

TYROS AT THE THROTTLE.

Incompetent Engineers Endanger Life and Property.

A SERIOUS WRECK AT CLINTON.

The General Status of the Burlington Strike—Forty Scabs Arrive in Omaha—Only Very Few Trains Moving.

An Accident on the "Q."

CLINTON, Ia., Feb. 28.—[Special Telegram to the BEE.]—The first serious accident growing out of the "Q" strike occurred at the crossing of that road and the Milwaukee road at East Clinton. The Chicago, Burlington & Quincy train was run by one of the new engineers, who had never been over the road before and did not know of the crossing. So he did not slacken his speed, but struck the Milwaukee mail and express car, crushing it to pieces and then ripping up the track, jumped off a high grade pulling the train after it and eighteen train men were injured as follows: J. D. Dana, of Fulton, conductor of the "Q," right hip hurt and head cut. Mr. Lancaster, of Fulton, express messenger of the "Q," back hurt and otherwise bruised. Civil Engineer Pearce, of Aurora, acting engineer, head hurt. Fireman Chapin, of Chicago, head swollen and bruised. Mr. Seeger, of Fulton, roadmaster of the "Q," three ribs broken, jaw broken and otherwise seriously injured. P. R. Wilhelm, of Rock Island, route agent of the American Express company, head badly cut. T. Morrison, express messenger of the Milwaukee, hip hurt and badly bruised. J. J. Corcoran, mechanic, of Mendota, cut in head.

In Chicago.

Chicago, Feb. 28.—An attempt was made to disable the engine drawing the Chicago, Burlington & Quincy fast mail, which left the union depot at 3:10 this morning, when the train stopped at Burlington crossing. A coupling pin was placed on the plates that guide the piston rod to the cylinder. When the attempt was made to start the engine it would not move. The engine was soon discovered and the obstruction removed. The bulletin board at the union depot this morning showed trains due at 6:30 and 8 this morning and the engine was not abandoned and that the train due at 6:35 was two hours late. Two suburban trains from Downers Grove came in early this morning and two were sent out at 7 this morning. There were a dozen men in the company's office waiting the arrival of Superintendent Rhodes. The fast mail which left Chicago at 3 yesterday morning has not yet been heard from up to 8 o'clock. It is thought the train was proceeding on its way to Omaha all right, as has been the case with the company would have been notified of the fact. All was quiet around the Burlington yards this morning. The Western avenue round house the most profound quiet prevailed this morning. The house was full of engines with no steam in any of them. At seven o'clock an engine was sent out to the round house and that was the stockyard engine not involved in the strike.

The big freight house on Polk street was deserted this morning and a notice was posted on the door to the effect that no freight would be received to-day. A detail of police was sent to the freight train which was to be received to-day, and the strike was made up and run out. Not a single through train has arrived since yesterday, and the same is true during the day. At the general offices this morning the rush of applicants for positions was even greater than yesterday. Not less than a hundred men were waiting at the superintendent's office. The fast mail which left Chicago at 3 o'clock this morning reached Burlington, Ia., two and a half hours late and it is thought it will arrive at Omaha on time. Officials of the Burlington road state that applications for positions as engineers and firemen are coming in from all over the country, but as the company does not accept anybody except after rigid examination the probability of hiring men is not very great. They expect to be in running order for at least ten days. About fifty men so far have been selected. Formal notices were sent out to the strikers and strikers engineers and firemen, that unless they report for duty by noon to-morrow they will be considered out of the company's employ.

This evening rumors of a compromise began to fly about. It was said representatives of neighboring roads, fearing a strike on their own lines, had called on Arthur to negotiate further. Business men were said to be anxious to arbitrate the differences. Chief Arthur and Grand Master Sargent said no offers would emanate from them. They were willing to compromise, and added that the proposition to the brotherhood had been discussed in the morning. Grand Master Stone refused to concede anything on the third proposition—25 cents a mile and no classification—and there the negotiation stopped. Both sides are in a state of suspense. The men are not sure of the result of the strike as far as it has progressed. Telegrams were received from different points and they were generally in the nature of inquiries. From Chicago, Aurora, Ill., and Creston, Ia., they stated that the men at those points were firm and every day the general committee, and that the reports from all sections of the state were favorable to the men. The men running the Western train has not yet received the full amount of pay, 9 o'clock when Jacob Dietrich, the foreman of the round house here, marched to the brotherhood hall. He is the man who took a train to Omaha last night. He stated that yesterday, but he stated that one trip was enough for him, and he wanted to stand with the boys. He stated that when he was at Plattsmouth, he had a talk with the men who reached Lincoln he would quit and quit he did. Engineer Fuller presented Dietrich to the brotherhood and had a talk with them. The engineers stated that they desired the public to think before trusting any man who had been so obstinate with strikers, men who have hardly stood upon an engine until the present trouble. As an example of the men handling the few trains that are running, they mentioned Dietrich, who ran the flyer yesterday, never ran an engine a trip before, and never had been a fireman. He was simply a machinist and the round house foreman. He was brought in the Nebraska City train, was road master there, and without experience as an engineer. He was taken from the Atchison, Neb., train from Plattsmouth, where he had no experience beyond four months service as a wiper in the round house. Doyle, who runs the Columbus train, was a bridge carpenter, and had been in the employ of the B. & Q. for two years on the Santa Fe. We do not believe, said one of the engineers, that the company can long afford to handle engines run by such men as these. Gardner, who found himself at Ravenna when the order to go out occurred, came in yesterday to his home in this city. He stated that the engine was run by two men with Ed Egan as pilot and that engine 28 that went to Ravenna last night was disabled at that place, and was handled by one of the experienced substitutes on the Columbus run, gave out last night just outside the city, and a yard engine was sent to replace it. Mr. Arthur's attention had been called to the detention of mails at the same place. But the interference seems inconsistent with the McCook telegram.

The Situation in Omaha.

The strikers congregated again yesterday morning in the yards of the B. & M. passenger depot, and the same tactics were adopted. There was not the slightest demonstration and no warm controversy. A corps of four policemen and a couple of detectives unostentatiously patrolled the grounds, but little attention from those who stood around. Before long it will be the duty of these guardians to weed out from among the engineers and firemen those who are not transients, who are anxious at all times to find a place to loaf, have intruded themselves upon the strikers who show good sense in having nothing to do with them. Mr. Elustis yesterday said that the attack upon the engineers at McCook and the "killing" of the engine which was reported in the BEE, was not done by engineers but by some drunken rowdies who like the transients are anxious to get into the employ of the B. & M. He said, were not drunkards or rascals. Notwithstanding, the company had trains running on its line, and the company had at this side of McCook, one train running each way. Train No. 4 went east in the morning pretty nearly on time. No. 5, which was due here in the morning at 10:30, did not reach here until about 3:30, having left Plattsmouth at 3:02 p. m.

It was rumored in the United States building yesterday that some of the people in McCook had called upon the governor for assistance, and that District Attorney Purcell's attention had been called to the detention of mails at the same place. But the interference seems inconsistent with the McCook telegram. Last night the B. & M. yards were deserted, and the switchmen having nothing to do, retired to their respective homes, leaving the solitary wiper on duty, and the wiper on duty of the place. The depot was without its usual life and bustle early in the evening, and looked rather lonesome compared with the Union Pacific. Inside were four passengers stretched out on the benches awaiting transportation to Lincoln, and grumbling because they will have to wait for No. 5 at 10:38 this morning. The gentlemen among them were walking about whistling and trying to think of something to do. At 6:45 there was a slight break in the monotony by the depart-

ure of No. 6 for the east. The police were on hand when the train started, but there appeared to be but little need of them, as the crowd on board had dispersed. The departure was mainly without incident. Life and Property.

There was a rumor last night about a threatened strike of the switchmen in connection with the strike of the engineers, but a man interviewed by the BEE, who either knew nothing or at least would say nothing definite about it. They all agree, however, that they ought to be paid for the time that they have been out of work. If they are not paid, and if it is refused them, they will probably make a demand for it.

For an Emergency. At the urgent request of the B. & M. railroad company, twenty-five extra police have been appointed for the protection of their property in this city during the strike. The police are to be on duty at the round house, and at the yards, and at the various points in the state to take the places of striking engineers on the Burlington system.

The Situation in Lincoln. LINCOLN, Neb., Feb. 28.—[Special Telegram to the BEE.]—At noon the condition of the strike was practically unchanged, except that it is settling into the serious features, and both sides are exerting themselves for this morning. The Wymore train came in this morning, the wiper of the Wymore engine being repaired. The train from the east reached the city at 11 o'clock. The engineers are doing no talking to-day and are evidently preparing for work to sustain their position. The strikers are doing no talking to-day and are evidently preparing for work to sustain their position. The strikers are doing no talking to-day and are evidently preparing for work to sustain their position.

At McCook. McCook, Neb., Feb. 28.—[Special Telegram to the BEE.]—No demonstration was made by the strikers here to-day. This morning the company announced their intention of starting a train east and called on the strikers to submit to a meeting to act as special officers to protect the meeting out. It was expected the proceedings of the previous day would be repeated. Not a man responded to the summons of the sheriff. The company gave up the idea of starting a train. This afternoon the company officials asked the strikers to submit to a meeting to act as special officers to protect the meeting out. It was expected the proceedings of the previous day would be repeated. Not a man responded to the summons of the sheriff.

At Hastings. HASTINGS, Neb., Feb. 28.—[Special Telegram to the BEE.]—There is but little change to report in the situation at Hastings over the great strike of the engineers and firemen. There are about forty-five engineers in the city affected by the strike and all refuse to discuss it except among themselves. The striking engineers make no interference with outsiders who are endeavoring to move trains. The management of the road published a card to-day's paper requesting all citizens who are interested in the strike to call on or absent themselves from the company's depots and yards, and in every way to assist the officers to prevent people congregating in the yards and yards, and everyone entered by the strikers against the running of trains by men outside the brotherhood. Yesterday "Pap" Willis, conductor running between Kearney and Aurora, and another engineer, took No. 6 to Lincoln, after which he returned with No. 5 and went on through to Kearney last night. He came back this morning and went on to Lincoln with the regular mail train. His brakeman acted as fireman and conductor. The Flyer was run by a man named Hester, who was taken from Pacific Junction. This afternoon an engineer was in the cab and it is thought that he is one of the men brought from the east by the company. He returned with the train to-night. There are three old engineers in the city, all of whom were formerly in the employ of the company. They have been solicited to work on the line, but all are in full sympathy with the strikers and consequently refused.

At Benkelman. BENKELMAN, Neb., Feb. 28.—[Special Telegram to the BEE.]—The passenger train from Denver due here at 4 o'clock yesterday reached here at midnight, and is still here, but it is generally understood that it is being refused to pull into headquarters at McCook. Among the passengers aboard this train, are some who are completely worn out and are suffering from hunger but for the kindness of Benkelman people. The Pullman passengers have been solicited to work on the line, but all are in full sympathy with the strikers and consequently refused. The merchants here have stored large quantities of provisions and are in a position to supply the needs of the community. The failure to carry the mail is going to make serious complications in the matter of filling out the United States land office at McCook.

At Crete. CRETE, Neb., Feb. 28.—[Special Telegram to the BEE.]—It is a go-as-you-please with running of trains, and business is practically at a stand still. A number of engineers are laid off here.

At Holdrege. HOLDREGE, Neb., Feb. 28.—[Special Telegram to the BEE.]—The Cheyenne line left here for Cheyenne at 3:30 o'clock this evening. J. M. Olmsted, a resident engineer, in charge of the engine. There was no attempt to interfere with the moving of the train.

At Nebraska City. NEBRASKA CITY, Neb., Feb. 28.—[Special Telegram to the BEE.]—All passenger trains on the Burlington went and came on

time today. The striking engineers' places were filled by engine wipers, road masters, yard men, conductors, etc. Little further trouble is anticipated. It is claimed that within two days competent engineers from the east will arrive to fill all the places.

At Plattsmouth. PLATTSMOUTH, Neb., Feb. 28.—[Special Telegram to the BEE.]—The strike of the engineers and firemen is almost the sole topic of street talk in this city. The twin brotherhoods are in almost constant session at K. P. Hall, there being from sixty to seventy-five men making this city their home. Every engineer and fireman in the service is either a member of his respective brotherhood or in active sympathy with it. In spite of the efforts of railroad capets to influence public opinion, the sympathy of the people is with the strikers, although they realize that a prolonged strike means disaster to the city, as it has no other than Burlington railroad facilities. The strikers appear perfectly confident of ultimate success. They are gratified at the extreme difficulty with which the company gets an occasional train through. They are quiet and orderly, but it can be noted that feeling in the matter grows every hour.

They are doing active work in winning away the company's workers. The passenger conductor who managed the train from the west Monday morning, A. Chamberlain, related upon reaching the city, that before the strikers, told them he had never felt so meanly over any act in his life, and that he would not go out again, and to comply with a demand from Lincoln asking him to take No. 3 to-night and was discharged, the company even refusing to give him a post office address. A large number of passengers decided not to go out when they learned that the engineer was a green hand, and that he was in charge of a conductor for hours later, in charge of a conductor for the engine. When he got here one side of the engine was frozen up. After getting it started, the engine was run with great difficulty. The strikers made it impossible for the train to go back with the train but they could not move him from the cab. The strikers made it impossible for the train to go back with the train but they could not move him from the cab.

Troubles of Green Engineers. DES MOINES, Ia., Feb. 28.—[Special Telegram to the BEE.]—The Burlington road here to-day by using conductors and other employes for engineers, sometimes with funny effect. Conductor Drake, who tried to run the Kansas City passenger train south yesterday got so far as Chariton, where he turned it over to a fireman who was not very familiar with the road. He had to stop when he got to Garden Grove he did not stop the train until he got over half a mile beyond the station, which is at the top of a heavy grade. The train from Chariton arrived here last night with Jesse Hardman, an ex-fireman, in charge of the engine. A large number of passengers decided not to go out when they learned that the engineer was a green hand, and that he was in charge of a conductor for hours later, in charge of a conductor for the engine. When he got here one side of the engine was frozen up. After getting it started, the engine was run with great difficulty. The strikers made it impossible for the train to go back with the train but they could not move him from the cab.

An Engine Killed. HAMBURG, Ia., Feb. 28.—[Special Telegram to the BEE.]—A work train and twenty men of the Kansas City and Council Bluffs railway, operating on the Iowa side of the new Nebraska City bridge, is laid out here for the reason that no one is to be had to move the engine. Arrangements were made by the company this morning with J. T. Painter, engineer of the pile driver engine, to take the train and crew up to the place of work, but when they arrived there they were met by the strikers, who forbade any work and gave them two hours to get out and threatened to disable the engine. The regular engine on duty there for the purpose of moving the engine, was killed by the strikers and all work in connection therewith is stopped.

At Creston. CRESTON, Ia., Feb. 28.—[Special Telegram to the BEE.]—The strike situation here is practically unchanged to-day except that passenger trains are run with more regularity. Six trains went over the main line to-day without interruption and passengers were run over all the eight branches of the road. The strikers are doing no talking to-day and are evidently preparing for work to sustain their position. The strikers are doing no talking to-day and are evidently preparing for work to sustain their position.

At McCook. McCook, Neb., Feb. 28.—[Special Telegram to the BEE.]—No demonstration was made by the strikers here to-day. This morning the company announced their intention of starting a train east and called on the strikers to submit to a meeting to act as special officers to protect the meeting out. It was expected the proceedings of the previous day would be repeated. Not a man responded to the summons of the sheriff. The company gave up the idea of starting a train. This afternoon the company officials asked the strikers to submit to a meeting to act as special officers to protect the meeting out. It was expected the proceedings of the previous day would be repeated. Not a man responded to the summons of the sheriff.

At Kansas City. KANSAS CITY, Mo., Feb. 28.—[Special Telegram to the BEE.]—The strike situation here has changed but little in the last twenty-four hours. The strikers are doing no talking to-day and are evidently preparing for work to sustain their position. The strikers are doing no talking to-day and are evidently preparing for work to sustain their position.

At Omaha. OMAHA, Neb., Feb. 28.—[Special Telegram to the BEE.]—The strike situation here has changed but little in the last twenty-four hours. The strikers are doing no talking to-day and are evidently preparing for work to sustain their position. The strikers are doing no talking to-day and are evidently preparing for work to sustain their position.

At Plattsmouth. PLATTSMOUTH, Neb., Feb. 28.—[Special Telegram to the BEE.]—The strike situation here has changed but little in the last twenty-four hours. The strikers are doing no talking to-day and are evidently preparing for work to sustain their position. The strikers are doing no talking to-day and are evidently preparing for work to sustain their position.

At Benkelman. BENKELMAN, Neb., Feb. 28.—[Special Telegram to the BEE.]—The strike situation here has changed but little in the last twenty-four hours. The strikers are doing no talking to-day and are evidently preparing for work to sustain their position. The strikers are doing no talking to-day and are evidently preparing for work to sustain their position.

At Crete. CRETE, Neb., Feb. 28.—[Special Telegram to the BEE.]—The strike situation here has changed but little in the last twenty-four hours. The strikers are doing no talking to-day and are evidently preparing for work to sustain their position. The strikers are doing no talking to-day and are evidently preparing for work to sustain their position.

At Holdrege. HOLDREGE, Neb., Feb. 28.—[Special Telegram to the BEE.]—The strike situation here has changed but little in the last twenty-four hours. The strikers are doing no talking to-day and are evidently preparing for work to sustain their position. The strikers are doing no talking to-day and are evidently preparing for work to sustain their position.

At Nebraska City. NEBRASKA CITY, Neb., Feb. 28.—[Special Telegram to the BEE.]—The strike situation here has changed but little in the last twenty-four hours. The strikers are doing no talking to-day and are evidently preparing for work to sustain their position. The strikers are doing no talking to-day and are evidently preparing for work to sustain their position.

upon Superintendent Fagan of the Fort Scott & Gulf road for the purpose of continuing for five years the understanding as to wages agreed upon some months ago. The Gulf road will give their answer some time to-morrow. As far as the Burlington freight business here is concerned, it is at a complete standstill. Not a pound has been moved since the strike commenced. The passenger business of the road here has almost entirely stopped during the last two days, but indications are that it will be better to-morrow. A secret meeting of the strikers was held to-night, and it is learned that a communication was received from Chief Arthur to the effect that within a day or two the engineers on one and possibly two more roads will be ordered out.

At Aurora. AURORA, Neb., Feb. 28.—[Special Telegram to the BEE.]—It is as quiet as the grave here to-day. No freight is moving. One passenger train each way between Lincoln and Broken Bow was run yesterday and today. There is no travel of any consequence.

At Wymore. WYMORE, Neb., Feb. 28.—[Special Telegram to the BEE.]—The strike here is very quiet. Most of the citizens seem to be in sympathy with the strikers. The brakemen, however, are the reverse. They say they have had no sympathy from the engineers in times past when they went out.

At St. Joseph. ST. JOSEPH, Mo., Feb. 28.—[Special Telegram to the BEE.]—The situation here in the engineers' strike remains practically unchanged. Most trains are running to-day than on yesterday. A committee of the strikers waited on the newspapers to-day and stated their grievances. General Manager Merrill stated to-day that his company would resume work on the building being attempted by the strikers.

At St. Louis. ST. LOUIS, Mo., Feb. 28.—There were really no new developments in the Burlington strike to-day. Very little was done in the yards. The strikers are quiet and confident and ridicule the assertion that the company is securing any number of competent men. No freight of any nature is being moved here. The passenger train now running as far as Hannibal, Mo., states that the company made poor headway with trains to-day.

At Denver. DENVER, Colo., Feb. 28.—The strike of the Burlington engineers at this point assumed no new aspect to-day. No trains have departed, neither have any arrived from the east since 10 o'clock last night.

At Cheyenne. CHEYENNE, Wyo., Feb. 28.—[Special Telegram to the BEE.]—The strike has been done on the Burlington at this place to-day, and the yards are full of freight. A Special to the Leader from J. R. Phelan, assistant superintendent of the Cheyenne & Burlington, received this evening, says: "We have our passenger trains now running as far as Holyoke. Expect to run passenger trains regularly to Cheyenne, commencing to-morrow night."

At Galesburg. GALESBURG, Ill., Feb. 28.—The officials of the Burlington road succeeded in getting nearly all passenger trains out this morning. This far five of the old engineers are reported loyal to the company. The officials report the prospects brighter. The brotherhood has expelled the recent engineers and will publish them. A number of the strikers are now running as far as Holyoke. Expect to run passenger trains regularly to Cheyenne, commencing to-morrow night."

At Quincy. QUINCY, Ill., Feb. 28.—The situation here regarding the strike is practically unchanged from yesterday. Travel was very light on such trains as are running.

Iron Shipments Delayed. DELTUS, Minn., Feb. 28.—[Special Telegram to the BEE.]—Within the last ten days the Minnesota Iron company at Tower has contracted for the delivery of 3,000 tons of South Chicago's 3,000 tons of Vermilion iron ore, about seventy-five thousand tons. Less than two hundred cars have been shipped and as the contract calls for a delivery at St. Paul to the Burlington & Northern road it is expected the ore will be tied up at that point until the strike is over. It has leaked out from semi-official sources that the winter shipment of Vermilion ore has been arranged for and a number of contracts have been signed for the first of next December are known to exist.

Letter From Powderly. PHILADELPHIA, Feb. 28.—A letter from General Master Workman Powderly was given to the Associated Press at Scranton this evening, in which he says: "I have been asked what my opinion is concerning the strike of engineers on the Burlington system. Expression of opinion is requested as to whether I favor the Knights of Labor taking the places of the brotherhood men. I do not favor the strikers. I believe in the principle of the Knights of Labor, but if true men are making an effort to do away with the European custom of grading up and down, regardless of merit, they are right for making the fight for equality. My opinion of a man who takes the place of another struggling for his rights is that he deserves the contempt and scorn of every man who loves justice. It is true members of the brotherhood have repeated their claim to the places of members of the Knights of Labor, but the merits of the various cases have nothing to do with the principle of honor involved in all of them. It is to the eternal shame of the brotherhood that they stooped to such acts of meanness and treachery, unmanly conduct. The man who takes the place of another, when that other engages in a struggle with a corporation, is a scab, whether he be a member of the Knights of Labor or Brotherhood of Engineers. When Charles Wilson ordered the members of the brotherhood to take the places of the strikers, he was a scab, as were the members of the brotherhood who did so. When Arthur allowed the members of the brotherhood to exercise their right to work, he was a scab, whether he exercised such severe discipline, to tamper with the rights of the employees of the Missouri Pacific and Washburn steamship two years ago, without violating that principle of honor which should restrain men when about to do wrong. The taking of these men's places was mean and dishonorable. If the strikers insist upon the sanction of the chief of the brotherhood, he, too, is mean and dishonorable, but 'two wrongs never make a right,' and what has been done dishonorably by members of the brotherhood cannot be made grand and noble in the members of the Knights of Labor. No knight should belittle his manhood by stooping to such dirty work. If it is the habit of brotherhood men to do such work as taking strikers' places, in heaven's name let them have their own and earnestness proved so useful during the most tragic and trying period of our history. To see that party again triumphant and united is inspiration enough for all republicans."

Conkling Declines. PITTSBURGH, Feb. 28.—The secretary of the Conkling club of this city, has received a letter from Roscoe Conkling in reply to one addressed to him recently, proposing his name for the presidential nomination. Mr. Conkling says in substance he is not an aspirant for political preferment, but the honor done him is gratifying. He has no intention of being a candidate, it will be a great satisfaction if the club's bearing his name can "contribute in any way to restate the organization of our country and earnestness proved so useful during the most tragic and trying period of our history. To see that party again triumphant and united is inspiration enough for all republicans."

The Gould-Sage Case. NEW YORK, Feb. 28.—The foreman of the grand jury considering the Gould-Sage case, today asked Judge Cowing in regard to the statute of limitations applying to section 541 of the penal code: "Does the statute begin to run in relation to withholding from the date the crime was committed or from the discovery of the fact?" The judge replied in substance: "So far as section 541 is concerned, the crime against that section is committed when fraudulent misappropriation occurs. In my judgment, the statute of limitations commences to run from that date. You have to determine whether the fraudulent misappropriation actually took place within five years. There is one exception to this rule. If at the time of its occurrence the trustee who is charged with it was residing out of the jurisdiction of the court, then the statute does not begin to run till he comes within jurisdiction."

Two Murderers Lynched. CALICO, Ill., Feb. 28.—Last night at Clinton, Ky., Sam Price, a white man, who killed the sheriff, and Bill Reams, a colored chicken thief, who shot a farmer named Jackson, were taken out of the jail by masked men and hanged.

The Raid of Scabs. PITTSBURGH, Pa., Feb. 28.—[Special Telegram to the BEE.]—Fifty engineers passed through here to-day on the way from New York to Chicago to take the places of the strikers.

At Scranton. SCRANTON, Pa., Feb. 28.—[Special Telegram to the BEE.]—The county seat election held in Perkins county to-day was fraught with intense excitement at this place. Returns are not all in, but as far as heard from Grant has a large majority. Charges have been made that illegal voters were cast here at the last election, and to guard against a like repetition Madrid and other precincts sent in large delegations to watch at the polls, thereby blocking the entrance to the place of voting. This insult to Grant and the blocking of the sidewalk was resented by the prompt action of Marshal Harney and his deputies in sweeping the delegates to one side and keeping them at a respectful distance. Barker McKenzie received injuries on his lip by falling over one of the deputies and striking his face on the sidewalk. The affair has caused much feeling and the end is not yet.

through here to-day on the way from New York to Chicago to take the places of the strikers.

At Scranton. SCRANTON, Pa., Feb. 28.—[Special Telegram to the BEE.]—The county seat election held in Perkins county to-day was fraught with intense excitement at this place. Returns are not all in, but as far as heard from Grant has a large majority. Charges have been made that illegal voters were cast here at the last election, and to guard against a like repetition Madrid and other precincts sent in large delegations to watch at the polls, thereby blocking the entrance to the place of voting. This insult to Grant and the blocking of the sidewalk was resented by the prompt action of Marshal Harney and his deputies in sweeping the delegates to one side and keeping them at a respectful distance. Barker McKenzie received injuries on his lip by falling over one of the deputies and striking his face on the sidewalk. The affair has caused much feeling and the end is not yet.

Resented the "Insult." GRANTEE, Neb., Feb. 28.—[Special Telegram to the BEE.]—The county seat election held in Perkins county to-day was fraught with intense excitement at this place. Returns are not all in, but as far as heard from Grant has a large majority. Charges have been made that illegal voters were cast here at the last election, and to guard against a like repetition Madrid and other precincts sent in large delegations to watch at the polls, thereby blocking the entrance to the place of voting. This insult to Grant and the blocking of the sidewalk was resented by the prompt action of Marshal Harney and his deputies in sweeping the delegates to one side and keeping them at a respectful distance. Barker McKenzie received injuries on his lip by falling over one of the deputies and striking his face on the sidewalk. The affair has caused much feeling and the end is not yet.

At Madrid. MADRID, Neb., Feb. 28.—[Special Telegram to the BEE.]—A most brutal and cowardly assault was made at the polls in Grant to-day by Grant men on the Madrid committee sent there to watch the polls and prevent fraudulent voting. John McKelvie, of Madrid, was cut about the head, knocked down and stunned and dragged through the streets. S. B. Briery, another of the Madrid men, was knocked down and trampled upon. Others were more or less injured. The assault was made by the business men and bullies of Grant. Not only the Madrid people, but those from Lisbon, in Grant to-day were abused in a most brutal manner. It was an open secret throughout the county that at two previous elections Grant has cast fraudulent votes and the cause of the trouble to-day was to prevent the same. The end is not yet.

Old Veterans' Gathering. LISBON, Neb., Feb. 28.—[Special Telegram to the BEE.]—An interesting land case, originating in this vicinity, is now pending a decision of the land department at Washington. A few years ago Samuel Lutherford sold to a farmer, John Jones, a tract of land on his homestead and borrowed \$500 from Altsculer & Rippey, of Ainsworth, giving them as security a mortgage on the land. The mortgage was foreclosed several days ago and Lutherford refused to give possession of the land to the mortgagee, and a decision given in favor of Altsculer & Rippey and the sheriff notified to give them possession of the land. Lutherford, on the ground of not having fair play, applied to Washington in favor of the land department, which his final proof was illegal and void. Lutherford has now applied to Washington for a writ of habeas corpus. He received a reply to this letter stating that the land office had not reached his case yet, but when it did, owing to his information, he would be given a chance to take out his homestead papers and thereby keep possession of the land.

An Interesting Land Case. JOHNSTOWN, Neb., Feb. 28.—[Special Telegram to the BEE.]—Quite an interesting land case, originating in this vicinity, is now pending a decision of the land department at Washington. A few years ago Samuel Lutherford sold to a farmer, John Jones, a tract of land on his homestead and borrowed \$500 from Altsculer & Rippey, of Ainsworth, giving them as security a mortgage on the land. The mortgage was foreclosed several days ago and Lutherford refused to give possession of the land to the mortgagee, and a decision given in favor of Altsculer & Rippey and the sheriff notified to give them possession of the land. Lutherford, on the ground of not having fair play, applied to Washington in favor of the land department, which his final proof was illegal and void. Lutherford has now applied to Washington for a writ of habeas corpus. He received a reply to this letter stating that the land office had not reached his case yet, but when it did, owing to his information, he would be given a chance to take out his homestead papers and thereby keep possession of the land.

The Vallego Explosion. VALLEGO, Cal., Feb. 28.—Many witnesses were examined by the coroner's jury to-day regarding the ferry boat explosion. The general testimony showed that while the Julia was not a new boat, she was regarded as a safe one. It was stated that the boiler gauge showed 105 pounds. The boat was allowed to carry 100 pounds. The explosion could not have occurred from the boiler, as the boiler was in good condition by divers to-day. The number of passengers on the boat was estimated at 100, of whom thirty to sixty, if not more, bodies have been recovered. The hull of the boat will be raised to-morrow if possible, when the full extent of the fatalities will be definitely learned.

Reforms at Blue Springs. BLUE SPRINGS, Neb., Feb. 28.—[Special Telegram to the BEE.]—Reforms has struck this town and the movement seems to be an effective one. A house of ill fame has been razed to the ground and there were six solid doves living riotously therein a few days ago. Governor Perkins swore out a warrant against two prominent citizens and then went and told them what he had done. Said he, "I will turn them over to you two men, one as the owner of the building and the other as agent. You rented it for a house of prostitution. Now get the women out of there or I will turn them over to the constable for service." They got, and the matter is now dropped.

Points From Palmer. PALMER, Neb., Feb. 28.—[Special Telegram to the BEE.]—A railroad car to this point named J. Silket had his leg severely fractured in a scuffle. A republican club will be organized at this point next Thursday, also at St. Paul on Wednesday. Hon. G. D. Meiklejohn will address both meetings. Palmer's boom will be immense. Ten business houses have been commenced, and as many more will follow at an early date. Four thousand dollars worth of business property was sold in one day. The B. & M. depot, the largest in the state, outside of Omaha and Lincoln, is nearly completed.

Kearney's Population. KEARNEY, Neb., Feb. 28.—[Special Telegram to the BEE.]—The city has just completed the work of taking the census which places the population at 7,991. The work was thoroughly done by Captain Forehand, Judge Learn and Mr. Pierson. Kearney will now advance one step in class under Nebraska

Perkins County Seat War. PERKINS COUNTY SEAT WAR. Grant and Madrid People Exchange Blows at the Polls. "AND THE END IS NOT YET." The Affair Called an "Insult" by One Side and a "Brutal Assault" by the Other—Other State News.

Resented the "Insult." GRANTEE, Neb., Feb. 28.—[Special Telegram to the BEE.]—The county seat election held in Perkins county to-day was fraught with intense excitement at this place. Returns are not all in, but as far as heard from Grant has a large majority. Charges have been made that illegal voters were cast here at the last election, and to guard against a like repetition Madrid and other precincts sent in large delegations to watch at the polls, thereby blocking the entrance to the place of voting. This insult to Grant and the blocking of the sidewalk was resented by the prompt action of Marshal Harney and his deputies in sweeping the delegates to one side and keeping them at a respectful distance. Barker McKenzie received injuries on his lip by falling over one of the deputies and striking his face on the sidewalk. The affair has caused much feeling and the end is not yet.

At Madrid. MADRID, Neb., Feb. 28.—[Special Telegram to the BEE.]—A most brutal and cowardly assault was made at the polls in Grant to-day by Grant men on the Madrid committee sent there to watch the polls and prevent fraudulent voting. John McKelvie, of Madrid, was cut about the head, knocked down and stunned and dragged through the streets. S. B. Briery, another of the Madrid men, was knocked down and trampled upon. Others were more or less injured. The assault was made by the business men and bullies of Grant. Not only the Madrid people, but those from Lisbon, in Grant to-day were abused in a most brutal manner. It was an open secret throughout the county that at two previous elections Grant has cast fraudulent votes and the cause of the trouble to-day was to prevent the same. The end is not yet.

Old Veterans' Gathering. LISBON, Neb., Feb. 28.—[Special Telegram to the BEE.]—An interesting land case, originating in this vicinity, is now pending a decision of the land department at Washington. A few years ago Samuel Lutherford sold to a farmer, John Jones, a tract of land on his homestead and borrowed \$500 from Altsculer & Rippey, of Ainsworth, giving them as security a mortgage on the land. The mortgage was foreclosed several days ago and Lutherford refused to give possession of the land to the mortgagee, and a decision given in favor of Altsculer & Rippey and the sheriff notified to give them possession of the land. Lutherford, on the ground of not having fair play, applied to Washington in favor of the land department, which his final proof was illegal and void. Lutherford has now applied to Washington for a writ of habeas corpus. He received a reply to this letter stating that the land office had not reached his case yet, but when it did, owing to his information, he would be given a chance to take out his homestead papers and thereby keep possession of the land.

An Interesting Land Case. JOHNSTOWN, Neb., Feb. 28.—[Special Telegram to the BEE.]—Quite an interesting land case, originating in this vicinity, is now pending a decision of the land department at Washington. A few years ago Samuel Lutherford sold to a farmer, John Jones, a tract of land on his homestead and borrowed \$500 from Altsculer & Rippey, of Ainsworth, giving them as security a mortgage on the land. The mortgage was foreclosed several days ago and Lutherford refused to give possession of the land to the mortgagee, and a decision given in favor of Altsculer & Rippey and the sheriff notified to give them possession of the land. Lutherford, on the ground of not having fair play, applied to Washington in favor of the land department, which his final proof was illegal and void. Lutherford has now applied to Washington for a writ of habeas corpus. He received a reply to this letter stating that the land office had not reached his case yet, but when it did, owing to his information, he would be given a chance to take out his homestead papers and thereby keep possession of the land.