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, la., 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, Burington & 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. Welhelm, of Rock Island. route agent of the American Express company, head badly cut. T. Morrison, express messenger of the Milwaukee, hip hurt and body badly braised. Thomas Corcoran, mechanic, of Mendola, 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 difficulty was soon discovered and the obstruction removed.

The bulletin board at the union depot this morning showed trains due at 6:20 and 8 this morning on the Burlington had been abandoned and that the train due at 6:55 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 afternoon 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 had there been any delay the company would have been notified of the

fact.
All was quiet around the Burlington yards this morning. At 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 but one engine had left the round house and that was the stockyards engine

not involved in the strike.

The big freight house on Polk street was The big freight house on Folk 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 over to the yards to protect the freight train which was made up and run out. as made up and run out. Not a single through train has arrived since yesterday, but a couple are expected during the day. At the general offices this was even greater than yesterday. than a hundred men crowded outside of the superintendents office. The fast mail which left Chicago at 3 o'clock this morning reached Burlington, Ia., two and a half hours late out it is thought it will arrive at Omaha on

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 a cept anybody except after rigid examination the process of hiring men is slow, and consequently they do not expect to be in running order for at least ten days. About fifty men so far have been selected. Forma notice was issued this afternoon to the striking engineers and firemen, that unless they report for duty by noon to-morrow they will be considered out of the company's

This evening rumors of a compromise be gan to fly about. It was said representatives of neighboring roads, fearing a strike on their own lines, had asked Chief Arthur to negotiate farther. Business men were said to be anxious to arbitrate the differences. Chief Arthur and Grand Master Sargent said no offers would emanate from They were willing to compromise, and added that the proposition to the brotherhood had not been discussed, as General Manager Stone refused to concede anything on the third proposition—3)4 cents a mile and no classification—and there the negotiation stopped. Both said concessions would have been made by the men on minor details of this demand. Chief Arthur denied that any proposition of compromise or arbitration had reached him, but said he had assurances from certain parallel lines that they would

maintain a strict neutrality.
"Suppose they pool with the Burlington on passenger and freight traffler 'Any pooling arrangements would not be maintaining neutrality," said Arthur with

agnificant emphasis.

The Situation in Omaha. The strikers congregated again yesterday morning in the yards of the B. & M. passenger depot, stood along the tracks, sat upon the fence and talked over the situation. There was not the slightest demonstration and no warm controversy. A corps of four police-men and a couple of detectives unosten-tatiously patrolled the platform and attracted 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 a motley array of tramps, who, anxious at all times to find a place to loaf, have intruded themelves upon the strikers who show good sense

in having nothing to do with them. Mr. Eustis yesterday said that the at-tack upon the engineers at McCook and the "killing" of the engine which was recorded in the Bre's telegrams was not done by engineers but by some drunken rowdies who like the tramps above referred to, have gotten into the crowd. Engineers, he said, were not drunkards or rioters.

Notwithstanding, the company had trains running on its two eastern divisions, that is at this side of McCook, one train running

each way.

Train No. 4 went east in the morning pretty nearly on time. No. 5 from the east, which was due here in the morning at 10:30, did not reach here until about 8:30, having left

Plattsmouth at 2:02 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 interfer-ence seems inconsistent with the McCook telegram to the Ben.

Last night the B. & M. yards were deserted, and the switchmen having nothing to do, retired to their respective homes, leaving the solitary watchman as the solic custodian 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 await ing transportation to Lincoln, and grambling secause they will have to wait for No. 10:35 this morning. The gentlemanly agent was walking about whistling and trying to think of semething 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 ap-peared to be but little need of them, as the small crowd who had gathered to witness the departure were mainly loafers, there being noticeably a scarcity of railroad men among them. The great trouble with trains already running is the loss of time in switching at different stations, the men in charge of the engines of the several trains having to do this for themselves. The company claims that to-day there will be sufficient engineers on hand to obviate this difficulty at the yards in this city, Plattsmouth

There was a rumor last night about a threatened strike of the switchmen in conjunction with the strike of the engineers, but a number interviewed on this subject 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 are now idle during the strike of the engineers, and if it is refused them, they will probably make a demand for it.

FORTY SCARS FROM PENNSYLVANIA.

Yesterday when the Hotel Windsor's din-Yesterday when the Hotel Windsor's dinner hours were at their heighth and the darky attaches of the diningroom were rustling around supplying the wants at the tables, Messrs, Yatons, Schlanck & Prince, the proprietors, ordered them to make haste and prepare to wait, upon a company of forty unexpected guests. All of this unprepared for forty were headed by a man who simply applied the words, "J. Wapon and forty," to the registry, and seemed to be general director of the aggregation of men of ages varying from thirty to fifty years. Mr. Wapon directed the Windsor landlords to make preparations for the feeding of the men, who, in the meantime scattered to men, who, in the meantime scattered to the wash rooms and the bar, where they rinsed their hands and faces and regaled

the inner man as their tastes dictated.

Mr. Wapon then led his charges into the dining room, where they appeased their sharpened appetites and again arose. Filing out, they waited until their leader settled the bill. In reply to interrogations from the proprietors as to why the men did not regis-ter individually Mr. Wapon replied it was not necessary, as they were locomotive en-gineers from Pennsylvania on their way to various points in the state to take the places of striking engineers on the Burlington sys-tem. Mr. Wapon seemed quite elated with his delegation, which, after lighting a cigar each, turned their faces towards the Burling-ton depot and a little later were lost sight of

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 extra men were selected in the afterpoon by Chief Seavey from among the numerous ap plicants for places on the regular force.

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 the struggle. The Wymore train came in this morning, the wiper of the Wymore round house running the engine that was reported disabled. The train from the east reached the city at 11 o'cleck. The engineers are doing no talking to-day and are evidently preparing for work to sustain their position. The trains that have arrived to-day have police on each of them and special men accompanied the Wymore train last night and guarded the engine. Fourteen extra special policemen were sworn in yesterday and sent to the B. & M. yards. This action, the company claims, is necessary to protect their new men, and the order has gone forth to exclude all striking engineers and firemen from the company's yards and grounds, so that the new men cannot be won over or bought off by the strikers. All this extra parade of authority is entirely uncalled for, from all the evidence obtainable, and from the words of the engineers them-selves, who have so far made no threats and assert that they have none to make. It looks as though the company were inviting trouble by their parade of police in order to bring the strikers in disrepute, but the engineers as art they will not be caught by such actions. An effort will be made by the company to-day to move more trains than yesterday, but with what result the later hours of the day will reveal. The strike in this city has assumed an air of determination on the part of both sides to-day. The company has made a desperate efday. The company has made a desperate ef-fort to increase its passenger service, but have done little if any more than to main-tain the number of trains moved yesterday. The trains moved were in the main handle by scab engineers, in some cases with pilot o show them the road. In the afternoon the assertion was made that fifty new engineers had been nired to take the place of the strik ers, but few, if any, of them put in an ap-pearance. The officials were fearful of vi-clence if the trains began moving regularly. but there appeared to be no grounds for their apprehensions. No disturbance has oc-curred in the yards and orders to the striking en are not to set a foot upon an engine. a man will not come down and talk with them, not to molest him. Through the day the members of the brotherhood were as sembled at their hall contented with th strike as far as it has progressed. Telegram were received from different points and their reading was greeted with applause. Tele grams came from Chicago and Aurora III and Creston, Ia. These stated that the me

at those points were firm and everything solid. Engineer Sanborn, of the general committee, said that the reports from all sections of the state were favorable to the men. The boys were warmed with enthusiasm about o'clock when Jacob Dietrich, the foreman o the round house here, marched to the broth ethood hall. He is the man who took a trair to Omaha and Plattsmouth and returned yes erday, but he stated that one trip was enough for him, and he wanted to stand with t boys. He stated that when he was at Platts mouth he made up his mind that when h reached Lincoln he would quit and quit h did. Engineer Fuller presented Dietrich t the brotherhood and five minutes was de voted to enthusiastic hand shaking. engineers stated that they desired the public to think before trusting themselves in the hands of the inexperienced engineers, men who have hardly stood upor an engine until the present trouble. As ar example of the men handling the few trains now running, they cited the following Dietrich, who run the flyer yesterday, neve ran an engine a trip before, and never had been a fireman. He was simply a machinist in the round house. Philbrick, the man who brought in the Nepraska City train, was road master there, and without experience as a engineer. Hook, who brought the Atchi son & Nebraska train from the south, had no experience beyond running a stationary engine on the pile driver. Barnes who is running the Wymore train, has no experience beyond four months service as wiper in the round house. Doyle, who run the Columbus train, was a bridge carpenter, and Conductor Miller, now on the flyer, had been fireman two years on the Santa Fe We do not believe, said one of the engineers that the company can long afford to handle engines with such men. Engineer Gardi ner, 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 new men with Ed Bignell as pilot and that engine 28 that went to Ravenna last night was disabled at that point. Engine 38,

handled by one of the inexperienced substi-tutes on the Columbus run, gave out last night just outside the city, and a yard engine

was sent to its relief. Mr. Abby, who was a passenger on the Falls City train

yesterday, relates the experience the green man had in bringing the train to the city, declaring that the speed

varied from a mile a minute to a slow walk. The mails for the present are sent eastward from Lincoln over the Union Pacific and will

be sent that way until regular service is re

stored on the Burlington. The precaution ary measures taken by the B. & M. around

their depot grounds were in force through the evening, but there was no interference of any chara ter. Late in the afternoon a

there, and instructions have been issued the specials to allow no gatherings on the company's premises. The outlook to-morrow

is much the same as to-day, and both sides

notice was posted at the warning people from congregating

passenger on the Falls

gram to the BEE.]-Passenger train No. 151 on the Holdrege & Cheyenne line left here

At Nebraska City.

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

have remained practically unchanged. Rumors of riots at McCook have prevailed but the local officials are close mouthed and reticent, and information from that source is high and hard to get.

At Plattsmouth.

PLATTSMOUTH, Neb., Feb. 28.—[Special Telegram to the Beg.]—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 of P. hall, there being from sixty to seventy five who make this city their home. Every engineer and fireman in the city is either a member of his respective brotherhood or in active sympathy with it. In spite of the efforts of railroad cappers to influence public opin-

ion, 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 faciliaies. 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

They are doing active work in winning away the company's workers. The passenger conductor who managed the train from the west Monday morning. Al Chamberlain, relented upon reaching this city. He went before the strikers, told them he had never felt so meanly over any act in his life, and said he would not go out again. He refused to comply with a dispatch from Lincoln ask ing him to take No. 3 out to night and was discharged, the company even refusing to

give him a pass back to Lincoln. Two scabs came down from Omaha to-day to take out engines, but the strikers won them from their purpose. Out of sixty men brought west to Chicago from the Reading road to work for the Burlington, the only one that entered the service is here now and has joined in the strike, General Manager G. W. Holdrege was in

town all last night and to-day and held a con-ference with several of the old engineers in an endeavor to get them to resume work. It is asserted that he offered an employe at the machine shops \$125 to make a trip to Lincoln and back. Another was offered \$100. These incidents convince the strikers that the road is using every endeavor to secure men to run the engines without avail, though Mr. Holdrege said he could get plenty of men. It is asserted by the strikers that there is not a competent man pulling a train on a division. Number 6 came in over two hours late last night, broken down on one side. A Lincoln machinist named Dietrich was on the engine. He took number 1 west this morning two hours late. Another Lincoln machinist brought in a train from the west at noon to-day and went back with number 5.

A man claiming to come from the Panhandle brought number 6 in to-night and will go west in the morning if the boys do not succeed in buying him up. Each scab was unmercifully roasted by the crowds at the depot. The sound of an engine bell or whistle brings crowds to the depot, and the employes have been instructed to keep the platforms clear. Eighteen road engines and several switch engines are dead in the round house. The shopmen are at work as usual One or two passenger conductors have refused to take out engines. There was a ru-mor to-night that the Union Pacific and Rock Island engineers had gone out on a

At McCook.

McCook, Neb., Feb. 28.-[Special Telegram to the Ber. |- 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 sheriff to summon several citizens to act as special officers to protect the men going 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 This afternoon the company officials the mayor to call on the gov-for the state militia, which ernor he did, but a vigorous protest was soon sent the executive signed by forty busi-ness men, saying there was no riot ing, no danger to life or prop-erty. No effort will be made to send out a train to-morrow. All strikers were ordered to report for duty to-morrow, or con-sider themselves discharged. The officials feel confident trains will soon be running. The strikers are in good spirits and firm.

At Hastings. HASTINGS, Neb., Feb. 28 .- [Special Tele gram to the Bee]-There is but little change to report in the situation at Hastings over the great strike of the Burlington & Missouri locomotive engineers and firemen. There are about forty-five engineers in the city af fected by the strike and all refuse to discuss it except among themselves. The striking engineers make no interference with out siders who are endeavoring to move trains The management of the road published card in to day's paper requesting all citizens who are interested in maintaining good order to absent themselves from the order to absent themselves from the compony's depots and yards, and in every way to assist the officers to prevent people congregating in crowds. No protest has yet been entered by the strikers against the running of trains by men outside the brotherhood.

Yesterday "Pap" Willis, conductor runing between Kearney and Aurora, and formerly an engineer, took No. 6 to Lincoln, after which he wettered with No. 5

after which he returned with No. 5 and wen on through to Kerney 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 reached Hastings at 3 o'clock the afternoon from Pacific Junction. strange engineer was in the cab and it thought that he is one of the men brough from the east by the company. He returned with the train to-night. There are three old engineers in the city, all of whem were merly in the employ of the company. have been solicited to go back to their old places, but all are in full sympathy with the strikers and consequently refused.

At Benkleman. BENKLEMAN, Neb., Feb. 28.- Special Tele gram to the Bee. |-The passenger train from Denver due here at 4 o'clock vesterday reached here at midnight, and is still here. The engine is in charge of William Burnett a freight conductor on this division. No reason is assigned for holding the train here but it is generally understood that Burnett refuses to pull into headquarters at McCook fearing violence from the strikers. Amon thirty passengers aboard this train, are som who are completely destitute and they would suffer from hunger but for the kindness o Benklemen people. The Puliman passenger are fortified in their car, fearing an attack from the cowboys, some waggish commercia traveler having warned them of impending large quantities of flour and coal in anticipa tion of the strike and there is no fear of a p The failure to carry the mai vision famine. The failure to carry the mai is going to make serious complications in th matter of filing and courts at the United States land office at McCook.

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

At Holdrege. HOLDREGE, Neb., Feb. 28 .- [Special Tele for Cheyenne at 8:30 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.

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

At Aurora. AURORA, Neb., Feb. 28.-[Special Tele-

passenger train each way between Lincoln and Broken Bow was run yesterday and to-day. There is no travel of any conse-At Wymore. WYMORE, Neb., Feb. 28 .- | Special to the Bgg.]-The strike here is very quiet. Most

gram to the Ber.]-It is as quiet as the grave

here to-day. No freight is moving. One

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.

Troubles of Green Engineers. DES MOINES, Ia., Feb. 28.-[Special Telegram to the BEE.]-The Burnington road have managed to run a few passenger trains 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 as far as Chariton, where he turned it over to a fireman who was not very well posted about running an engine. When he got to Garden Grove he could not stop the train until he got over half a mile beyond the station, which is at the of a heavy grade. The e train from Chariton arrived here last night with Jesse Hardman, an ex-fireman, in charge of the engine, and left this morning heavily loaded with passengers. A large number of passengers decided not to go out when they learned that the engineer was a green hand. The Albia train arrived last night several hours late, in charge of a conductor for nours late, in charge of a conductor for engineer. When he got here one side of the engine was frozen up. After getting it thawed out he started back. Several attempts were made to hire the fireman not to go back with the train but they could not move him from the cab. The switch engine at this place is run by a couple, of roundhouse men

place is run by a couple of roundhouse men from the Wabash, and neither of them knows

how to oil certain parts of the engine, and

the roundhouse men said they would not show them how. When the new man on the switch engine tried to put an engine on the turntable he ran off the track twice. An Engine Killed. Hamburg, Ia., Feb. 28.—[Special Telegram to the BEE. |-A work train and twenty men of the Kansas City, St. Joe & 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 a committee of striking engineers, who forbade any work and gave them two hours to get out and threatened to disable the en gine. The regular engine on duty there for the supplying of material for the construction of the bridge was killed to-day by the strikers and all work in connection therewith is stopped.

At Creston.

CRESTON, Ia., Feb. 25 .- | 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 West Iowa division. The brotherhood engine men are in session to-night and are conducting themselves quietly and orderly. A joint meeting of the Order of Railway Con-ductors and the Brotherhood of Railway Brakemen was held last night and will be held every day this weeek. It is understood that these orders will stand loyal to the each engine is manned by either conductors or brakemen substantiates this statement Travel is very light on this division.

At Kansas City.

A committee of the strikers to-day called

Kansas City, Mo., Feb. 28,-[Special Tele rram to the BEE.]—The strike situation here has changed but little in the last twenty-four hours, but there seems little evidence of weakening on either side. The company's office was crowded with men all the morning, and were surrounded by a squad of policemen. All the trains on the bulletin board were marked with this significant word, "in definite." The strikers have established headquarters at the New Albany hotel, and were gathered there in goodly numbers this morning. About the meeting last night the strikers decline to say anything, except that they are determined to hold out. Train No. 2. on the Hannibal & St. Joe, pulled out at 8:25. fifteen minutes late. It was whis pered through the crowd that a second train would be started at 11 o'clock and a sharp lookout was kept by the strikers for the en gineer who would have the temerity to undertake the task. At 11:30 a train of four coaches backed into the union depot. A rush was made for the engine, but two policemen stood at the entrance to the cab on each side, while each car was carefully guarded by a number of police. Outside of railroad employes, about a score of passengers took seats in the train. Nobody could approach the engineer, but it was claimed by several of the brotherhood that he had been running the engine of a steam laundry in Wyandotte The crowd numbered at least 500, and no attempt at intimidation was offered and the train steamed out a 11:40, bound for Council Bluffs. While th union depot is crowded all the time but a small portion of the men there are strikers and a general feeling of good nature prevails At 4:35 the train for Cameron pulled out is charge of Engineer Farnsworth, and at 8:4 to-night the Des Moines & St. Paul express which should have left at 6:25 p. m., started on its way. At 20 clock the engineers and firemen of the switch engines in the Rock Island yards quit work be cause "scab" engineers were switching the Burlington trains in them yard, but went to work again this evening or a telegraphic order from Chief Arthur. An officer of the brotherhood said to-day. Nonof our men have weakened and are not likely to do so. The engineers who have taken trains out have all proven incompetent. Not trains out have all proven incompetent. ne of them has succeeded in getting his train brough. One ran out of water and in back ing up to get some backed into another tran and caused a great deal of damage Another engineer ran into a train, hurt him self, the fireman, mail agents, and everyone else on the train. Our demands are just. I earned \$250 last month, and \$150 this month earned \$250 last month, and \$150 this month. Now the company will give out to the public my highest amount earned, and not the lowest. If we got paid by the mile, and each man to do 100 miles a day, or get paid for it, there would be no kicking. Under the present classification we are liable to be idle several hours a day. That is what we wish to avoid. We want steady employment and fair wages. I've ran an engine now for to avoid. We want steady employment and fair wages. I've ran an engine now for thirty years, and in all that time I never knew the brotherhood not to be ready to meet the company half way in everything. If the people understood our cause they would be with us. We do not countenance any of these unlawful things that are being done. The railroad company does an unlawful thing in sending out these incompetent engineers, and yet the police are called on to help them break the law, but they will get left in the end, see if they don't. they don't.
It is stated this evening that the engineers and firemen on the Santa Fe will strike to-morrow or next day, this statement being confirmed by several of the engineers on that road, who say the same trouble regarding wages exists with them.

PITTSBURG, Pa., Feb. 28.- [Special Telegram to the BEE.]-Fifty engineers passed

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 two months ago. The for five years the understanding as to wages agreed upon some two 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 a mounted to little or nothing during the past

amounted to little or nothing during the past 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 St. Joseph.

St. Joseph, Mo., Feb. 28.- Special Tele gram to the BEE.]-The situation here in the engineers' strike remains practically unchanged. More 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 Merril stated to-day that his company would never submit to the buildozing being at-tempted by the strikers.

At St. Louis.

St. Louis, 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. Information from Atchison, Kan., and Han-nibal, 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 de parted, neither have any arrived from the east since 10 o'clock last night.

At Cheyenne. CHEYENNE, Wyo., Feb. 28 .- [Special Telegram to the BEE.]-No work 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 the Leader from J. R. Pacian, assistant superintendent of the Cheyenne & Burling-ton, recieved 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 forenoon on time. Thus far five of the old engineers are reported loyal to the company. The of ficials report the prospects brighter. The brotherhood has expelled the recreant engineers and will publish them. A number of engineers have been sent here from the out side and more are coming. The strikers are

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

Iron Shipments Delayed. DULUTH, Minn., Feb. 28.-[Special Telegrain to the BEE.]-Within the last ten days the Minnesota Iron company at Tower has contracted for the delivery at Joliet and South Chicago of 3,000 cars of Vermillion iron ore, about seventy-five thousand tons. Less than two hundred cars have been shipped and as the contract calls for a de livery at St. Paul to the Burlington & Northern road it is expected the ore will be tied up at that point during the engineer's strike. It has leaked out from semi-official sources that the winter shipment of Vermillion ore has been arranged for and a number of contracts to be in force after the 1st 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 know the particulars of the strike in question, 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 mem bers of the brotherhood have, on repeated occasions, taken the places of members of the Knights of Labor, but the merits of the various cases have nothing to do with the princi ple 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 treacherous, 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 Engi neers. When Charles Wilson ordered the members of the brotherhood to take the places of the Machinist and Blacksmiths in 1872 and 1873 he did an union in 1843 and 1843, he did an unmanly, cowardly act. When Arthur allowed the members of the brotherhood, over which he exercises such severe discipline, to tamper with the rights of the employes of the Missouri Pacific and Wabash systems two years ago, he too, violated that principle of honor which should restrain men when about to do wrong. The taking of these men's places was mean and dastardly. If these actions were taken with the sanction of the chief of the brother hood, he, too, is mean and dastardly, bu 'two wrongs never make a right," and wha is mean and dastardly in members of th brotherhood cannot become grand and nobl 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 habit of brotherhood men to do such work as taking strikers' places in heaven's name let them have in heaven's name let them have a monopoly of it. Knights of-Labor, if you take my advice, you will stand back and allow this struggle te go on. Let the brotherhood demonstrate its power to stand alone without "entangling alliances with other trades." Let the past be forgotten, no mat ter how bitter you may feel towards these men. Remember, they have not stepped out of the rut of selfishness yet, and it is best to teach them what manhood means by keeping hands off the Burlington strike. The spec-tacle presented by men of labor who belong to different organizations rushing at each other's throats whenever a strike takes place of labor to look at. It must indeed give sat isfaction to the corporations to know that neither the Knights of Labor nor the brotherhood can ask for better treatment with any assurance of receiving it. Labor will forever be bound hand and foot at the feet of capital as long as working men can be pitted agains each other. No strike should be entered into until the last effort consistent with manhood has been made. Then if it was determined that the last thing possible had been done to avert trouble, every detachment of labor army should be wheeled in line in defending the rights of man in the breach. I have never seen such a strike and never expect to, until the narrow prejudices of the past are buried and the principles of knighthood prop-erly understood. Then we will have no strikes. Knights of Labor from Maine to California stand back: Keep your hands off; let the law of retaliation be disregarded, and let the men of the Burlington railroad win this strike if they can.

The Raid of Scabs.

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

PITTSBURG, Feb. 28. - Agents of the Chicago, Burlington & Quincy system, it appears, have been successful in securing a pears, have been successful in securing a number of engineers and firemen in the east. This morning fifty men passed through the city enroute for Chicago, where they will arrive this evening. As far as known they are not Knights of Labor, although members of that organization might be found in the party. Mr. Barry, member of the executive board of the Knights of Labor, when asked concerning the multipled represent that board of the Knights of Labor, when asked concerning the published report that the Reading railway Knights are coming to Chicago to take the places of striking members of the Brotherhood of Locomotive engineers, said there was no foundation for the report. A Chronicle Telegraph special from Scranton says that General Master Workman Powderly will not go to his home. He said this afternoon that the Knights of Labor, as a body, would not order the taking of the

a body, would not order the taking of the places of the engineers on the Burlington by the knights in retaliation for the brotherhood taking their places on the Reading system. He wants the brotherhood to win the fight and wants the knights to help them.

POTTSVILLE, Pa. Feb. 28.—Absut seventy-five of the displaced engineers and firemen

of the Reading railroad company, belonging in this city and Palo Alto, were recruited yesterday for the Chicago, Burlington & Quincy railroad. They are in communication with Manager Stone, of the Burlington road, and are in momentary expectation of orders from him to start for Chicago. These men are experienced railroaders and Knights of

PHILADELPHIA, Feb. 28 .- A number of engineers and firemen went west on the Pennsylvania road to-night, presumably to go to work for the Burlington. Among them were Bernard Scharkey, James Gleason and Frank McGill, members of the Reading strikers committee. They said they were acting individually and that mere were well follows: dividually, and that more men will follow to

norrow.

William Forsythe, mechanical engineer of the Burlington road, began examining more applicants for work to-night. Forty-six en-gineers and eighty firemen, it is alleged, have already been engaged and sent forward. Between 150 and 175 men were waiting on Forsythe to-night, a number of whom were . They say there are more from Pottsville coming from there.

Engineers Secured. NEW YORK, Feb. 28 .- Over one hundred

locomotive engineers, to take the place of the strikers on the Chicago, Burlington & Quincy road, were secured this morning. The Leavenworth Miners.

LEAVENWORTH, Kan., Feb. 28 .- [Special Telegram to the BEE.]-This morning some sixty-five striking miners gathered about the railroad bridge near the Riverside shaft at the hour the working miners were to enter the nour the working miners were to enter the pit. The operators became alarmed and called for a squad of police for protection. The officers marched the strikers off the scene and no trouble occurred. A committee The operators became alarmed and of the strikers are going among the business men with a subscription paper collecting funds to maintain the war against the coal

THE FIRE RECORD.

Union Square Theater, New York, Destroyed With Its Contents. NEW YORK, Feb. 28.-Shortly after 1 clock this afternoon a fire was discovered on Broadway and Fourteenth street. Three alarms were sent in and the police reserves from three precincts were called out. At 1:50 the fire had extended to the Union

The Union Square theater, with all its con-tents was destroyed, and the Morton house, adjoining on both sides was badly damaged. About 1 o'clock a chambermaid in the rear of the top floor of the Morton house saw smoke coming through the crevices in the doors in the main hallway. Her cries brought about twenty chambermands from their rooms on the top floor, and the guests from theirs on others. All rushed down stairs, and not a few of them were bruised by trunks that were flung down at the same time. The flames started in the rear rooms of the top floor of the the-ater, and the dry work of the building blazed like shavings. The roof fell in and the fire became so hot that the fire-men were forced so far from the building that their efforts were almost useless. The Star theater was in constant dancer, but was Star theater was in constant danger, but was saved by the efforts of the firemen. Manage J. M. Hill, of the Union square, was in hi office in the building and with him was the treasurer of the Casino. They escaped with great difficulty. The damage will amount to a little less than a third of a million dollars. At 2:30 p. m. the fire was under centrel. Seven firemen who were working in the theater when the roof fell were injured by the falling debris. They were carried out by their comrades and were taken to a hospital n an ambulance,

THE VALLEJO EXPLOSION.

Progress of the Investigation By the Coroner's Jury. Vallejo, 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 guage showed 105 pounds The boat was allowed to carry 110 pounds. The explosion could not have occurred from the petroleum tank or pipes, as they were all found in good condit divers to-day. The number of passengers on the boat is estimated all the way from

Conkling Declines.

raised to-morrow if possible, when the full extent of the fatalities will be definitely

thirty to sixty. Fifteen bodies have be recovered. The hull of the boat will

PITTSBURG, Feb. 28 .- The secretary of th Conkling club of this city, has received a let ter from Roscoe Conkling in reply to one ad dressed to him recently, proposing his name for the presidential nomination. Mr. Conk ling says in substance he'is not an aspiran for political preferment, but the honor done him is gratifying. Without reference to any candidates, it will be a great satisfaction if the club's bearing his name can "contribute in any way to reinstate the organization whose wisdom and carnestness proved so useful during the most tragic and trying period of our history. To see that party again triumphant and united is inspiration

The Gould-Sage Case.

enough for all republicans."

NEW YORK, Feb. 28 .- The foreman of th grand jury considering the Gould-Sage case to-day asked Judge Cowing in regard to the statute of limitations as 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 one exception to this rule. If at 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 ran till be comes within jurisdiction The jury will report definitely on the case o-morrow, but it is generally considered a foregone conclusion that no indictment will

Two Murderers Lynched. Carno, 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.

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." GRANT, Neb., Feb. 28.-[Special Telegram to the Brg.]-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 had been made that illegal votes 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 delegations to one side and keeping them at a respectful dist-

has caused much feeling and the end is not The Madrid Side.

yet.

ance, Banker McKenzie received injuries on

his lip by falling over one of the deputies and

striking his face on the sidewalk. The affair

Madrid, Neb., Feb. 28. - Specal Telegram to the Ber. - 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 McKenzie, of Madrid, was cut about the head, knocked down and stunned and dragged through the streets. S. B. Brierly, another of the Madrid men, was knocked down and tramped 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 shameful manner. It is an open secret throughout the county that at the two previous elections Grant has east fraudulent votes and the cause of the trouble to-day was the attempt to prevent the same. The end is not yet.

Old Veteran's Gathering.

Lincoln, Neb. Feb. 28.- | Special Telegram to the BEE. |-The delegates Lave reached the city to-day in large numbers for the encampment of the G. A. R., which meets in this city to morrow morning. There are 500 delegates in the city already and the rotunds of the capitol is as crowded as at an opening of a session of the legislature. The strike on the Burlington has shut off the large delegations from the Republican valley, who otherwise would be on the ground. Among the prominent old soldiers already in the city square theatre, which was soon a mass of

the prominent old soldiers already in the city are General Van Wyck, of Nebraska City, M. W. Stone, J. B. Davis, C. M. Copp and E. E. Lyle, of Wahoo, Speaker Harlan of York, Commander Russell of Schuyler, O. H. Phillips of Beatrice, J. W. Liveringhouse of Grand Island, Captain Henry of Fairmont, C. F. Eisley of Norfolk, L. D. Richards of Fremont, W. H. McCann of Hay Springs, J. W. Johnson, M. A. Hartigan of Piattsmouth, W. S, Randall of Fairfield, Chaplain Lozier, J. Wesley Tucker of Valentine, J. R. Johnson of Crete, W. H. Stout of Dewitt, E. Whitcomb of Friend, St. A. D. Balcomb of Omaha. A grand recep-A. D. Balcomb of Omaha. A grand recep-tion was tendered the delegates to-night at Bohanan's hall given by the local posts. Songs and speeches made the meeting a rousing one. At the headquarters in the Capital hotel the council of administration met in the evening and the reports were handed over to the usual committees. A committee of the council of th mittee was appointed on credentials for report in the morning. At 9 a. m. the encampment opens at representative hall for the transaction of business, and at 10 o'clock the session of the Woman's Relief corps opens at the senate chamber. Both halls have been elaborately desorated for the occasion. The struggle for department commander is on and promises to be warm. The three princi-pal candidates are J. B. Davis, of Wahoo, Cantain Henry, of Fairmont, and Brad H. Cook, of Lincoln. No one appears to have a walk-away, and the favorites of each are making an interesting fight. The only city asking the reunion thus far is Lincoln, which

is prepared with its proposition. An Interesting Land Case.

Johnstown, Neb., Feb. 28 .- [Special 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 Rutherford, a farmer living near here, made final proof on his homestead and borrowed \$500 from Altseculer & Rippey, of Ainsworth, giving them as security a mortgage on the and. The mortgage was foreclosed days ago but Rutherford refused to give possession and the case was taken into court, and a decision given in favor of Altschuler & Rippey and the sheriff notified to give them immediate possession. Rutherford, on the ground of not having fair play, sent a letter to Washington informing the land depart-ment that his final proof was illegal and stated wherein he failed to comply with the law. 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 infor-mation, they would not issue a patent. This will leave the land in a queer condition and Rutherford thinks he will be given a chance papers and to take out new homestead

thereby keep possession of the land. Reform at Blue Springs.

BLUE SPRINGS. Neb., Feb. 28 .- | Special to he BEE.]--Reform has struck this town and the movement seems to be an effective one. A house of ill-fame has been running in full blast here for some time and there were six soiled doves living riotously therein a few days ago. Governor Perkins swore out a warrant against two prominent citizens and then went and fold them what he had done. Said he, "Here is a warrant for 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 this over to the constable for service." They got, and the matter is now dropped.

S. K. Boslough sold his saloon a few days ago to a party from lowa. It is run yet in Boslough's name to avoid paying license. This has been done here before. The people are kicking and the salcon will be closed by the city authorities. The council met last night and took action concerning it,

Points From Palmer. PALMER, Neb., Feb. 28 .- [Special to the BEE.]-A B. & M. railroad carpenter at this point named J. Silket had his leg severely

fractured in a scuffle. A republican club will be organized at this

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.

KRAHNEY, Neb., Feb. 28 .- [Special Telegram to the BEE |-The city has just completed the work of taking the census which places the population at 7,891. The work was thoroughly done by Captain Ferehand, Judge Learn and Mr. Pierson. Kearney will now advance one step in class under Nebraska