

TELEGRAPHIC NEWS.

LONDON, April 2.—An oriental mail brings news of the late China earthquakes. Fifteen thousand persons perished in four days. Chasms yawned and humanity was engulfed. Blood red water issued from the earth's fissures.

KANSAS CITY, April 2.—The boycott on the Burlington freight went into effect in the yards here promptly at noon. A Fort Scott switch engine had just backed up to some Burlington cars, but when 12 o'clock struck the men left their cab and refused to haul it. The engine was soon uncoupled and the freight left standing.

CHICAGO, April 2.—This afternoon an attempt was made to get a train of twenty freight cars from the "Q" road to the Chicago & Alton. As the train passed the viaduct at Sixteenth Street the engineers of the other roads refused to allow the train to go by. They stopped its progress by crossing and recrossing the tracks which intersect the road at this point. These tactics were kept up for two hours and the "Q" train was finally taken back into the Western Avenue yards.

The Rock Island managers declined once more to risk a tie up of their road by attempting to receive freight from their competitor the Burlington. I was in vain the officials and lawyers of the latter road telegraphed and dispatched messengers to Rock Island this morning. A verbal reply was finally returned that the Rock Island refused to take any cars from the Burlington. This afternoon, speaking for the Rock Island division, Superintendent Chamberlain said: "We have not only returned a verbal answer to the Burlington to the effect that we would not touch the cars but have issued a general order to our employees not to handle them."

An effort toward a compromise of the strike on the C. B. & Q. was made this evening by the Brotherhood of Engineers and Firemen. A card embodying a concise statement of the situation from the men's standpoint but giving no new facts was issued by them.

CHICAGO, April 2.—At a secret conference of the dissatisfied employees of the Michigan Central road, held to-night, definite plans for future guidance were agreed upon, but they were kept from the press. The rumor is well founded that the men will refuse to handle "Q" freight.

KANSAS CITY, April 2.—At 5 o'clock this afternoon the switchmen and firemen in the Santa Fe yards quit work in a body. They will go to work on condition that they are not required to handle "Q" freight.

AUSTIN, Texas, April 2.—The comptroller reports that the State Treasury balance on April 1st was \$1,800,000 in cash and \$7,000,000 in bonds. This does not include the \$1,000,000 indemnity money recently voted by Congress and now in transit to Texas. The money in the treasury is being sacked for the legislative committee to examine on the convening of the special session of the legislature, which has been called. Texas proposes to count her money.

BALTIMORE, April 3.—Late last night the legislature of Maryland repealed the charter of the Baltimore & Ohio Railroad Employees' Relief Association, to take effect April 15th, 1889. This action meets the approval of the new officers of the railroad company.

NEW YORK, April 3.—Mrs. Tillie Sipp, aged 35, while in a fit of insanity, this morning, threw her twelve year old son, George, out of the window of the fourth story of house No. 169 East 122nd Street. She jumped after the child. The mother and son were both seriously injured and will probably die. The husband of the woman is a baker. He was not at home at the time.

CHICAGO, April 3.—Not a wheel turned in the Michigan Central yards after seven o'clock this morning. While no strike was declared, the Chicago end of the road was completely tied up, the engineers, firemen and switchmen all having deserted their posts. The cause of such a state of affairs in the yards was the presence there of a "Q" freight train, which was delivered yesterday, and the announcement by the Michigan Central that they would handle all freight delivered. Mr. Lehommedieu, who, with Supt. Brown, is managing the affair for the company, said: "We intend to give the men as much grace as possible. At 7 this morning Supt. Brown and myself were here ready to carry out the programme announced yesterday, that is to say, see that all cars received by the company were handled without any discrimination, or displace the men who refused. Just as we were proceeding to do this, a delegation of our road engineers entered the office at 7:05 a. m. They had a few minutes previous arrived from Jackson, Michigan, where they had been deputed by the Brotherhood men on the Michigan Central to come here and endeavor to arrange matters satisfactorily. They said they would at once call a meeting of the yard employees who were objecting to handling Burlington freight and urged that all action be meantime suspended. As a matter of courtesy to our old employees, we readily consented, they will be given ample time, of course."

"How long?"

"Well, until noon at least."

The statement that no work was done in the yards after seven this morning, as explained by the company's representatives, does not mean that the Michigan Central passenger service was interfered with.

All passenger trains this morning arrived and departed on time as usual. The strike was confined to the switch engineers, firemen and switchmen in the local freight yards of the company.

PHILADELPHIA, April 3.—It is stated on reliable authority that Claus Spreckels, the California sugar king, now in this city, has decided to build a refinery in Philadelphia and that the purchase of a site for it on Delaware River front will be consummated to-day. It is understood that \$5,000,000 capital will be put into the enterprise, all to be supplied by Spreckels himself, and that contracts for the erection, machinery, etc., will be placed in a few days. The capacity of the proposed refinery is put at 7000 barrels or 2,000,000 pounds per day. The cost of the plant has been stated as \$3,000,000 and the annual output as \$35,000,000.

KANSAS CITY, April 3.—At a general secret meeting of the switchmen in the yards here late last night, reliable information was presented to the effect that the Santa Fe company would not force the men to handle "Q" freight. The meeting thereupon ordered that if such be the case the yard men on that road who went out last evening would resume work this morning. In accordance with this the men all took their places again this morning.

The Santa Fe has posted a notice that that road will receive no freight whatever of any kind today. All the other roads are working all right excepting the Burlington.

WASHINGTON, April 3.—The House commerce committee has ordered a favorable report on the resolution to provide for congressional inquiry into the engineers' strike in the west.

NEW YORK, April 3.—Jacob Greenbaum, the well known California auctioneer, who died at the Windsor Hotel, on Friday, was buried this morning in Cypress Hill Cemetery. He was on his way to Europe on a visit when taken ill.

NEW YORK, April 3.—A fall of six cents occurred in oil today. The market was completely demoralized.

CHICAGO, April 3.—At two this afternoon the Michigan Central yard employees returned to work. Upon what terms the strike was declared off, they would not say. An official of the company said the return to work was unconditional. It had been decided upon in conference between the strikers, the officers of the company and a delegation of Brotherhood Engineers from Jackson, Michigan. The men were to handle freight offered to them and the Burlington train which had caused all the commotion would be handled this afternoon.

When the Burlington Railway asked Judge Graham for an order to compel the Rock Island to handle "Q" freight, the Rock Island answered by charging the present strike was simply a part of the Burlington programme to force other lines into joining the railway "trust" which the Burlington was said to desire. H. B. Stone, general manager of the Chicago, Burlington & Quincy makes answer to these charges in an affidavit which was filed this afternoon. The affidavit denies in detail all the charges of the Rock Island, which it pronounces scandalous and false. It says the rate war was initiated by the Rock Island and other lines against the most earnest efforts of the Burlington. The "Trust" story is pronounced utterly false. Stone denounces as "false and reckless" the charges of the Rock Island that the strike was allowed in order to coerce the Burlington's competitors into acquiescence into the railroad trust and calls attention to the "inexcusable falsity" of the Rock Island charge that the complaint has been in bad faith crowding traffic exchange on the defendant with the purpose of disabling it in the operation of the Rock Island road.

Affidavits are filed with the bills of lading accompanying several blockaded shipments, to show that they were all shipments made by private consignors and that the complainant had nothing to do with the origin or the routing thereof. In conclusion Mr. Stone declares that contrary to the Rock Island's assertion made in its answer that it was in a position to resume the former relations with the complainant.

"No notice has been given complainant that the engineers and firemen of defendant had given up control of its traffic department or granted permission to the defendant to conduct its business as a public carrier according to the law or that the defendant's policy of absolute non-intercourse as declared in the orders and letters of its agents was in any respect altered."

AMSTERDAM, N. Y. April 3.—Thomas B. McGuire of the General Executive Board Knights of Labor was asked to-day:

"What do you think of the railroad troubles in the west?"

"The Burlington engineers are virtually beaten," he replied, "and there is no use in their prolonging the conflict. It is the Knights of Labor who have beaten them. Our people have been getting even with the Brotherhood for its course in the southwest and Reading strikes."

"Do you think their defeat in this strike will be a fatal blow to the Brotherhood?"

"No, this may be a good thing for the Brotherhood. It may teach them a useful lesson. I think that the end will be that the Brotherhood will either come into the Knights of Labor or will enter into some kind of contract with them."

KANSAS CITY, April 5.—At a general and secret meeting of the switchmen in the yards here late last night reliable

information was presented to the effect that the Santa Fe Company would not force the men to handle "Q" freight. The meeting thereupon ordered that if such be the case the yardmen on that road who went out last night would resume this morning. In accordance with this the men all took their places again this morning. The Santa Fe has posted a notice that that road will receive no freight whatever of any kind today. All other roads are working all right except the Burlington.

WASHINGTON, April 3.—The House committee on commerce has agreed to White's resolution providing for an investigation of the Chicago, Burlington & Quincy Railroad strike by a special committee of five to be appointed by the Speaker. The resolution declares that the locomotive engineers now employed are incompetent and that the claim of resumption of public duties by the Burlington is a fraudulent pretence and a gross imposition upon the public, placing in imminent peril both life and property. The committee is directed to go to the scene of the strike, call for witnesses and papers, and investigate and ascertain what is necessary in the way of legislation to protect interstate commerce.

CHICAGO, April 3.—The Burlington officials announced this afternoon that the delivery of cars to a large number of roads would be attempted tomorrow, and the final struggle in the great strike will probably then take place. No attempt was made by the company to do business today, the plea being that the police were needed at the polls throughout the city, where a municipal election was in progress. An looking of how the Burlington's "general advance" may be met tomorrow in some quarters, lies in the fact that in order to reach the Grover street yards where connection is made with at least six other roads, "Q" has to pass over the section so vigorously obstructed yesterday. The switches of the Rock Island yards are locked so that no Burlington cars can be run in. The officials of the St. Paul road today discovered that the switches connecting the northwestern tracks at Western Avenue were spiked. The St. Paul people say the Northwestern probably thinks this the safest way by which to avoid trouble, as the spiking of switches precludes the possibility of any freight being tendered to the Northwestern and St. Paul. They hold the spiking was done at the instigation of the Northwestern officials.

The conditional surrender of the Michigan Central strikers today was due to the influence exerted by the delegation of Brotherhood men from Jackson, who arrived this morning. The Brotherhood engineers were greatly adverse to the strike and positively refused to back it up. The business of the Michigan Central yards is proceeding now as usual.

The Burlington road this afternoon applied to Judge Graham for an injunction against the Belt line to restrain the latter from refusing to handle "Q" freight. This is the original suit instituted, and seems to indicate the Belt line is being badly pushed by its employees and has agreed to the reviving of the original bill. Judge Graham granted a temporary writ.

Two thousand delegates, representing engineers, firemen and switchmen of all roads leading to Chicago, held a meeting this afternoon.

General Manager Jeffreys, of the Illinois Central, made a speech, and at the conclusion it was resolved that the men on each road be allowed to use their own judgment in all questions growing out of the strike. This is considered to be a virtual endorsement of the Michigan Central men's action today.

The Fort Wayne strikers today asked the general superintendent whether, if they returned to work in the morning, they would be taken back. He replied in the affirmative, provided they would handle all business without discrimination. This, it is thought, indicates that the Fort Wayne strike will soon be over.

The Belt Line employees decided to-night to stand by the company and handle all freight as desired. This ends the trouble on this line.

ROME, April 3.—Signor Viale, Minister of War, considers that the negotiations for peace between General San Massano, commander of the Italian forces, and King John of Abyssinia, have collapsed, and that an engagement between the two armies is imminent.

LONDON, April 3.—Massowah advises say the Abyssinian troops have disbanded with the exception of 10,000 men who are watching the frontier. The Abyssinians do not intend to attack unless the Italians advance. The heat in Massowah is intense and the sanitary condition of the place is deplorable. It will be necessary for the greater part of the Italian expedition to re-embark for Europe.

General San Massano estimates the Abyssinian forces at 70,000 men, most of whom are armed with breech loaders.

Advices from Massowah state that the Abyssinians have captured the village of Malental, the inhabitants of which were friendly to the Italians, and massacred all the men, women and children in the place. It is believed King John is preparing fresh propositions for peace.

MEMPHIS, Tenn., April 3.—The jail at Friar's Point was burned this morning, and five persons perished in the flames. An effort was made to regene them but without success. The jail is supposed to have been fired by one of the inmates who was under sentence to the penitentiary.

PARIS, April 3.—Le Fevere and Lesgullier, radicals, will probably become minister of justice and minister of public works respectively to replace Ricard and Loubet who resigned directly after their appointment, because they disagreed with the other members of the cabinet in regard to the revision of the constitution. It is still uncertain whether the ministry will appear in the chamber of deputies today.

The *Journal des Debats* and the *Republique Francaise* violently attack the new cabinet.

In the chamber of deputies this afternoon Floquet read a statement setting forth the policy that would be pursued by the cabinet. He appealed to the United Republicans for their support and asked them to leave to the government the question of revision of the constitution. The ministry, he said, sincerely desired the adoption of well-considered reforms and the maintenance of peace.

Clemenceau thinks the programme of the new cabinet is perfect. The senate received the new cabinet very coldly.

The news of the accession of Floquet has alarmed the Vatican.

SAN FRANCISCO, April 3.—The Southern Pacific filed a petition in the United States district court today to limit its liability growing out of the explosion of the steamer *Julia* at Valparaiso one month ago. The petition is filed under sections 4280 to 4285 of the revised statutes of the United States limiting the liability of ship owners. Under this statute the company asks that all persons be restrained from prosecuting suits for damages, and offers, as provided by the statute, to convey to the trustee all that remains of the burned steamer to be applied to the liquidation of any claims against the company. Judge Hoffman made an order appointing the United States marshal as trustee, but did not issue an injunction to prevent the filing of suits. The petition cites that 30 lives were lost by the burning of the steamer and eight others injured. It is also represented that the heirs of those killed are about to institute suits for damages aggregating more than the steamer was worth.

CLEVELAND, Ohio, April 3.—Chief Engineer Arthur said to a reporter this evening that the Brotherhood will be very glad to see a congressional investigation into the Burlington strike, as they thought it would bring the policy of the company before the public scrutiny and be productive of much good.

Regarding the strictures upon the engineers in the report of the grand secretary of the Conductors' Brotherhood, Arthur expresses a contemptuous disregard for anything they might say. He was not surprised at the document, as the conductors' officials have been violently opposed to the Brotherhood for some time; first, because the latter would not affiliate in any manner with them; and, second, because the engineers positively refused to endorse what the conductors were working for in Congress, to compel the licensing of conductors and engineers. Arthur denied positively that there was any danger of a split in the Brotherhood because some of the radicals were dissatisfied with the conservative policy of himself and lieutenants.

BUFFALO, N. Y., April 3.—A largely attended joint meeting of locomotive engineers and firemen was held here this evening to receive J. J. Hannahan, vice Grand Master of the Brotherhood of Locomotive Firemen, and Joseph Porter an engineer on the Burlington system, who came here from Chicago to discuss the western situation. After hearing the statements of affairs, resolutions were adopted endorsing the action of the Grand officer, approving the way in which the cause of the firemen had been conducted, and in favor of the continuance of the policy hitherto pursued.

CHICAGO, April 3.—The striking St. Paul yardmen held a meeting tonight and appointed a committee to wait on General Superintendent Clark with a proposition that they would go to work if the new men were directed to clear the yards of Burlington freight. This Clark rejected, and the committee returned to the meeting place where it was instructed to again see Clark and offer an unconditional surrender. He received this proposition and the men will go to work this morning.

CHICAGO, April 3.—Noy Ni Diag, a Chinese butcher, was shot and killed by Charles Carey, at the Union stock yards this morning. The shooting was without provocation. Carey has been arrested.

NEW YORK, April 3.—The great Hotel Brighton, at Coney Island, a structure 400 by 200 feet, and weighing 5000 tons, was moved back from the beach today 120 feet, and will be taken 300 feet further. The building rests on 120 flat cars, running on twenty-four tracks, and is drawn by six heavy locomotives. The great building moved without a crack or a jar. The removal was necessitated by the encroachment of the sea and is considered a remarkable feat of engineering.

CHICAGO, April 4.—The final result of the meeting of the employees of the various roads in this city, which began yesterday afternoon and lasted until a late hour last night, is announced this morning in the declaration that the boycott of "Q" cars has been permanently raised, and that henceforth the contest will be confined strictly to the "Q" system. All the strikes except this were to stop forthwith, and all those which were imminent were to be averted. The business of Chicago is to be restored and maintained by the strikers with strict decorum. Other

roads were absolved from the requirement of neutrality and violence is to be discontinued according to the well known policy of the Brotherhood of Locomotive Engineers. The plan agreed upon, it is stated, is directly due to the exertions of Chief Arthur of the Brotherhood of Engineers, Grandmaster Sargent, of the Firemen; Grandmaster Monaghan, of the Switchmen's Association; Mayor Roche and Mark Crawford, who also represents the switchmen. The final decision was reached by

A MASS MEETING

held with closed doors last evening, and which was addressed by General Manager Jeffreys, of the Illinois Central. Fifteen hundred railway employees were present at the meeting, representing elements which had previously been at times antagonistic. Grandmaster Sargent, of the Firemen's Brotherhood, was the first speaker. He stated that he came not only as a representative of the firemen but also to voice the views of Chief Arthur, of the engineers. The strike on the Burlington was a just cause, and they had used every honorable means to treat with the company. With such a record behind them it would not be proper for the strikers to stand by and see helpless people suffer from the base practices of the company.

Sargent urged, therefore, that the boycott be raised and the "Q" deprived of its most dangerous weapons. General Manager Jeffreys, of the Illinois Central, told the men of the disasters that would follow a general tie up, and appealed to them to shield their fellows from such an infliction. He said his company would not consent to a general blacklisting of Burlington strikers by the railroad and he would use his influence with the managers of the railroads toward the same result. Grandmaster Monaghan of the switchmen's association emphasized the points of the two preceding speakers so well that the boycott was declared raised, and the meeting decided to

REDUPE THE FIGHT AGAINST THE BURLINGTON.

Everybody connected with that system who could be called out, would be, and one embarrassment after another was to be enforced. Committees were sent out at once to visit officials of the different roads and later reported that all the lines had accepted. By overwhelming the Burlington with business the engineers argue that the fact will soon be demonstrated that it is by no means prepared to handle it with new hands now in its employ. The plea of the Burlington that the places of the strikers have all been filled and consequently that it has nothing to arbitrate, the engineers think will be demolished and the company be compelled to arbitrate the question at issue.

When the appointed time came this morning for the cessation of the strike on the St. Paul, all hands, firemen, engineers and switchmen presented themselves for duty and the usual course of things, so far as the Milwaukee & St. Paul Company is concerned, was resumed at once. At the Fort Wayne yards there was a hitch and the strike on that road continued. The engineers and firemen were ready to carry out the understanding, but the switchmen were obdurate. At 6 o'clock, however, everything was satisfactorily arranged and the Burlington boycott was apparently everywhere at an end.

PHILADELPHIA, April 4.—Ex-Attorney General Brewster died this morning.

He had been suffering during the entire winter with disease of the kidneys but his condition did not become serious until a month ago, since which time he has been confined to the house. Early this morning he sunk into a heavy slumber and passed quietly away.

The flags at the department of justice were placed at half mast as soon as the death of ex Attorney General Brewster was announced and Attorney General Garland issued an order that the building be draped in mourning and that it be closed on the day of the funeral.

CINCINNATI, April 4.—A special from the City of Mexico says: The *Tro Republicas* published the following advice from Celaya: Sunday afternoon about 4:35 the bull ring of Celaya was crowded with spectators of the general national sport. The company of bull fighters from Leon were still playing with the first bull, when a fire suddenly broke out on the sunny side of the plaza. A panic seized upon the vast assemblage and a frightful catastrophe was the result. The plaza was constructed of wooden masts, reeds, etc., and it was due to this fact that the majority escaped without injury, being able to force an opening sufficient to permit an exit at different points, but many women and children jumped from the top, a distance of two hundred to three hundred feet, and over

ONE HUNDRED PERSONS WERE SERIOUSLY WOUNDED

and eighteen lives were lost. The sides of the plaza being lined with matting as dry as tinder, and there being a slight wind blowing, the amphitheatre was in a blaze in a few seconds. Nine dead bodies, in some cases so charred as to be unrecognizable, were taken from the smoking ruins. Nine other persons were so badly burned that they died in a few hours, and sixty-eight persons were so very badly burned that at least ten of them will