there are no indications of its stopping.

FROZEN AND MISSING.

ELIZABETH, N. J., March 13.—This city has been isolated for two days, without telegraphic communication to any point. Trains on all the roads are snow-bound. One man has been found in a snow drift frozen to death. Several persons are missing.

THE WORST ON RECORD.

WASHINGTON, March 13.—Three trains arrived tonight from Philadelphia, after a long and hard trip. No trains have arrived from New York since the one which came in yesterday. At the signal office it is said the present storm is unprecedented since the origin of the signal service. The temperature today is lower than ever before known at this season of the year.

LEGISLATORS DETAINED.

ALBANY, N. Y., March 13.—The storm is still raging. Its equal has never been seen in this vicinity. The streets are completely blockaded, only 24 out of 160 members of the legislature are present and it will probably be Thursday before the session will be called. No trains are running.

PILOT BOAT WRECKED.

NEW YORK, March 13.—The storm on Staten Island is very severe, and connection with New York has been cut off since yesterday morning. The pilot boat Hope, dragged her anchors last night and went ashore on the rocks, off Fort Wadsworth, the crew standing by her. Vessels in the bay had a hard time, but no other accidents are reported.

HEAVY LOSS OF LIFE.

PHILADELPHIA, March 13.—Reports by special messenger from Wilmington, Delaware, say word has been received from Lewis by railroad wire, that a number of vessels and tugs had been sunk at the Delaware breakwater and 25 lives lost. The bodies have already been recovered, and it is believed the loss of life along the coast will be terrible.

OTTUMWA, Iowa, March 13.—The funeral train bearing the remains of T. J. Potter reached this city at 12:45 today. Carriages were in waiting to receive the relations and friends, and

an immense concourse of people had already assembled to pay their respects to one whose death all our people looked upon as a personal loss. Two thousand people, in carriages and on foot, followed in the funeral cortege to the city cemetery. Arriving at the grounds, the casket was borne to a pine grove in the center of the grounds and a brief service was conducted by Rev. E. R. S. Ely and Rev. J. M. McElroy, of this city. An opportunity was then given to look upon the face of the dead, and the throng passed silently by the bier, taking a last look at their friend and neighbor. The body was then placed in the receiving vault to await burial in the grounds he had years ago selected and adorned.

VICTORIA, B. C., March 13.—Intelligence is received today that Rev. Sheldon, Mrs. R. C. Cunningham and two Indians were drowned in Shilena River the 20th of February. Of the party, Mark McKay, an Indian, is the sole survivor. There is a possibility that the Rev. Sheldon referred to is the Rev. Sheldon Jackson, noted Indian missionary and in charge of Indian schools in Alaska under the direction of the government.

PITTSBURG, March 14.—The snow blockade east of this city is over, and from indications trains will be running this evening. The mail train which left New York on Sunday night arrived at midnight and the Pacific express will reach here about 3 o'clock this afternoon. The railway officials say that the tracks are now cleared and that they will be able to move trains as usual within the next 24 hours. Passengers and train men on the mail train last night report an eventful trip.

Expressman Collins, of this city, said: We left Philadelphia at 7 o'clock on Monday morning in a terrible snowstorm. We got along the best we could till about 3 o'clock in the afternoon, when we arrived at Lemon, a place 57 miles this side of Philadelphia; there we were completely snowed in. The gale blew at the rate of 50 miles an hour, and it was snowing as hard as it could snow. It was like a fine powder, and it soon covered the ground all around and under the train until it reached up to the door of my car; it must have been 4 feet deep. We had to stay there until 3 yesterday afternoon when four engines pulled us out of the rift." Fred Michaels, a young man from Stonington, Colorado, was the only passenger who came from New York; he had left there at 12 o'clock Sunday night. Michaels was on his way to Washington. The train left Philadelphia Monday morning and soon came into a terrific snow drift.

"I never saw such a blizzard," said Michaels, "in my life, and I have been living out west for the last ten years, right on the plains. The train pulled slowly along until we got to Chester. There were nine trains flying all together each blockading the other. The snow was surrounding and partly covering them, and where the drift had been pretty strong you could not see anything. There was nothing to be done but to stop. The wind blew a hurricane and the snow was blinding. Although the stoves in the cars were red hot yet it seemed almost as cold as if the fires had not been lighted at all. We lay there for about 10 hours. A good many of the passengers began to get hungry very soon and now complaints began. Of course there were some of us that had sandwiches and such things, but they did not last long. I don't think that any man can eat while he sees somebody else starving. Then men had to get out and bring bread. In all our misfortune, however, we retained good cheer. Through the snow we went nearly up to our waists, hunting up bake shops. Some of the passengers did quite a business in selling what they could not eat themselves. A newsboy on the train sold one loaf of bread at 10 cents a slice and made two dollars out of the loaf. In the afternoon at last the broken telegraph poles, trees and other obstructions were got out of the way and I got to Washington all right." The brakemen suffered intensely from cold. They report that old mountaineers say the storm was the

WORST KNOWN IN MANY YEARS.

NEW YORK, March 14.—The sun is shining brightly this morning and the weather is moderating. Travel on the elevated roads is fully restored, but the surface roads are still impassable. There is no improvement in the condition of the telegraph wires; south and east communication is entirely cut off and there is little, if any, communication with the west. The meagre reports received show that people living in New Jersey towns who started for New York on Monday had a dreadful experience, many trains being snowed in a few miles from the city and the passengers compelled to sleep on the trains or wade through the snow to look for shelter in neighboring villages. A number of persons are reported as having

PERISHED FROM COLD AND EXHAUSTION.

At Elizabethport a dozen employees of the Singer Sewing Machine works stated for their home, several of them badly frozen. One man named Ellis was picked up out of the snow stiff and breathless, he was carried into the railway station, where he soon died. A party walked over three miles through deep snow and in face of the terrible gale. By strenuous efforts the Pennsylvania road got a single track clear to Newark and trains were kept running all night between there and Jersey City to keep the track open.

None of the other roads had been able to move their trains. Above New York, on the road of the New York Central, the situation is unimproved. The New York & Chicago Limited express, on the Pennsylvania road, which was stalled for the whole day on the New Jersey meadows, reached Newark last night. Relief supplies will be sent out in the morning with

THREE LOCOMOTIVES PULLING AND THREE MORE PUSHING

to insure passengers against starvation. Much of the live stock on the stalled trains is perishing with cold. The milk famine is becoming alarming. One hotel yesterday paid 50 cents a quart for the last fifty gallons the dealer had. The meat supply is growing short and prices are advancing. Fifteen dollars a ton is being paid for coal. There is plenty of it in the yards of New York and Brooklyn, but the difficulty is to deliver it. Two thousand business men from Manhattan have been snowed in near Pelhamville, a suburb of New York, since Monday morning.

The afternoon papers estimate that the business and contingent loss, and actual pecuniary outlay which the storm will occasion in New York City, at not less than \$7,000,000, and the loss to the State involved,

OF TWENTY MILLIONS.

Several hundred passengers reached Long Island City this morning. They were 48 hours en route from Rockaway, Long Island. The streets are still blocked. Twenty funerals en route to Calvary Cemetery are stuck in the snow drifts on Borden Avenue. The corpses had to be taken into houses near by over night. Some of the mourners, drivers and horses had to be dug out, nearly frozen to death.

A WRECK IS REPORTED

at Clifton, on the Philadelphia, Wilmington and Baltimore road. A snow-bound train was run into and a number of passengers injured. The conductor was killed.

READING, Pa., March 14.—Trains south of here have been blockaded since Sunday. Fifteen trains are snow bound between here and Bridgeport, but are expected to be released today. The East Pennsylvania branch is entirely blockaded, as is the Schuylkill and Lehigh branch.

ALBANY, March 14.—The storm continued here with unabated fury until early this morning. There is no session of the Legislature and very little business is being transacted.

TROY, N. Y., March 14.—Over four feet of snow on the level here, and drifts so high in some places as to reach above the second story windows of the houses.

The bridge at Albany Station, on the Lamer branch, was entirely demolished by the storm. Several wrecks are reported on the Reading and Columbia branch. Dispatches from Allentown, Bethlehem, Mauch Chunk, Easton, Shamokin, Pottsville, York and Lancaster report the storm unusually severe. Trains are snow-bound in all directions, and telegraph wires are down.

THE SNOW DRIFTS ARE FROM SIX TO FIFTEEN FEET DEEP

throughout Lebanon, Danphin, Lehigh, Bucks, Chester and Berks counties.

JERSEY CITY, N. J., March 14.—Yesterday was the day set for holding of spring elections in many of the towns of New Jersey. The roads being impassable, but very few managed to get to the polls. In many instances the polls were not opened at all. Those who have come from any considerable distance were nearly overcome by the cold, and several voters had to be relieved with stimulants. The vote is the lightest ever polled in New Jersey.

COUNCIL BLUFFS, March 14.—All the switch engines on the Union Pacific road, doing work in Council Bluffs yards, were quietly taken to the round house last night and this morning by the engineers in charge.

When asked their reasons for quitting work they either said they were sick or tired of work. It is understood they gave these reasons on account of Judge Dundy's decision, but it was very noticeable how sudden an engineer became sick or tired when he espied a "Q" car coupled on behind his engine. All the passenger and dummy trains are running as usual.

CHICAGO, March 14.—Judge Gresham this morning rendered a decision in the Wabash case. He said the Wabash was a common carrier, although in custody of the court, and as such was bound to afford equal facilities in exchange traffic to all connecting railway lines, but, he continued, no more need be said on the question, as the receiver has rescinded his instructions which discriminated against the petitioner and has no purpose nor desire to deny the petitioner any of its legal rights. As to the complaint of the petitioner that the Brotherhood of Engineers and Chief Arthur had interfered to prevent the Wabash handling the Burlington freight, the judge said the receiver made no such complaint. On the contrary, he declares that the Brotherhood had done nothing of the kind. It did not therefore appear that the engineers had at any time offered any interference with the Wabash Railway, and should they do so the court would protect the receiver of the Wabash. Employees of the Wabash could not be compelled to continue in its employ if they did not choose to do so, but they could be punished for any conspiracy to injure its business. It conclusion,

the court said: It is my purpose to state, however, in justice to the Wabash engineers that they do not desire to maintain an attitude of defiance to law, and that they are now willing to aid the receiver in the lawful and successful administration of his trust. The receiver's answer renders it unnecessary for the court to more than direct that the petition remain on file for future action, should there be occasion for it."

DENVER, March 13.—The jury in the famous poisoning case of Mrs. John A. Witter, charged with murdering her husband by giving him arsenic, which has been on trial here nearly three weeks, tonight returned a verdict of not guilty, after being out only two hours.

COUNCIL BLUFFS, March 14.—That the Burlington road is not fully satisfied with the decision made by Judge Gresham, was made evident this evening by the filing of another bill before him that will apparently involve a ruling of a much wider scope. According to the bill an affirmative injunction is sought to compel the Belt Line Railway Company of Chicago to handle the freight of the Burlington, and the Judge is also asked to make an order that will prevent the Belt Line and its officers from refusing to handle "Q" freight, and especially to restrain employees from declining to do so. The bill states that it is filed under the interstate commerce law, and will prevent a multiplicity of suits by consignees and consignors of freight on account of non-delivery.

A BROTHERHOOD MEETING.

Delegates representing the Brotherhood of Engineers and firemen on every road entering Chicago were in session today nearly eight hours. When the meeting closed it was announced that the delegates from the west, northwest and southwest had formally voted to stick by the Burlington strikers; that is, to refuse under any circumstances, to handle a single Burlington car. The eastern delegates will report their conclusions tomorrow. It is not understood the action of the western men necessarily involves the tie-up of the roads in the west. That idea was voted down although by a narrow majority. The prevailing judgment was that methods could be found to secure the ends in view without striking.

STRIKE DECLARED OFF.

PHILADELPHIA, March 14.—The long and stubborn strike of the Reading employees was officially declared off tonight by a convention of delegates representing the Assemblies in the Reading employ. The men were given the right to apply for their old positions as individuals.

ANXIETY DEEPENS.

CHICAGO, March 14.—Anxiety among representatives of the railroads deepens as the uncertainty of the situation increases. They hope the conservative influences under Arthur may prevail over the radical forces, and prevent a general strike. If that calamity should befall them, they would hold the Chicago, Burlington & Quincy Railroad Company responsible for it, rather than the Brotherhood, for which organization they have a feeling of respect. The situation as regards that road was outlined tonight by a prominent railroad official, who was in consultation with others during the day. He said: "The Chicago, Burlington & Quincy Railroad Company is responsible wholly, for the demoralization of rates in the northwest, as well as the strike. The building of the Burlington and Northern by the officers of the C. B. & Q., was a stroke at the other roads, as well as an imposition on the stockholders of the latter. It is not necessary to point out the interests of a few men in a result of general demoralization; it is apparent to all familiar with railroad business, and on this account there is little sympathy with the C. B. & Q. Company at present."

"What," asked the reporter, "is the quickest way of ending this strike?"

The railroad officer said in reply: "It could be brought to a speedy close if the other roads would combine and serve notice on the Chicago, Burlington & Quincy that they had done so for the protection of their interests. The fact is, there is

GREAT DANGER

to the whole country in the present situation. If there should be a general strike, everything would be paralyzed, and if the Brotherhood should be destroyed, great danger would threaten the country, which perhaps few have thought of. For years the organization of the Brotherhood has stood as a conservative element amidst the agitations throughout the country. It has denounced that most cowardly weapon used by the Knights of Labor, the boycott, and has rendered in this a very important service to society. Now suppose the Brotherhood, under Chief Arthur, is defeated in this contest, and either radical element gains permanent control, or the organization is broken into fragments, what will be the almost certain result? Boycotting organizations will gain recruits from the engineers and firemen, and there will be no longer a conservative labor organization in this country to resist radicalism. It is a question whether other railroad companies can afford to have the Chicago, Burlington & Quincy succeed in its contest. Certainly the country is in the presence of great danger."