

TO-DAY'S TELEGRAMS

SOUTH VALLEJO, Cal., Feb. 27.—The steamer *Julia* was about to leave her moorings a few minutes after 6 o'clock, and had about 70 persons on board, many of whom were going across the strait to work in the lumber yards on the other side. Just as the deck hands were hauling in the lines, there was a loud explosion, and a sheet of flame shot into the air. Those who were on the deck at the time were hurled overboard by the force of the explosion, and several of them killed outright by being struck by pieces of debris, which were sent flying in all directions. The explosion attracted the attention of persons living in the vicinity, and men rushed to the assistance of the unfortunate passengers. In a few minutes all was confusion, for men, women and children who had relatives on board the ill-fated *Julia* were wailing and wringing their hands as they rushed around the wharf. The men on the wharf were anxious to aid, but there seemed to be but little for them to do, as most of the passengers were below decks at the time of the explosion, and were either

KILLED OUTRIGHT

or drowned when the water poured in on them. It had been customary for passengers to go below decks in the morning, as it was cold and foggy. A few who were on deck and were not rendered insensible by the force of the shock, were hauled ashore by the men on the wharf. To add to the intensity of the scene, some large vats of petroleum, stored on the wharf for replenishing steamer tanks, caught fire and the flames spread rapidly. The fire companies were unable to accomplish anything, as there was no water, owing to the tide being out, and fifteen minutes after the explosion about 600 feet of wharf, freight depot and telegraph office were burning. When the tide came in they managed to get a supply of water, and at noon had the fire under control. While the firemen and others were trying to save the wharf, a large number of boatmen were rowing around the wreck seeking to recover bodies. A number of men from the United States navy yard at Mare Island and from other steamers, assisted in every way to secure the remains of passengers. While the search was going on women and children were standing back from the burning wharf, and as each body was brought to the surface and placed in the shed a crowd would gather round and an exclamation from some one told that some relative of the dead had recognized

THE MANGLED REMAINS.

Noon after the explosion occurred the steamer had burned to the water's edge and sunk to the bottom with the greater number of victims buried underneath the debris in the cabin. It is believed that between thirty and forty lives were lost. Up to a late hour this afternoon twelve bodies had been recovered, two of which were burned beyond recognition. The names of the other ten victims are as follows: Melvin Hodgkins, Joseph Irigas, Wm. Saman, Olei Nelson, Alfred Madison, Michael Brankly, John Brevicke, Wm. Stark, Edward Kule and a woman named Illegin. The names of half the passengers who were on the steamer at the time of the explosion are not known. It is impossible to tell how many sunk with the wreck, but at least 15 who are known to have been on the steamer are still missing. Captain Ledge of the *Julia* was severely injured, as was Charles Heath, the pilot. Twelve or fifteen others were also seriously injured. The record of the *Julia* is a bad one, and this is not the first terrible accident on the steamer. In September, 1884, the head of her boiler blew out,

INSTANTLY KILLING NINE

of the crew and scalding the clerk and another officer of the boat so badly that they lingered for only a few days. The cause of the accident today is not known, though it is generally believed that the explosion occurred in the boiler, but the impression also prevails that fire was in some way communicated to the petroleum tank, and that the explosion occurred in that quarter. Vallejo is 29 miles up the bay from San Francisco.

At 4 p.m. the coroner decided to hold an inquest over the bodies that have been recovered for the purpose of identifying them. It was no easy task, as all the bodies were more or less disfigured. For instance, in one corner of the shed lay a mass of human remains, so charred that it was impossible to identify them except by scraps of clothing on the body. Near by lay another body, the skull cleft in twain and the hands blown off. The face of still another body was a mass of raw flesh on account of burns. The legs were broken in several places. When the jury suspended their labors, however,

THIRTEEN BODIES

had been identified. Most of the passengers on the ill-fated boat were day laborers. Had it been an hour later several of the heavy capitalists of San Francisco would have been on the boat, as they go up into the valley beyond on Saturday night and return Monday morning.

Eight of the men who met death had wives and families, and five more were single. The searchers are still at work on the wreck trying to find more missing men. Mrs. Ferryer, wife of a gunner at Mare Island Navy Yard, seems to have been the only woman on board.

She was badly scalded about the head and arms. The list of unrecovered bodies is now thought to number eleven. It is supposed, exclusive of the crew, there were 92 passengers on board, making 103 altogether, and not a single one escaped without injuries more or less serious.

ST. PAUL, Feb. 26.—A serious accident occurred on the Canadian Pacific at Sudbury Junction east of Winnipeg on Thursday. A broken rail threw one coach, the dining car and sleeper of the west-bound passenger off the track, the dining car crashing into the coach. All of the sixteen passengers in the coach were injured, six severely.

CHICAGO, Feb. 27.—The Burlington road this evening sent out notice to all connecting lines that it would probably be a week or more before the company would be able to receive freight from them, and asking that it be given to other roads. This afternoon everyone of the freight haulers of the C. H. & Q. line were laid off and every one of the freight offices in the city shut down in consequence of the engineers' strike. There are some men who obtained work during the freight handlers' strike of 1886, and are all said to be loyal to the company, but had to be laid off as no work remains for them to do.

The first accident to occur following the commencement of the strike took place this afternoon at Naperville, Illinois. No one was killed, but the result could hardly be called trifling. Six men were more or less injured. Passenger train No. 2, in which C. F. Griener, general foreman of the Burlington shops, Aurora, was acting as engineer, ran short of steam about 3 p.m. The engine was cut loose from the train to run ahead and then, in coming back to couple on to the train, became to a certain extent unmanageable on the down grade and

COLLIDED WITH THE CARS.

The acting engineer, General Foreman Griener, had his nose cut, and the temporary fireman, named Parsons, was cut on the shoulder and leg. George Clark, mail clerk, had his face cut and his back injured; Wm. Stensson, mail clerk, knee bruised; T. Foster, trainman, of Aurora, arm and knee bruised. The rolling stock was severely rattled, but none derailed.

Another accident occurred near Council Bluffs, the particulars of which did not reach Chicago till late. It seems that Master Mechanic Bordenstein was ordered to take Kansas City train out, and when near Pacific Junction was confronted by an engine standing on a crossing. He ran his engine into it and a warrant was issued for his arrest for failing to stop at the crossing. No one was hurt by the collision.

At a meeting of the controlling district assembly Knights of Labor of this section tonight a resolution was adopted which says in part:

Without going into an examination of the truth or falsity of the charges of alleged bad faith against us on the part of the Brotherhood, this executive board is unqualifiedly against any of its district members taking the places of these striking workers, and we call on the members of our order

EVERYWHERE TO REFUSE

under any and all circumstances to become the tools of this corporation in their hour of trouble.

President Perkins of the Burlington road arrived from the east today. He regrets the strike and thinks the engineers are making a mistake in attempting to force the road to unreasonable terms. He agrees entirely with the position taken by General Manager Stone.

Chief Engineer Arthur, in an interview this evening, said: "The publication by General Manager Stone of all the propositions offered by the men tends to mislead the public. We were willing to discuss these propositions one by one, and in case we failed to convince Mr. Stone that they were just and fair, we would have made concessions."

ST. LOUIS, Feb. 27.—No freight was moved on the Chicago, Burlington & Quincy road at this point today. The passenger trains, however, in this vicinity were run as usual. Every engineer and fireman quit, but the officials were in a measure prepared. Superintendent Levi, of Keokuk, telegraphs that passenger trains were moving all right on the Keokuk line with new men and he hopes to keep them going. The Burlington officials here and at East St. Louis say they hope to get the freight traffic in fair shape in a few days. They expect to pick up enough men to man the trains on this division. The strikers incline to the belief that their expectations will not be realized.

QUINCY, Ill., Feb. 27.—The Burlington strike has caused an

ALMOST COMPLETE SUSPENSION

of business on that system in this locality. Quincy is the center of five divisions of the road, and the traffic on them has been nearly at a standstill today. No effort whatever has been made to move freight trains. Two or three passenger trains have been sent out with engines manned by master mechanics, roadmasters or division superintendents. General Superintendent Cramer, of the Hannibal & St. Joe, brought in the morning express from the west and took out the night express tonight.

OTTUMWA, Iowa, Feb. 27.—The Burlington passenger train due at 9 a.m. arrived at 3:30 p.m. and left for Creston. It is doubtful if it will go further than that point. Thirty-four engines and 200 train men are laid up here.

LINCOLN, Nebraska, Feb. 27.—Business on the Burlington & Missouri River road is almost entirely suspended. Freight trains are abandoned. Two passenger trains manned by non-union men have been sent out, but are not running on schedule time.

DES MOINES, Feb. 27.—One passenger train left over the Burlington road for Chariton to-day with the conductor in the cab.

TRAVELERS REFUSED

to ride. The train was two hours running eight miles. No freight has been touched.

DENVER, Feb. 27.—There is nothing new in the situation on the Burlington. As previously stated all engineers and firemen left their engines promptly at four this morning and quit work, since when not a wheel has been turned on the road for freight or passenger traffic. At 9 o'clock this morning Engineer Henry McCarty pulled up to the Union Depot with an engine and one mail car into which the local mail between here and the River had been thrown and the train left for the east on schedule time. A train consisting of an engine and one car carrying the local mail from the east will arrive at the usual time this evening. The engineers held a meeting, making no demonstration. Delegate Fowler, who arrived from the east Sunday, today said the men would do nothing toward ending the strike, but simply remain quiet and wait orders from headquarters at Chicago. He expressed himself as confident of the success of the strikers and that the Knights of Labor would in no way interfere.

AFFECTING THE ROCK ISLAND.

KANSAS CITY, Feb. 27.—The strike of the engineers on the Burlington system was severely felt here today. The 7:10 fast train for Chicago got away at 9 a.m. with a roundhouse foreman in charge of the engine. Other passenger trains arrived and departed today several hours behind schedule time. The men are applying in considerable numbers at the company's office here to succeed the strikers. The result of the strike developed this afternoon at 4 p.m. The Rock Island had quietly put some Burlington cars in its freight train with the apparent intention of helping the latter road. The Rock Island engineers, on discovering this, run every engine in the yard into the roundhouse leaving a score of freight trains in the yards. The consequence is a complete tie up of the Rock Island freight traffic for tonight. The Chicago express on the Burlington road was sent on time tonight with a former cable car gripman in the cab. While at the depot some miscreant cut the air brake hose, and also let the water out of the tender, necessitating the substitution of another engine. This is presumed to be the work of outsiders as the strikers have behaved in an excellent manner.

POTTSVILLE, Pa., Feb. 27.—It is asserted tonight that between 100 and 200 engineers and firemen will leave for the west tonight and tomorrow to take service with the Burlington road. These are all Knights of Labor, but will go west as individuals, and not under the order or auspices of the Knights.

LONDON, Feb. 27.—Advices from Hanoi, Tonquin, state that the public stores, warehouses, factories, several timber yards and five hundred houses have been destroyed by fire in the artisans' quarter of the city. Ten natives and one European were killed.

ST. LOUIS, Feb. 27.—The State Dent and Dumb Asylum at Fulton burned to-night. The fire caught in the dome in the fifth story and burned down. The building was a large one and cost the State nearly half a million dollars, and was insured for but fifty thousand dollars. There were one hundred and eighty patients in the building, but all were removed without injury.

NEW YORK, Feb. 28.—Inspector Holahan submitted to Collector Magone yesterday his report of the arrest of Irwin A. and Ephraim Gardner, while smuggling opium across the Canadian border. It contains an entry of the payment of \$200 made to Herbert F. Beecher, United States treasury special agent at Port Townsend. Beecher will soon be given an opportunity for explaining the entry.

DETROIT, Feb. 28.—Twenty-eight counties in Michigan have voted for prohibition under the local option law. The first county to go "wet" is Washtenaw, which voted yesterday by a majority of 1,550 against prohibition.

LIMERICK, Feb. 28.—Cox, member of Parliament, sentenced to one month's imprisonment for inciting tenants to conspiracy, was released today. Cox made a speech to the crowd denouncing Chief Secretary Balfour and maintaining that the National League was stronger than ever, and was afterwards presented with numerous addresses.

CHICAGO, Feb. 28.—Only five suburban trains on the Burlington road came in this morning and one pulled out. Thus far five old engineers reported loyal to the company. The Brotherhood has expelled recalcitrant engineers, new men being distributed along the line. The fast mail, which left at 3 o'clock yesterday, has not yet been heard from. Profound quiet prevails about the yards and the round houses. At the big freight house this notice was posted: "No freight will be received today."

Officials of the road, however, have asked for a detail police to protect the freight train to be made up and run out today.

The third accident on the road since the inauguration of the strike occurred

early this morning at the crossing of the Burlington and the St. Paul roads, near Fulton junction, the engine, mail and express cars of the St. Paul train being demolished, and two men reported fatally injured and one seriously hurt. Blame for the accident is laid to the green hand on the Burlington engine.

THE STRIKE.

CHICAGO, Feb. 25.—Over one hundred engineers, to take the places of the strikers on the Burlington system were secured in New York today. The overland fast mail left Chicago on time at 3 o'clock this morning. The Brotherhood engineers refused to run it, but did not interfere with getting the train out.

NEW YORK, Feb. 28.—The Union Square Theatre, with all its contents, was destroyed by fire this afternoon. The Morton House, adjoining on two sides, was badly damaged, and the Star Theatre was in imminent danger for some time.

PARIS, Feb. 28.—It is semi-officially stated that M. Plourens, foreign minister, has informed the Italian ambassador that the French proposals for a treaty of commerce with Italy cannot be modified, and Italy must accept or refuse them. Negotiations for the treaty have therefore been broken off.

PARIS, Feb. 28.—The *Gaulois* and *Figaro* assert that the presence of the British squadron in the Gulf of Genoa is owing to the action of Signor Crispi, Italian premier, who wished to make a demonstration against France.

ROME, Feb. 28.—An official dispatch from Massowah says: King John, with Kasalua and a large army, is advancing upon the Italians, and an advance guard arrived at Asmara on the 25th inst. to prepare quarters for King John.

NEW ORLEANS, Feb. 28.—Peter McCartney, known as king of the counterfeiters, and who has given the government officials more trouble than any other counterfeit, has been arrested here for raising one dollar bills to fifties, the word fifty being deftly cut from the old half dollar currency now out of circulation. McCartney was only released from the Michigan city jail a few months ago, after serving a term of eleven years for his last job.

DENVER, Feb. 27.—The *Republican* says: It was stated last evening upon good authority that the men interested in the Burlington strike would receive the full strength of the moral support of the Knights of Labor in Denver and throughout Colorado, notwithstanding all statements to the contrary.

The Knights of Labor will hold a meeting on Wednesday, at which time some action on the present situation may be taken.

CHICAGO, Feb. 28.—The officials of the Burlington road state that applications for positions as engineers and firemen are coming in constantly from all over the country, but as the company does not accept anybody except after a rigid examination, the process of hiring men is slow, and consequently they do not expect to be running order for at least ten days. About 50 men have so far been selected. For mal notice was issued this afternoon to the striking engineers and firemen that unless they report for duty by noon tomorrow they will be considered out of the company's employ.

A COMPROMISE

began to fly about. It was said that representatives of neighboring roads, fearing a strike on their own lines, had asked chief Arthur to negotiate further, and business men were said to be anxious to arbitrate the differences. Chief Arthur and Grand Master Sargent said no offer would emanate from them. They were willing to compromise, and added that the proposition of the Brotherhood had not been discussed, as General Manager Stone refused to concede anything on the third proposition—three and one-half cents a mile and no classification—and there the negotiations stopped. Both declare that concessions would have been made by the men on minor details of this demand. Chief Arthur denied that any proposition of a compromise or arbitration had reached him, but said he had assurance from certain parallel lines that they would maintain "neutrality."

"Suppose they pool with the Burlington on passenger or freight traffic?"

"Any pooling arrangement would not be maintaining 'neutrality,'" said Arthur with a significant emphasis.

KANSAS CITY, Feb. 28.—The tie-up on the Burlington system, is as complete here today as it was yesterday. The company has succeeded in sending out passenger trains manned with green hands, but they have all been more or less late in departing, and as a result, only a handful of passengers have boarded any outgoing trains. The freight business is

COMPLETELY BLOCKADED

and is much worse than the passenger traffic.

Large squads of policemen are stationed at the Union Depot, and a detail is sent over the river to Harlem, for the protection of new engineers. Governor Moorhouse sent a telegram this evening to Captain Jeff Dunlap, of the Kansas City Light Cavalry, instructing him to hold his company in readiness.

DENVER, Feb. 28.—It is reported here today that there is serious trouble at McCook, Nebraska, growing out of the strike. An engineer, a non-union man, was working a locomotive in the yards, and was asked by one of the

Brotherhood men to get off and work. He refused, and a rush made for him. He was dragged off locomotive by a mob and was almost to death. He was left lying, and the strikers then took engine and ran it away about a and a half and "killed it." This not end the trouble, however, town authorities arrested a number of the leaders in the assault on the neer and took them before a judge who bound them over. This incited the strikers, who became so and bolsterous as to necessitate steps being taken to protect the town from damage. A telegram was sent to Lincoln with a request that the militia be ordered out.

A telegram received here last night from Omaha denies that the engineers had anything to do with this morning.

TROUBLE AT MCCOOK

It is claimed the trouble was caused by a lot of drunks, who were in no way connected with the Brotherhood.

COUNCIL BLUFFS, Ia., Feb. 28.—Burlington passenger trains are arriving and departing from this point as usual, but from one to three hours late. The striking engineers and men are still confident of success claim that the other western roads take part if necessary to bring victory for those out. All is quiet now and there are no indications of violence.

ST. LOUIS, Feb. 28.—There were really new developments in the strike today. Very little was in the yards. The strikers are at and confident. Information from chisou, Kansas, and Hannibal, Missouri, states that the road made headway with trains today.

QUINCY, Ill., Feb. 28.—The strike at Quincy regarding the strike is typically unchanged today. The Brotherhood of Engineers' board pointed a committee to see that unlawful acts are committed, and engineers have kept away from the pot and round-house.

DENVER, Feb. 28.—The strike on Burlington engineers at this point seemed no new aspect today. Some have departed, neither have arrived from the east since 10 o'clock last night.

LINCOLN, Neb., Feb. 28.—The trouble at McCook has been exaggerated, and no apprehensions of rioting is felt. No call has been made for militia. The strikers disclaim responsibility for the attack on the union engineers.

POWDERLY SPEAKS.

PHILADELPHIA, Feb. 28.—A from General Master Workman derly was given to the Associated at Scranton this morning in which says:

"I have been asked what my opinion is concerning the strike of engineers on the Burlington system, expression of opinion is requested whether I favor Knights of taking the places of Brotherhood. I do not know the particulars of the strike in question, but if it is true men are making an effort to do with the European custom of men up and down, regardless of then they are right for making for equality. My opinion of the who takes the place of another gling for his rights is that he deserves the contempt and scorn of every who loves justice. It is true members of the Brotherhood have repeated occasions, taken the of members of the Knights of but the merits of the various have nothing to do with the of honor involved in all of them to the eternal shame of the Brotherhood men that they stooped to meanness, and such treacherous manly conduct. The man who the place of another, when that is engaged in the struggle with poration, is a 'scab,' whether member of the Brotherhood or Knights of Labor. When C. Wilson ordered the members of Brotherhood to take the place of bers of the Mechanists and I smiths' Union in 1872-73, he did manly, cowardly act."

When Arthur allowed members the Brotherhood, over which he presides such severe discipline, to with the rights of the strikers ployes of the Missouri Pacific Wabash systems two years ago too, violated that.

PRINCIPLE OF HONOR

which should restrain men when to do wrong. The taking of men's places was mean, and if their action was taken with sanction of the chief of the Brotherhood, he, too, was mean and dishonorable. But two wrongs never make right, and what is mean and dishonorable in the Brotherhood, does not become grand and noble in the hands of the Knights of Labor. A Knight should belittle his manhood stooping to such 'dirty work.' It is the habit of the Brotherhood to do such work as taking the places, why, in heaven's name, they have the monopoly of it. If you take my advice, you will back and let the struggle go on. The Brotherhood demonstrate power to stand alone without tangling alliances with other Let the past be forgotten. No how bitter you may feel towards men, remember they have not got out of the rut of selfishness yet, it is best to teach them what means, by keeping hands off the Burlington route. The spectacle sent by men of labor who below