

view was over and the committee men retired.

The grievance committee of the engineers, of which Mr. Hoge, of McCook Neb., is chairman, is composed of members of local divisions of engineers of the brotherhood on the C. B. & Q. system. It is the standing committee and has had entire charge of negotiations with Mr. Stone, general manager of the railroad. The chairman says that direct negotiations failing, Chief Arthur was sent for, and he attempted an adjustment of the difficulty. He also failed. Then the committee, after the strike was determined upon, agreed that it should begin at 4 a. m. At that hour most of the engineers will be at the end of their runs, and the fewest trains will be in motion. All the local divisions, and through them every member of the order employed on the C. B. & Q. system have been notified not to go to work tomorrow morning unless specially advised by the chairman of the grievance committee to report for duty. The firemen holding positions dependent to those of engineers have acted with the latter in everything, and unless Mr. Stone consents to accede to the terms of the engineers the engines will be run out by the aid of members of the brotherhood tomorrow. Trains ordered will be run to the end of the engineer's division and stopped. Passenger trains leaving any point before 4 o'clock will be run to the end of the division and side tracked. The immense suburban traffic of the road threatens to be put to great inconvenience, but it is quite generally expected by the men that the company will probably be able to employ enough outside engineers to run a portion of these trains during the day.

General Manager Stone was visited by Chairman Hoge, representing the engineers, and Chairman Murphy representing the firemen, this afternoon, and informed that unless a settlement was made, the strike would be inaugurated at the hour named. They said they had sufficient advices from men at various points along the line to warrant them in taking this step. Stone replied that the Burlington would not recede from the position it had taken. Mr. Stone asked if this was their ultimatum. The answer was "yes."

The representatives of the men then withdrew and the

To representatives of the associated press Mr. Stone said tonight, there were about sixteen hundred engineers and firemen in their employ. How many of these belonged to the brotherhood he did not know, but presumed they all did.

"What is your programme for tomorrow?" asked the reporter.

"We will not attempt to move any freight trains," he replied. "Our object is to run most of our suburban and through passenger trains as usual. Our first endeavor will be to get in our suburban passengers and take care of all passengers for points not covered by competitors. There are a large number of men in our employ capable of running engines in addition to the yard men and road foremen who nearly all are old engineers. At Aurora we have a laboratory where a large number of young men are engaged who have all learned the art of running a locomotive. All these will be pressed into service tomorrow."

"How about the report that you are bringing on a lot of men from the Reading system?"

"We have no arrangements or contract to that effect," said Stone; "but we have sent east advertisements for competent men, and we have also received a number of telegrams from individuals in Philadelphia and other Pennsylvania points, saying they would come and bring other engineers with them. To all these I have replied we will give good wages and permanent employment to all men of good character who are competent to do the work."

"But would you keep these men in case of a settlement with the old men?"

"Yes sir," said Mr. Stone emphatically "we want all competent men whom we can depend upon and they will be retained as long as I am general manager of the road."

In regard to freight traffic, Mr. Stone said their first endeavor would be to take care of it on the same basis that they would passenger traffic, as mentioned above. He could not tell how they would get on until they had sized up the situation. If the strike was as serious as to stop their traffic, they would have to lay off all their freight handlers and shop men and a number of others employed in similar capacity, numbering six or seven times as many as the engineers and firemen. He does not anticipate any such serious state of affairs.

CHICAGO, 26.—Gen. Worthy Foreman Richard Griffiths, of the Knights of Labor, said plainly this evening that the Brotherhood of Locomotive Engineers need not expect the Knights to keep their hands off. Mr. Griffiths was seen at his home this evening and talked unreservedly of the impending strike in its relations to the Knights of Labor. He said:

"THE KNIGHTS ARE LOOKERS ON."

"How about the manner in which they were treated by the Brotherhood during the Missouri Pacific strike two years ago? Did not the Brotherhood then replace about two hundred Knights of Labor strikers?"

"Yes; they most certainly did."

"And do you not think that, but for this action on the part of the Brother-

hood, that the strike inaugurated by the Knights would have proved a success?"

"There is very little doubt on that point. The same thing has just appeared in the Reading strike, as every one who reads a newspaper knows. Just as soon as the strike was declared on, the brotherhood began filling vacancies. These actions on the part of the Brotherhood do not naturally tend to cement them and the knights. It is for that a game that people of our day like to indulge in, and I don't see why the Knights should be any exception. If locomotive engineers in our body see it to accept positions on the C. B. & Q. R. R., they most certainly are entitled to do as they please. It is a matter resting entirely in their hands, and with which we as a body have nothing to do. The adoption of retaliation measures is netting, and I honestly admit that I would not be surprised if they were brought into use by the Knights. Thus far, however, no action that I know of has been taken by the Chicago Knights."

"Dispatches from leading state that Knights there are being rapidly and readily engaged by the Burlington people—is that so?"

"Well, I'm not surprised in the least, and now, since that is the case, you may look out for a similar order of things here."

CHICAGO, Feb. 26.—The managers of the strike were the coolest men in town today, and at a seasonable hour this evening retired to their rooms. The officers of the railroad company were acting with equal deliberation. During all the week's negotiations, Mr. Stone had not been idle. An agent of his road went to Reading, Penna., and employed all the train men he could who had been recently thrown out of employment by the strike on the Philadelphia and Reading lines. Other points were reached by telegraph offering work to idle engineers. Every man in the shape of an engineer who could manage an engine was ordered to be ready to go out with one. Applicants for jobs as engineers got them in a hurry. Early this morning the officers of the road said they had

ENOUGH MEN TO RUN THE TRAINS

each way. The company has been running 25 such trains daily. If the strike assumes the proportion that now seems probable, about 11,000 men will be involved. This number includes employees that will be thrown out of employment by the strike of the engineers and firemen.

The strike is not likely to involve any other roads in the opinion of Mr. Arthur and Mr. Sargent, though they expressed no opinion on the contingency that some other company might endeavor to aid the Burlington. "It is purely our own affair," said Mr. Sargent. "No other road is concerned, and no other organization except the engineers and firemen. The brakemen and switchmen will remain neutral. We have not asked them to help." When told of Mr. Stone's final determination not to yield to the employees, Mr. Arthur's face was clouded for a moment. He said he was sorry. He hated to see a strike, but under the circumstances, no other course could be taken. The men on the entire system were unanimous for it. He told them of all the difficulties they would have to encounter but they decided to go into it and the order will do the best it can. When asked if the company can get enough good men, Mr. Stone said: "It cannot. It may employ some men we have expelled for drunkenness or stealing, but will such men be safe? Can a road afford to put passenger trains in the hands of such men? It won't be long before these men get them into bigger trouble than we are now, by striking for more wages. You saw how it was on the Reading road. The company can treat with us."

"What's the trouble between the Reading road and the Knights of Labor and the engineers of the Brotherhood?"

"There is none that I know of. I deny the assertion that I sent men to take the place of those now on strike on that road. I did not send a man there. I did not know any Brotherhood engineer had gone to work for that road."

"Have you heard of any Reading men coming here?"

"I have not. I told our men what they might expect. They discussed this view of the situation and decided to go out. If the company can get other engineers to fill their places, our boys must acknowledge defeat."

Fourteen engineers from the Reading Road arrived here tonight and were at once given employment by the Burlington Company.

WARSAW, Feb. 26.—A panic was caused in a Jewish synagogue yesterday by a false alarm of fire, and in the struggle to escape, four women were killed and sixteen other persons seriously injured.

BUFFALO, Feb. 26.—The Curless building was destroyed by fire this morning. The loss to various occupants and on the building aggregates a quarter of a million dollars. The Express newspaper office and Matthews and Northrup printing and lithographing company are among the heaviest losers.

CHICAGO, Feb. 27.—A few minutes before four o'clock this morning the Chicago, Burlington & Quincy yards at Canal and Sixteenth streets presented their usual appearance. Early in the morning the mail train had left on time and the switch engines were at work. One engineer took a switch engine to

the Chicago and Atlantic junction shortly before 3 o'clock. He said he had heard nothing of an order to strike and that he would certainly take his train to the junction and run the train back to the round house. Other engineers of the switch engines also said they had not been ordered to strike. At 3:30 there was the usual movement of cars at the freight and switching station at Eighteenth and Western Avenue, where cars for the east and stockyards are handled. Just before the time appointed for the strike Train Master Pope issued an order that no trains should be moved west. This was taken by the train men in the yards as a confession that the company had secured no men worth mention, and that the round-house would in a moment more be practically tied up. At 4 o'clock precisely, switch engine No. 447 went into the Western Avenue round-house. Three others soon followed, and the engineers and firemen quit work. The strike was on in earnest.

Three suburban trains were the only ones to come in over the Burlington road up to ten o'clock this morning, and the engines of these were in charge of officials of the road. The only train to leave the depot up to 10 o'clock was the last mail, which departed at 3 o'clock, manned by an engineer and fireman from the Brotherhood. General Manager Stone said this morning that all of the 1,600 engineers and firemen employed by the road struck, with the exception of an engineer working near Galesburg.

The superintendent's office this morning is crowded with applicants for vacant positions. They were put through an examination and before 11 o'clock about fifty applicants had been accepted and sent to the yards.

The company has not yet attempted to move any freight trains, but they will start their noon passenger train for the Missouri River points at the usual time. No trouble is anticipated from the train men.

PITTSBURG MEN LEAVE FOR CHICAGO.

READING, Pa., Feb. 27.—A number of engineers who lost positions during the recent strike on the Reading railroad, started for Chicago this morning to take the places of striking engineers on the Burlington Railroad. There were one hundred and seventy engineers and the same number of firemen, and all Knights of Labor.

DENVER, Feb. 27.—A Cheyenne special says: "There is no evidence of the strike on the Burlington here. The last train due arrived at seven this morning and the next train going east will probably leave at the usual time this evening. The regular train left Holyoke this morning eastward."

SOUTH VALLEJO, Cal., Feb. 27.—The steamer Julia was blown up this morning and burned to the water's edge. Fifty persons were on board, several were killed and many wounded.

SEVEN KILLED.

The steamer Julia, which exploded this morning, was a ferry steamer plying between Vallejo Junction and South Vallejo. There were between fifty and sixty persons on board at the time, and its now known that seven persons were killed.

CHICAGO, Feb. 27.—A special from Guaymas, Mexico, says: Great excitement prevails here over the news that the Mexican government has chartered the steamer Alejandro to take troops from Mazatlan to San Benito, where the Guatemalan insurgents are invading Mexican soil. The sloops of war, Democrata, Mexico and Jurez, will also take troops from Acapulco and other ports.

PARIS, Feb. 27.—Temps reports that Reglaad is negotiating with Turkey for the cession to England of Salonica and an island commanding the Dardanelles, England guaranteeing to the Sultan the possession of Stamboul, with the immediate district, Rosphorus, Dardanelles and all Asiatic provinces.

LONDON, Feb. 27.—The village of Valtoria, in the north of Italy, has been half buried by an avalanche. Many houses were wrecked and their occupants buried in the ruins. Troops from Bergamo have arrived to aid in disintering the buried. Twenty-three corpses have been recovered. Several persons have been extricated alive, though more or less injured.

THE LEGISLATURE.

COUNCIL.

February 25, 1888.

Bryan, being engaged in committee work, at the request of Smoot was excused.

A communication was received from the House notifying the Council of concurrency in its amendments to H. R. 57, a bill providing bounties for the destruction of certain animals.

HOUSE.

Feb. 24, 1888.

With a view to restricting the loan commissioners from selling bonds to a greater amount than might be necessary, Thurman offered a substitute for section 2. After being amended the substitute was adopted, and the bill was put on its passage. It passed by a vote of 14 to 7.

The governor signed the attachment bill.

C. F. 21, providing for banking, was read the third time by its title and passed by a vote of twenty ayes and one no, the latter being McLaughlin. The special reform school committee

rendered a report accompanied by a quantity of correspondence, etc.

King moved to refer the bill, correspondence and report to the committee on penitentiary and reform school, urging that the documents were too voluminous to consider in open session.

Jones wanted to have read in the house the propositions and correspondence accompanying the report, and opposed reference.

Moyle urged the necessity of reading the matter in open session, and opposed sending it to a committee.

King argued in favor of committing, and Richards took an opposite position.

Thurman argued in favor of committing.

The vote on committing was a tie, and the chair voted against the motion.

A motion to have the report of the committee printed was lost, and another to have it read in full was carried.

Cache County offered 160 acres of land, water power, etc. The proposition states quality and prices of building material, etc., and sets forth at length the claims of that county.

Moyle interrupted the reading, and urged that the matter be printed.

Members called for a continuance of the reading, and the clerk proceeded to finish the document from Cache County.

Beaver County offered to sell Fort Cameron, embracing over twenty buildings, erected at a cost of over \$200,000, for \$25,000, including 160 acres of land. The proposition describes the property in detail. The Utah Central guaranteed a two-thirds rate to reform, school inmates, and Woolley, Lund and Judd's stage line offered half rates.

Wasatch County offered a site, having water power, etc., worth \$3,000.

Weber County offered a driving park of 35 acres, one mile from the business centre, worth \$15,000; or the Stowell farm worth \$22,000, one and a half miles from business centre; or another farm of 100 acres, worth \$10,000; or a tract of land near the mouth of Ogden Cañon; or choice of several other tracts, each having plenty of water and numerous advantages. Some of them would be donated, and others were offered at a price.

W. D. Majors, of Davis County, offered from 40 to 50 acres of land with mill and other improvements, 10 miles north of Salt Lake City, but did not name the price.

Tooele County offered the woollen factory site for \$3,000, and described the advantages of the county.

Snapete County presented her climatic and other advantages, and named a site of 160 acres near Mantlat at a low price.

Morgan County thought her rigorous winter was objectionable, and made no offer.

Box Elder County could make no proposition, not having sufficient water.

Salt Lake County could make no proposition.

Communications from private individuals, contractors and architects were read, in addition to the propositions made by the counties.

McLaughlin moved that the report be received. Carried.

A discussion arose regarding the printing of the documents accompanying the report.

A motion to refer the reform school report and accompanying documents to the committee on penitentiary and reform school, with instructions to have printed such matter as they might deem advisable, and make recommendation as to location, etc., was carried.

McLaughlin moved to postpone the reform school bill until that committee should report.

Hoge opposed postponement. McLaughlin made an argument in favor of postponement, but the House refused to do so.

The reform school bill was considered at length, and some important amendments to it were made.

Richards moved that pending the third reading of the bill it be printed again as amended. Carried.

Hoge moved that when the House adjourned tonight 10 a. m. tomorrow. Carried.

Moyle moved that the committee on education be excused tomorrow. Carried.

At 6:15 the House adjourned.

Feb. 25th, 1888.

Opening exercises. The Council had made a number of amendments to the bill offering bounties for wild animals, adding sparrows, weasels, gophers and muskrats. The House concurred in all of the amendments, and the bill was sent to the enrollment committee.

A communication from the Utah Wool Growers' Association was read, asking action on a resolution heretofore introduced, providing for a memorial to Congress in relation to the tariff on wool. Referred to the joint committee on memorials.

Andrew Jensen petitioned for an appropriation of \$2,000 to aid him in publishing a work describing and giving historical material relating to the several counties. Committee on appropriations.

Thurman introduced a communication from F. H. Dyer, asking that a safe be purchased for the use of territorial prisoners in the Utah penitentiary. Committee on penitentiary and reform school.

The Auditor sent in a bill for two years' services at \$3,000 per annum, and the Treasurer sent in one for two

years' services at \$2,500 per annum. A. M. Musser sent in one for services as fish commissioner for two years at \$750. All were sent to the claims committee.

The public health committee reported adversely on the bill relating to the doors of public buildings and fire escapes, as the subject was covered by another bill. The same committee reported favorably on the bill to prevent cruelty to animals, and on the bill for a corporation for that purpose, and also on the medical bill with amendments.

The claims committee reported favorably on the claim of Mr. Snowball, ex-tax collector of Rich County. Adopted.

The same committee reported the amounts paid during the last six years, as fees, to district court clerks, which information the House had asked for as a basis for fixing the salaries of those officers.

The same committee reported favorably on the claims of Ilansen Bayless, tax collector of San Juan County.

Jones introduced a bill to punish persons cutting or injuring barb wire fences. Read by its title and referred to the committee on agriculture.

The substitute for H. R. 7, establishing a territorial board of equalization, was considered, amended and passed to its third reading.

Hoge introduced a bill amending the civil code. Read by its title and referred to the judiciary committee.

Creer's bill giving the marshals of cities power to serve civil process issued by justices of the peace, came up.

Hoge moved to strike out the enacting clause, and held that it was improper to give such power to city marshals.

Jones favored the bill, as it was necessary to uniformity in the statutes.

Thurman opposed Hoge's motion to strike out. He held that the bill would facilitate business in justices' courts.

Hoge made a further argument against the bill, and Creer replied to him.

Hoge's motion to strike out the enacting clause was lost.

The motion to suspend the rules and put the bill on its passage, was lost and it was filed for third reading.

The bill providing for changing the names of towns, etc., passed to its third reading.

A bill for the protection of game passed to its third reading.

The bill relating to the killing of live stock on railroads, was considered.

Creer's motion to make it the special order for Tuesday was lost and it was filed for third reading.

The substitute for H. R. 1, appropriating \$3000 each to St. Mark's, St. Mary's and Deseret Hospital, was read and filed for third reading.

The bill providing that the books in the custody of the territorial librarian shall be transferred to the University of Deseret, was read and filed for third reading.

The bill for the relief of the Bar Association, and providing for a law library came up.

Clark moved to strike out the enacting clause, and urged that, in his opinion, the attorneys of this Territory were able to provide themselves with law books.

The motion prevailed by a vote of 10 to 4.

The county government bill was informally laid aside, owing to the absence of its author, Mr. Richards.

Hoge was excused for the rest of the day.

At 11:50, on motion of Creer, the House took a recess till 2 p. m.

An English aspirant for literary fame, disgusted with repeated rejections of his manuscript by publishers, copied Milton's "Samson Agonistes" and giving it the title "Like a Giant Refreshed," sent it round to the men who had declined his own productions. It was regularly rejected, with criticisms which the sender considers very amusing. One letter reads: In "Like a Giant Refreshed" we find writing equal, in our opinion, to the best of the minor poets if you will pardon our saying so, but nothing to promise a sale." Another publisher writes that probably "it is a first work," and cheers the supposed author by telling him that he will "do something much better yet."

An English correspondent writing from Berlin says: "I do not believe in Bismarck as a general pacificator. This clever rather than honest broker passes his existence sowing dissensions between European powers in order to hinder them from uniting to put an end to the anarchy which he arrogates over Europe. This may be sound policy from a German standpoint, but that we encourage it is truly foolish. What he terms his league of peace between Germany, Austria and Italy is in reality securing himself as a European autocrat. Lord Salisbury is a man after the prince's own heart, because he can use him to menace Russia. Just as he tries to keep Russia and France apart in Europe, so does he try to keep us and Russia apart in Asia. Nothing would be like better than to see England and Russia by the ears. Not that he cares one straw either for us or Russia, but because war would occupy and weaken both. That Prince Bismarck is an exceptionally able man is unquestionable, but still his success is due to the stupidity of those upon whom he has played his game."