

TELEGRAPHIC NEWS.

ALBUQUERQUE, N. M., March 1.—All the freight conductors and brakemen on the Atlantic & Pacific Road went on a strike last night. The new superintendent wanted to reduce wages nearly one half, which the men would not stand. Freight trains arriving here are abandoned, but everything is quiet. It is understood that the engineers offered to join the strike if the other men wished it so, but they refused. Everything in the freight line is at a dead-lock.

The strike of conductors and brakemen on the A. & P. road is complete throughout the entire line, and business on the road is virtually suspended. Westbound passengers coming into Albuquerque are sent to California by the Southern Pacific road. The road is making an effort to fill the places of the strikers with raw men, but the effort so far is not very successful. The strikers are perfectly

QUIET AND ORDERLY

and no demonstration of any kind has been made to indicate any disposition to resort to violence. The strike affects about 700 men, the majority of whom are married.

The trouble between the conductors and brakemen and the Atlantic & Pacific company, as given by the strikers, is as follows: "We, like the men on all other roads, are paid a certain amount per mile. Our new superintendent, who recently arrived from Georgia, issued an order compelling us to do a certain amount of yard work for which we receive no compensation, thereby preventing us from earning what we consider fair wages. When our committee remonstrated with him and asked him to rescind the order, he refused to do so, and replied that he could procure plenty of men in Georgia who would work for \$45 per month and, if necessary, he could run his trains with negroes. After becoming satisfied we were not receiving proper treatment and had no redress, we concluded to go out."

CHICAGO, March 1.—Late tonight it was given out that Grand Master Sargent had telegraphed to Henry Walton, chairman of the executive Board of Locomotive Firemen, requesting him to see all the members on the Reading road that have taken the places of the Reading men that went out December 24th, 1887, and request them to sever their connection with the company, and saying they would be paid until they could find employment elsewhere, and allow the men now out to return to work. It was further said they would assist the Brotherhood to win the struggle with the Burlington road. Mr. Walton wired that he would at once transmit the necessary orders to the Brotherhood Lodges. Chief Engineer Arthur then transmitted the following:

Eduard Kent, Chairman Executive Board Engineers, New York:

Go to Philadelphia at once and use your influence to get all the Brotherhood engineers who took the places of the Reading strikers to

LEAVE THE SERVICE

of that company, furnishing them with the financial support of the Brotherhood. The C. B. & Q. are using the strikers to beat us in the conflict. We must checkmate them.

(Signed)

P. M. ARTHUR.

Eighty of the striking Reading engineers who arrived here Wednesday night to take places returned late tonight. The local press bureau, at a late hour tonight, furnishes the following: "Intelligence of undoubted reliability was secured at a late hour tonight to the effect that the chairman of the Engineers' and Firemen's grievance committee, upon all railroad lines intersecting, parallel to, or connecting with the C. B. & Q. system, will meet in this city tomorrow or next day. This meeting is preparatory to a general strike upon all these lines. This includes the C. M. & St. P., C. & A., Northwestern, Wisconsin Central, Rock Island and Minnesota & North-western."

KANSAS CITY, March 1.—A conference committee of locomotive engineers from Chicago arrived here today for the purpose of arranging matters with the

ROCK ISLAND ROAD,

that company having complained that the strikers had been obstructing their business in Kansas City. After consultation with the railroad officials, the committee bound itself to see that the Rock Island freight engineers were not interfered with, and gave permission to the road to handle the passenger business between Kansas City and Cameron, Missouri, between which points the company uses the Burlington tracks. Burlington trains ran today about the same as yesterday.

A trump card that the strikers are holding in reserve was described tonight by the general manager of a railroad other than the Burlington, terminating here. He said: "Granting that no compromise is reached between the C. B. & Q. and the striking engineers, and that the company succeed in filling the places of the strikers, there is another phase that will present itself which will not only embarrass the Burlington Company but will prove dangerous to other corporations. The Burlington Company, with all its locomotives manned, can resume local business and successfully conduct it, but there it will stick. Through business it cannot do, if Brotherhood of Engineers take a stand against it. They could and probably would refuse

to haul trains in which Burlington cars were made up, and such action would be effectual in blocking through business. If the connecting lines should insist upon the performance of the service, it would

PRECIPITATE A STRIKE

on their own roads, and there is not much doubt that under these circumstances they would refuse Burlington cars. That company will have but one resource. It could transfer the freight at terminal points to foreign cars, but this would be an expensive process, and would place it at a fatal disadvantage against other roads. The Burlington road today moved a larger number of passenger trains than any previous day this week, and also report a partial resumption of freight traffic on most of the divisions. They succeeded in getting four switch engines at work in this city, and cleared out quite a number of cars from the lumber district.

An evening paper today asserted that a conference had been held between President Perkins, General Manager Stone and T. E. Detweiler, representing the engineers and firemen. This was emphatically denied this morning by both sides.

It appears that Secretary Cayhill brought Chief Arthur and Grand Master Sargent official information that 150 members of their organization had taken the places of Knights of Labor on the Reading Road. They assured Cayhill they had previously no knowledge other than vague newspaper reports that this thing had occurred. Both expressed willingness to request their men to

QUIT THE READING

employment. In return Secretary Cayhill agreed to keep the 150 or 200 Reading engineers in the city from taking places on the Burlington. The men, it was agreed, would be held back 24 hours. If the Brotherhood men quit, the Reading Knights would return home. After this settlement was made, Mr. Arthur and his comrades seemed much more cheerful.

Chairman Hoge, of the grievance committee, said complaints had reached him that several roads were violating the neutrality agreement. He declined to say which were the offenders, but the Rock Island and the companies using the St. Louis bridge were on the list. Secretary Debs, of the Firemen's Brotherhood, said that unless this assistance was stopped, a general strike would be ordered within 4 hours.

SAN FRANCISCO, March 1.—An attempt was made this afternoon to murder James McM. Shafter, ex-judge of the superior court and a prominent man in the State. His assailant was Carl Lange, brother-in-law of Judge Shafter's son. A divorce suit has been pending for some time between the younger Shafter and his wife. Lange, who is a sailor by occupation, is said to have threatened the lives of several of the members of the Shafter family on a number of occasions. Judge Shafter had just left the court room in the city hall this afternoon, when Lange met him at the door and fired two shots, neither taking effect. Shafter immediately tried to take the pistol away from Lange, and in the struggle the men fell on the floor and the weapon was discharged twice. The shots again failed to take effect. Lange was then disarmed by by-standers and placed under arrest.

NEW YORK, March 1.—The big furniture factory of Pottier & Styms, 42nd Street and Lexington Avenue, caught fire at 12:15 today. Almost the entire force of the fire department on Manhattan Island was called to the threatened point. The building is partially occupied by Hertel Bros., also furniture manufacturers; W. H. Ertell, furniture manufacturer, and the Pneumatic Tube Co. The building is owned by Pottier & Styms. The Vanderbilt Hotel on the northeast corner was seriously damaged by the fire. The hospital for the ruptured on the northwest corner was also badly scorched. At half past two the fire was under control. The loss is estimated at \$1,000,000.

SUTTER CREEK, Cal., March 1.—This afternoon the Sutter Hotel roof was discovered in flames. The fire, fanned by a strong southern wind, soon spread through all the business houses. Firemen were unable to stay near the flames. Nearly all the business places are burned. The loss probably will be between a hundred and two hundred thousand dollars. Sutter Creek has a population of fifteen hundred.

SAN ANTONIO, March 1.—While a freight train was crossing a bridge this evening at Houde Bridge, on the Southern Pacific road, the bridge gave way. Capt. Etheridge, a stock dealer, and Robert Hardesty, a brakeman, were killed, and Conductor Davidson and Brakeman Lemhall fatally injured.

ROME, March 1.—Negotiations between the Vatican and Russia have proved fruitless. Russia demanded impossible concessions, stipulating that the Catholic bishops throughout Russia should be appointed by the Czar, that the Russian language should be exclusively used in Catholic churches in Russia, both in preaching and in catechizing, and that the offspring of mixed marriages should be educated in the orthodox Russian church.

LONDON, March 1.—When a credit of £5000 for missions abroad came up in the Commons today, Labouchere moved a reduction of the cost of the Chamberlain fishery mission. A lengthy discussion ensued, but the credit was approved. Gladstone and most of the liberals supported the

government, the minority consisting of Parnellites and radicals.

Home Secretary Matthews vigorously opposed the motion that a committee be appointed to inquire as to the right of the government to interfere with meetings in Trafalgar Square. Matthews said the government could only regard the adoption of the action as

A VOTE OF CENSURE.

VIENNA, March 1.—Count Kalnoky has gone to Pesto to confer with Emperor Francis Joseph.

WARSAW, March 1.—The Russian frontier guard has been increased by 2000 men. Four regiments of infantry under General Arconikoff have arrived at Kischeneff.

BERLIN, March 1.—It is reported that the session of the Reichstag will close March 8th.

Dr. Peters, chief of the German African society, has suddenly returned from East Africa. It is supposed that he quarreled with the German authorities.

St. PETERSBURG, March 1.—All the powers have replied to the Russian proposals concerning Bulgaria. England, in her reply, declares that she is unable to advise the Sultan to take steps leading to the removal of Prince Ferdinand before satisfactory measures are proposed to set Bulgaria's future after his removal.

PARIS, March 1.—DeLesseps, in his report to the extra meeting of the Panama Canal Company today, states that owing to the prevalence of the rainy season and the difficulty in procuring workmen, he can hardly insure the completion of the canal in 1890. The directors have been induced to agree to the construction of locks, by which vessels of the largest tonnage may traverse the canal in 1890, before the work is completed. Pending the decision of the government regarding the lottery loan, it has been decided to proceed with a third issue of bonds to the value of 6,000,000 francs, the repayment of which will be provided for by the creation of a guarantee fund invested in rents.

LONDON, March 1.—Stanhope, Secretary of War, has issued a memorandum relative to the

ARMY ESTIMATES.

He admits that after careful inquiry it has been ascertained that deficiencies exist in the defenses of Portsmouth, Plymouth, and the Thames which render England's position dangerously insecure. Stanhope proposes that active measures be immediately passed by Parliament in order to remedy this weakness. He further states that the system of organization recently prevailing at the War Office appears singularly ill-calculated to promote a comprehensive examination of the whole subject and explains the contemplated reforms.

Lord Charles Beresford made a statement today before a committee of Parliament regarding his reasons for resigning the office of Junior Lord of the Admiralty. After hearing his views on the mal-administration of the navy, the committee adopted a resolution demanding that the government appoint a commission to inquire into this branch of the service.

ROME, March 1.—A large number of unemployed working men engaged in a riot here today. Bake shops were broken into and pillaged, and the police, who tried to arrest the rioters were driven away with stones. Finally the mob was dispersed by the troops. Many of the rioters were arrested. No blood was shed.

NEW YORK, March 2.—General John Newton has resigned his position of commissioner of public works of this city, in order to accept the appointment as chief of the coast survey.

CHICAGO, March 2.—The agreement between the Brotherhood of Engineers and Firemen and the Knights of Labor had no apparent effect on the number of applicants at Burlington offices this morning. The majority of men, however, look more like firemen than engineers. Officials of the company claim the situation is steadily improving; fourteen passenger trains were sent out from Chicago today and sixteen came in. The company commenced running coal trains on the Chicago division today and claim they are running local freight trains on most parts of their system.

At the Round House on Twelfth Street, the foreman said to a reporter today: "I am tired looking at some of the men who are employed to take the place of strikers. Engines are

IN A HORRIBLE SHAPE.

Three of our finest locomotives are ruined and others badly broken down."

A most important move was made today by Chief Arthur in the strike. The following telegram was sent to each chairman of the general grievance committee of the Brotherhood of Engineers and Firemen on the following lines of railroad, viz.: Chicago & Alton, Chicago & Northwestern, Chicago, Rock Island & Pacific, Wabash Railroad, Wabash & Western, Missouri Pacific, Union Pacific, Atchison, Topeka & Santa Fe and Wisconsin Central:

Dear Sir and Brother.—You are hereby authorized and ordered to come to the city of Chicago at once and report at headquarters. There are many important matters to consider in connection with the Chicago, Burlington & Quincy strike, and your immediate presence is imperative. Be prepared to convey your committee from here at a moment's notice.

CHICAGO, March 2.—Chief Engineer Arthur to-night gave out a long state-

ment concerning the position of the engineers and firemen as to their present attitude toward the Burlington road. In it he says, in part: The men are striking, not to compel the railway company to pay them for services they do not perform, nor to compel the company to accept blind men to run engines. Neither do the men demand that the company shall furnish free passes for all their relations. The main issue is, shall the C. B. & Q. Company

PAY THE SAME WAGES

for the same work that is paid by ninety per cent in mileage of all the railways in the United States? This is almost the only question at issue. The principle of grading men according to years of service as engineers, adopted by the C. B. & Q., is illogical and unjust. Under that system a man serves from three to five years as a fireman, when he is supposed to be an apprentice learning the rudiments of engineering. He then takes a place as hostler and runs an engine from the round-house, in which capacity he may serve a year or more before he gets a switch engine for another year or two, when he may get on the road. By this time he has served an apprenticeship of from five to nine years, and still the company expects him to serve three years longer before he gets full pay. There is no other trade in existence that is asked to or would submit to the injustice of being a candidate for the superannuated list before becoming a full-fledged master of his trade. There is practically no difference in the service rendered or the results to the railway, between an engineer of the first grade and one of the third. There is no trade or calling in which years of service will determine a man's ability. An engineer of one year's service is often better qualified to run an engine than one who has twenty years' experience. There is one and only one just rule to determine the question, and that is

EQUAL PAY FOR EQUAL SERVICE.

In the present controversy the engineers and firemen can afford to lose the fight, but there is no possible way in which they can recede from their demands on the question of wages, except at the sacrifice of their entire organization. There is no other way out of the difficulty than by a cessation on the part of the company on the question of wages, or a fight to the bitter end.

One of the chief topics talked of in railroad circles, today, was the alleged threat of the engineers and firemen to extend strikes to the lines connecting with the Burlington road, if such lines sold the latter's tickets. The threat was received with surprise by the various officers and representatives, and all declared that they were maintaining strict neutrality in the direction as well as in the matter of handling Burlington cars, etc.

DENVER, March 2.—The situation of the Burlington today is unchanged at this point. The company are sending out but one train a day, and that is the local mail. They are making no attempt to get eastern business, and will not guarantee anything. General Agent Crosby said this evening, that while the road was doing some business on eastern lines, he could give no idea as to when they would begin receiving freight or through passenger business in this city. They had a train in at 4:30 this morning, consisting of six cars, the engine run by a man named Jefferies who, some railroad men said, was found on a ranch near McCook. The same train was sent out at 10 o'clock this morning with two local mails and about fifteen passengers. The afternoon train from Chicago is reported three hours late and is said to be through Kansas City and Omaha mail. Gillen, the photographer, who took a train out Wednesday,

BURNED THE ENGINE

so badly that it had to be side-tracked at McCook in a ruined condition. Company officials deny any Flakerton's men to be employed by their Colorado division. At the committee rooms, the Brotherhood today received some very encouraging telegrams from Chicago and Omaha, and the strikers express themselves confident of ultimate success.

PHILADELPHIA, March 2.—General Superintendent Swelgard, of the Reading company, said this afternoon that reports from the west, telling about hundreds of discharged Reading Railroad engineers taking the places of the strikers on the Burlington roads, were greatly exaggerated. Referring to records, Swelgard found that the entire number of locomotive engineers who left the service of the Philadelphia & Reading during the recent labor disturbance was 109. Road Foreman Cobson and Master Mechanic Vernon declare that not more than twenty Brotherhood engineers were employed by the Reading company during the strike.

LONDON, March 2.—Wallace Ross, the carman, will start for America, today, owing to domestic affliction.

MOSCOW, March 2.—The Gazette (government organ) says: Turkey will declare Prince Ferdinand a usurper in Bulgaria, and will interfere with a military force to establish states there in accordance with the Berlin treaty, either on receiving a mandate from all the powers or carte blanche from Russia.

ROME, March 2.—Advices from Massorah says that Chief Debed and his followers, who hitherto have been powerful allies of the Italian forces

have deserted to the enemy with them the arms and with which the Italians had them.

The report of the desertion of Debed and his followers is not confirmed.

DUBLIN, March 2.—A named Dingle has been sentenced to three months' imprisonment for copies of United Ireland, and reports of meetings of branches of the national league.

LONDON, March 2.—On has been received here condition of the crown

alarming. Upon the this intelligence Lord was communicated. Queen in reference to court arrangements for which include a levee room reception. He was to alter the present arrangements to prepare and postpone the shortest notice.

The Prince of Wales, Rivera and is returning to Lord Salisbury, in an interview, declared that he would the deposition of Prince unless the powers agreed to the successor on the Bulgarian throne. The nominated Prince of Mingrelia would the assent of England.

In the Commons to night, of Sir Charles Russell for the ment of a commission to the right of the government press public meetings in Square was defeated.

SAN RAMO, March 2.—Prince was on the balcony this morning. He looks after than for several days of throat discharge is still with blood.

ROME, March 2.—Today served as the anniversary of the nation of the Pope. His received congratulations of College, Cardinal Sacconi, college, delivering the address. Pope replied in an animal. He lamented more than ever, which he said was the lie declared that if the Italian ment did not prohibit jubilation was in its own interests that and not from any respect for Sec. The Catholic world is aware of the situation; the ment with the government how sible until the independence of the Papacy was restored.

DUBLIN, March 2.—The Cork permits the body of Stephen J. Meadey to be placed in a cathedral there on condition there will be no political demonstration.

The French schooner *Flotilla* has foundered, off the island ofenne, and sixty passengers drowned.

PRESCOTT, Arizona, March 2.—Duncan, a Mexican, was the jail yard here at 1:30 p.m. murder of his mistress, who Arizona. He was sentenced to hang January 28th last, but reprieved until today by Secretary, the acting governor, the sense of Governor Zulick.

MILWAUKEE, March 3.—The Bros.' candy factory on State Street was entirely destroyed this morning, and Goldsboro carpet warerooms adjacent gutted in the upper stories. The fire stock was ruined by water. Berger & Co.'s millinery, Wiegall's feather store and Loewenbach's printing and suffered heavy damage by loss is upwards of \$200,000.

CHICAGO, March 3.—The Monday of the chairman of the finance committee is looked with great anxiety by railroad officials and brotherly members. Upon the outcome of the meeting depends the fate of the Chief Arthur. A reasonable excuse be it on any one of the Brotherhood men, may be called out. It is many that every western man under the strict neutrality to have is men taken today morning. The Brotherhood now admit, satisfactory will come of the to the engineers and firemen Reading road to quit work patches from the east to confirm this belief. Only go back to their homes. The Brotherhood would call on the firemen on the other hand, the object," said one official of the public and other road for us as will compel us to demands. We have made to take through freight, attempt to do so until we completely mobilized our Then we will receive through freight, and tempt be made to cut through commodation by connecting will try what virtue there is in state commerce law.

COMPEL OTHER RAILROADS

to handle our cars, or without them pay \$5000 for every car we use. We are moving almost to our usual capacity, Iowa, Nebraska and Miss. and we will have our line complete next week. The fight