THE OMAHA DAILY BEE.

SEVENTEENTH YEAR. OMAHA, WEDNESDAY MORNING, MARCH 7, 1888. NUMBER 2 3.

TO PROTECT MOONSHINERS.

Provisions of the Democratic Internal Revenue Bill.

SMALL HOPE OF CONVICTION.

Illicit Distillers Made Practically Exempt From Interference — Made the Bourbons Wince—Senator Ingalls' Great Speech.

A Southern Industry Encouraged.

WASHINGTON BUREAU THE OMAHA BEE, 513 FOURTEENTH STREET, WASHINGTON, D. C., March 6.

There is more sectionalism in the internal revenue bill presented by the democratic majority of the committee on ways and means to-day if possible than there is in the tariff bill made public last week. It has well been characterized by leading republicans this afternoon as "a bill for the protection of moonshiners." From the first to the last word the measure is in the interest of the moonshiners and the violators of the special tax imposed upon manufacturers and retailers. Under the bill absolute discretion is accorded local federal officers who make arrests and sit in judgment upon violators of the law and every advantage possible is given that peculiar phase of the traffic in tobacco and distillations known only to the south. Supreme authority is given the commissioner of internal revenue when the punishment has been imposed by the court, while the provisions for meting out justice in the first instance give every advantage to communities linked together by the common sympathies of law breakers. There is a general endorsement of the measure so far as it relates to the reduction of internal taxes, but the revisions of the administrative laws meet with disapproval by all fair minded men.

FRAMED IN THE INTEREST OF MOONSHINERS.

To-night I met Representative Owen, of Indiana, and asked him what he thought of the democratic internal revenue bill, and he he said: "It is a picturesque scheme. After relieving tobacco of $20,000,000 tariff and repealing the special taxes upon manufacturers of stills and retail dealers in liquors, it proceeds to erect a statute with meshes in it large enough for the little moonshiners of Virginia, the Carolinas and Tennessee to slip through and never get caught. These states are ornamented with illicit distills with a capacity of one to three barrels of liquor per day. This is a great and profitable industry down there, that has suffered up to this time for lack of proper protection. Most criminal statutes, you know, have a minimum and maximum penalty, the latter only being adjudged in extreme cases. This repeals the minimum penalty and leaves the court's discretion to affix the penalty. In the midst of a universal sentiment that regards defiance of the government's internal revenue laws as devotion to the state, this law discharges the vast majority of the offenders with the possibility of a reprimand from the court. The sixth section provides that no warrant in any case shall issue for arrest, except when made by the revenue collector—whose presence there is usually at the risk of his life—unless affiant has personal knowledge of the crimes alleged. The possession of a kit of burglar tools, carrying of quantities of fruit to the secret and guarded place, and the carrying away of barrels of liquors signifies nothing. To inaugurate an investigation and prosecution one must have personal knowledge of the manufacture. Section 13 provides that when one of these stills is seized it shall not be destroyed as heretofore, but shall be sold. The poor fellow having escaped the minimum punishment can buy it back and resume his occupation. It appears that after all these precautions it is feared that some of these men may at sometime be arrested and convicted and another section is added giving the court authority when any one is punished for such offense in any jail, has his health thereby endangered, to make provisions for their comfort shall be deemed proper. I don't think so beneficient and salutary a law was ever before proposed for this downtrodden race. The measure should be entitled, "A bill to protect the moonshiner and promote his industry."

SENATOR INGALLS' SPEECH.

Senator Ingalls speech this afternoon was all that his friends expected and more than his enemies wanted. The characterization of the president by the senator from Kansas was enjoyed greatly by the republicans and made the democrats wince painfully. The senator concluded that since the election of Cleveland any man—his antecents, education, character and qualifications being no standard—could well aspire to the presidency and expect to lead his party in a campaign if he be a democrat. The president's treatment of the soldiers and his infantile plea that it was not safe for him to go to St. Louis during the G. A. R. encampment last fall were commented upon in a severe manner, because the cold facts were so plainly and well stated. It was the conscience of the man, taht conscience which doth make cowards of us all, that stood in the way of Cleveland visiting St. Louis when so many veterans were there encamped. Cleveland knew that he had been the enemy of the soldier and he could not face him.

Two hours before Senator Ingalls began speaking in support of the G. A. R. or disability pension bill the galleries were filled to overflowing, and hundreds of people were turned away. As soon as he began the fact was whispered around the house, and more members came over than could get chairs or seats to rest upon. So the wall around the senate chamber had a line of men against it. Mr. Platt, of Connecticut, took the chair of the president pro tempore. When Mr. Ingalls vacated it to speak every senator in the city was at his desk and gave the utmost attention throughout. Mr. Morgan, of Alabama, and one or two others on the democratic side attempted to get Mr. Ingalls into a controversy, but they could not stand to him a half minute. It was like one running against a buzz saw whirling at the highest rate of speed, they were cut in two before they could recoil. Mr. Ingalls moved away the chair to his right and had a space of six feet in length to traverse as he spoke. His full black frock coat was buttoned to his throat, and his slender form more than six feet in height, towered like the tall oak in the forest. It is improbable that the bubbles of an administration were ever so thoroughly punctured by any one. It was with considerable effort that the chair suppressed the outbursts of applause in the galleries and on the floor of the chamber. At Senator Ingalls' left sat Mr. Allison of Iowa, who kept his head bowed much of the time in efforts to choke his risibles, which at times gave vent in hearty laughter over the biting sarcasm and ludicrous comparisons of the speaker. On Mr. Ingalls' immediate right sat Mr. Hoar, of Massachusetts, and then came Mr. Sherman, of Ohio. In front throughout the speech Mr. Evarts, of New York, sat, his chair turned full around so he could get a straight look into the face of the Kansas statesman. Not a word escaped any of this party of distinguished men. On the democratic side Mr. Beck, of Kentucky, made full notes, frequently writing on slips of paper and passing them over to Mr. Voorhees, of Indiana, and then to his colleague, Mr. Blackburn. Mr. Morgan, Mr. Gray and others on that side had their heads together much of the time, an evidence of the effect of the remarks being uttered. It soon became evident that they were plotting for some kind of answer. It is a pity for the interest of the republican party that Mr. Vest, of Missouri, who denounced the G. A. R. the other day, was not present, for the characterization of the "murderers, traitors and brutes" who slaughtered our union soldiers in the dungeons of Belle Isle, Andersonville, Libby, etc., would have brought out the true sentiments within him on the subject.

At the conclusion of Mr. Ingalls' speech Mr. Blackburn spoke for a few minutes, voicing the democrats in their reply. It will be a long time before there will be a duplication of the scene in the senate chamber to-day.

BENEDICT ON HIS COMPETENCY.

The cross-examination of Public Printer Benedict was continued to-day. Dr. Gallinger had little mercy and succeeded in drawing strong doubts of many of the figures put forth by Benedict in his former testimony. He also showed conclusively that Benedict was not qualified under the law to hold his position, and that he had resorted to questionable methods to make political capital out of his conduct of the office. The democratic members did their best to protect and assist Benedict, but Dr. Gallinger had much the best of it all the way through. The cross-examination was not finished and will be continued at the next meeting.

AN APPROVED RESERVE AGENT.

The comptroller of the currency to-day approved the United States National bank of Omaha as reserve agent for the First National bank of Madison, Neb.

COMING TO NEBRASKA.

As stated in the BEE dispatches last week, the members of the inter-state commerce commission will leave the city next week for the pupose of hearing cases at Omaha and Lincoln. The cases to be heard are those originating at Omaha, Lincoln and Beatrice and Mankato, Minn. The commission will be in Nebraska several days.

POSTAL CHANGES.

Changes have been ordered in time schedules on Nebraska postal routes as follows: O'Connor to Enfield—Leave Enfield Tuesdays and Saturdays at 9 a. m., arrive at Cedar Rapids by 12 m; leave Cedar Rapids Tuesdays and Saturdays at 1 p. m., arrive at Enfield by 4 p. m. Kirkwood to Newport—Leave Kirkwood, Tuesdays, Thursdays and Saturdays at 1 p. m., arrive at Newport by 5 p. m; leave Newport Tuesdays, Thurdays and Saturdays at 8 a. m., arrive at Kirkwood by 12 m. Valentine to Kennedy—Leave Valentine Tuesdays and Saturdays at 8 a. m., arrive at Kennedy by 6 p. m. Leave Kennedy, Mondays and Fridays at 8 a. m., arrive at Valentine by 6 p. m.

PERRY S. HEATH.

The Democratic Bill for Free Tobacco.

WASHINGTON, March 6.—The democratic members of the ways and means committee, to-day, submitted to the full committee the internal revenue bill. Section one provides that on and after the first day of July, 1888, all taxes on manufactured chewing tobacco, smoking tobacco and snuff, all special taxes upon manfacturers and dealers in said articles and all taxes upon wholesale and retail dealers in leaf tobacco, be and are hereby repealed; provided that there shall be allowed a draw back or rebate of full amount of the tax on all original and unbroken factory packages of smoking and manufactured tobacco and snuff held by manufacturers or dealers on the said first day of July.

Section 2 provides that after the first day of July, 1888, manufacturers of cigars shall each pay a special tax of $3.00 annually, and dealers in tobacco shall each pay a special tax of $1.00 annually. Every person whose business it is to sell or offer for sale, cigars, cheroots or cigarettes, shall after the first day of May, 1888, be regarded as a dealer in tobacco and the payment of any other special tax shall not relieve any person who sells cigars, cheroots or cigarettes from payment of tax; provided, that no manufacturer of cigars, cheroots or cigarettes shall be required to pay special tax as a dealer in tobacco as above defined for selling his own products at the place of manufacture.

Section 4 provides that section 3361 of the revenue laws and parts of laws which impose restrictions upon the sale of leaf tobacco be, and are hereby repealed.

Section 11 provides that section 3235 of the revised statutes be amended by striking out of all after said number and substituting the following: "And the commissioner of internal revenue, with the approval of the secretary of the treasury, may exempt distillers of brands made exclusively from apples, peaches, grapes or other fruits, from any provision of this title relating to the manufacture of spirits, except as to tax thereon, when in his judgment it may be expedient to do so."

Provision is made in section 14 that section 3,255 of the revised statutes be amended by striking out all after said number and substituting the following: "The secretary of the treasury may exempt all distilleries which mash less than twenty-five bushels of grain per day from the operations of the provisions of this title relating to the manufacture of spirits, except as to the payment of tax, which said tax shall then be levied and collected on the capacity of said distilleries, and said distilleries shall then be run and operated without storekeepers or gaugers

Section 16 repeals all clauses of section 3244 of the revised statutes, and all laws amendatory thereto, and all other laws, which impose any special taxes upon manufacturers of stills, retail dealers in liquors and retail dealers in malt liquors.

Section 17 provides that this act shall be in force from and after July 1, 1888, and all laws and parts of laws in conflict herewith are hereby repealed.

The total reduction in revenue made by the bill is about $25,000,000, of which $20,000,000 are on tobacco and $5,000,000 on the various special taxes removed.

By a party vote the bill was added to the Mills tariff bill, making one bill of both.

The presentation of the bill was the signal for a vigorous onslaught by republican members upon their democratic colleagues. They roundly denounced the majority for their conduct in the preparation of this and the tariff bill, and their indignation was heightened when the proposition was put and carried, despite their objection to consolidate in one measure the tariff and bills. It was suggested by the republicans, in view of the apparent determination of the majority to begin immediately a formal consideration of the bill, that manufacturers and producers whose interest might be effected should be afforded an opportunity to address the committee on the subject. This proposition did not seem to meet with favor at the hands of the majority, and after considerable discussion, the committee adjourned until tomorrow without disposing of the question.

Patents to Western Inventors.

WASHINGTON, March 6.—[Special Telegram to the BEE.]—The following patents were today granted to the following Nebraska and Iowa inventors: Henry C. Ballard, Red Oak, Ia., steam cooking apparatus; Archibald L. Courtright, Mount Hamil, Ia., hay stacker; Cary A. Manker, Louisville, Neb., holder for kegs, barrels, etc.; Henry A. Liller, Ogallala, horn tip; Fred H. Otto, Galva, Ia., truck; Charles H. D. L. Schlapp, Davenport, Ia., heating stove; Horatio Thomas, Chicago, and L. G. Bostedo, assignors to Bostedo Package Cash Carrier company, Atlantic, Ia., cash and package carrier; Joseph Vladyka and W. M. Mitchell, Newton, Ia., apparatus for cremating filth and sewerage.

Nebraska and Iowa Pensions.

WASHINGTON, March 6.—[Special Telegram to the BEE.]—The following pensions for Nebraskans were issued to-day: Original invalid—Jerry Gay, Fremont. Increase—William C. Wilkey, Fremont.

Pensions for Iowans: Increase—V. T. Ware, Centerville; Samuel Simpson, Monroe. Reissue—G. H. Jackway, Lamont; Thomas Rees, Ottumwa; Joseph B. Ireland, Keokuk. Reissue and increase—William M. Wilson, Osceola. Mexican survivors—Edward Myrick, Eddyville. Original invalid—James Parks, Lyons; T. C. Lowery, Newton; William H. Titus, Keokuk; Carl Dahlstrom, Elkader; Philip Yates, Blanchard, . . N. Coulter, Indianalo; Thomas H. Higgs, Maxwell.

Treaties Discussed in Public.

WASHINGTON, March 6.—The senate has adopted, without debate, a change of its rules, by which a treaty may be made public or considered in open session whenever desired by a majority of the senate.

Purchasing Bonds.

WASHINGTON, March 6.—The senate committee on finance ordered a favorable report on the house bill to provide for the purchase of United States bonds by the secretary of the treasury, with verbal amendments.

OBITUARY.

Death of Miss Louisa M. Alcott, the Noted Author.

BOSTON, March 6.—Miss Louisa M. Alcott died this morning.

Miss Louisa M. Alcott was born in Germantown, Pa., Nov. 20, 1832, but the family so soon went to Concord, Mass., to live that even now there are doubts expressed as to whether the little Louisa was or was not the child who was found digging in the soil by a stranger who asked her the question, "What are you doing, my pretty maid?" The unexpected answer was, "Digging for the infinite, sir," and is said to have been sufficiently characteristic to warrant the application.

The story of Miss Alcott's writing of "Little Women" is pretty well known, but even before that struggle took place there was many a smaller one. At the early age of eight Miss Alcott's poetical career began with this well-rounded

ADDRESS TO A ROBIN.

Welcome, welcome, little stranger,
Fear no harm and fear no danger,
We are glad to see you here,
For you sing sweet spring is near.
Now the snow is nearly gone,
Now the grass is coming on—
The trees are green, the sky is blue:
And we are glad to welcome you.

LOUISA M. ALCOTT.

Following this effort with its distinct flavor of the valentine came the usual effusions upon "lost kittens, dead butterflies, the baby's eyes and other kindred themes," until story telling took its place.

At sixteen Miss Alcott wrote her first book which was afterwards published, but absolutely does not count. Her first full grown story brought her just $5 from Gleason's Pictorial when the writer was just nineteen. The next year she wrote the story of "The Rival Prima Donnas," and mingled with its production and its source a very strong streak of dramatic longing. This she she was soon cured of however, and the idea of ever shining before the footlights was given up. In its place there still burned, however, a desire to "do" that would not be downed. The next few years of Miss Alcott's life were filled with girlish burdens that were bravely carried as long as they saw fit to exist. The writing of "wrath, ruin and revenge" for sensational publications, teaching, even sewing, were her means of support out in the world where she had gone to seek her fortune, and she worked so gladly and so persistently that even before her real success came she was able to do much in the way of help and comfort for the "people at home."

In 1862 Miss Alcott went south to nurse in the Soldiers' hospital, and she did her work courageously and faithfully, but was brought home herself stricken with the fever and ill almost to death. "I was never ill," she said once to Mrs. Moulton, "until after that hospital experience, and I have never been well since."

In 1865 "Hospital Sketches" was published, and even before that "Moods," a most tragic love story, since greatly revised. In 1868 Miss Alcott wrote "Little Women," to prove to Mr. Niles, of Robert Bros., that she could not write a girls' story, having always preferred to play with boys and therefore knowing but little about any girls save her sisters and herself. In six months, or a little more, Miss Alcott was famous and her hard work was over. Since then she has been abroad a number of times, has written much, has received probably $100,000 in money and an unlimited amount of recognition and honor. Yet her life was simple to the end. She passed away like one that sleepeth, surrounded by her aged father, Mrs. Pratt ("Meg,") a widowed sister, and the latter's children.

Death of an Editor.

ST. PAUL, March 6.—Louis E. Fisher, editor of the Northwestern Newspaper Union, died in this city this morning. Fisher came to St. Paul in 1853 and the following year assisted in getting out the first daily paper ever published in this city—the Daily Pioneer. In 1865 he became editor-in-chief and after the consolidation with the Press acted as assistant editor until he accepted a position with the Northwestern Newspaper Union.

Death of Professor Cheever.

ANN ARBOR, Mich., March 6.—Byron W. Cheever, professor of metallurgy in the university of Michigan, died this morning at his home in this city.

ILLINOIS REPUBLICANS.

Largely Attended Meeting of the State Central Committee.

CHICAGO, March 6.—The republican state central committee meeting here to-day was largely attended. Speeches were made by General McNulta, Rinaker and Smith, Mayor Connelly, Joseph Fifer and Clark Carr. They set forth the principles of republicanism and prophesied success at the next election. Chairman Jones read a dispatch from Senator Cullom in which the latter says: "The republican party has a mission to perform while the people of the United States are anywhere subjected to any form of injustice, inequality or oppression that can be relieved or remedied by wise legislation or an honest and capable administration of public affairs. These cannot be expected from the democratic party. Chastened by defeat the republican party is better prepared than ever before to battle successfully in the interest of the whole people, and will surely be recalled to power at the next election, if wise counsels prevail."

A letter was received from Senator Farwell, hoping the party would send an unpledged delegation to the national convention. "We cannot afford at this time to engender dissensions and disputes by trying to instruct our delegates, especially when we know the democracy will go up in a solid column for Cleveland. My confidence in the success of our party principles at the coming elections is unbounded. Cleveland has made a platform for the democracy and they dare not reject it, and that free trade surplus howl of his is a red flag to every straightforward, business thinking republican in the country."

It was decided to hold the state convention at Springfield, May 2. Representation in the convention was based on the vote of 1884. This gives one delegate to each 400 votes cast. A. S. Matthews, of Champaign, was chosen member of the central committee from the Twelfth district, succeeding W. B. Linn, deceased.

Democrats of the Northwest Organize.

CHICAGO, March 6.—For the purpose of co-operating in the coming campaign, "The Democratic Association of the Northwest" was organized by the chairman of the northwestern democratic state central committees here to-day. The states that are to be members are Indiana, Illinois, Ohio, Michigan, Wisconsin, Minnesota, Missouri, Nebraska, Iowa and Kansas. The headquarters of the association are to be in Chicago. The president, secretary and treasurer with two other members shall constitute the executive committee. I. M. Weston, of Michigan, was made president and Mr. Mize, of Illinois, secretary and treasurer. The additional members of the executive committee are Messrs. Edward H. Hunter, of Iowa, and Ellis B. Usher, of Wisconsin. An adjournment was then taken until March. The business of the association will be to prepare and distribute campaign documents, besides such other work as may be deemed necessary. Those present from abroad were interviewed on their presidential preferences. All were for Cleveland. Some of the members favored General Black for the vice-presidential nomination, while others had no preference.

The "United" Labor Party.

INDIANAPOLIS, March 6.—The national executive committee of the union labor party assembled here to-day for the purpose of considering a letter from Dr. McGlynn inviting the sending of delegations to the convention of the united labor party to be held in New York. The letter insisted that the Henry George land theory must be sustained, which did not meet the committee's approval, and it was decided to hold a national convention of the union labor party at Cincinnati the 15th of May. The McGlynn letter was referred to a committee, with instructions to prepare a reply inviting the united labor party to send delegates to the Cincinnati convention.

PRESENTING A SOLID FRONT.

Result of the Grievance Committee's Meeting in Chicago.

DETERMINED TO FIGHT IT OUT.

Money and Messages of Encouragement Received—The Union Pacific Refuses to Handle Burlington Freight—Another Wreck.

No Signs of Yielding.

CHICAGO, March 6.—[Special Telegram to the BEE.]—The great meeting of the grievance committees of the western and northwestern roads is over and nobody knows exactly why it was called or what it accomplished.

While yesterday the air was filled with rumors of general strikes on the roads of the northwest, to-day there is not a word about any such policy, and the wheels of all the roads whose employes were represented at yesterday's conference are revolving just as smoothly and uninterruptedly as if no such conference ever took place. The whole thing has resulted in a promise of the financial and moral support of the strikers by the brotherhood men of the other lines represented and n a promise not to handle any engines which may attempt to haul Burlington freight or passenger cars over any connecting lines. Yesterday's meeting was simply a love feast. To-day the strike headquarters were like a banquet hall deserted.

"There is no change in the situation," said Chief Arthur. "We propose to fight the battle through to the end, and we are sure of victory."

"When do you intend to return home?"

"I don't know. I will stay here until the boys need me no longer, or until the company has granted their demands."

A large number of telegrams were received from different points all over the country pledging the support of brotherhood engineers and firemen. One from 150 engineers and firemen at Columbus, O., promised financial aid and urged the strikers "not to surrender until the last gun was dismantled." Reports are received daily at the strikers' headquarters of the condition of affairs on each line of the Burlington system. The strikers claim that the company has not succeeded in getting through to Council Bluffs, Kansas City or any of the great terminal points of the system, a single passenger train. Train No. 5, leaving Chicago at 12:01 p. m., has been sent out every day, but they claim it has never gone through to Council Bluffs and points in Nebraska. No. 3, at 10:30 p. m. for Omaha and Denver, has never gone through according to the reports sent in to Mr. Arthur's headquarters. After leaving Chicago they are somewhere lost in the shuffle and some of those trains, it is claimed, have never passed Aurora on their western journey. The freight traffic, the men claim, has amounted to nothing and many of the freight trains reported to be running have been composed of an engine and way car. The engineers claim also that between forty and fifty engines have been badly injured by the handling of the new men. In the round house at Brookfield are six engines unable to run, either on account of burnt boilers or other injuries and will have to be sent to the shop before they are used again. At Creston, Ia., it is claimed there are seven damaged engines waiting repairs. This morning three engines from the Chicago & Iowa line were brought into the round house at Aurora with their feed pipes frozen and bursted.

Many reports came in from different points as to the operations of the new engineers. A wiper who was put in the charge of an engine on the Iowa division took out a passenger train. It is said that after getting under way he found that he did not know how to shut off the injector and the result was that the boiler of the injector filled with water and condensed the steam. The train stopped and the new engineer and his fireman became panic-stricken and fled from the engine. Among the telegrams of sympathy received to-day was one from Division 15 of the brotherhood of engineers at Buffalo. It read: "God speed you. Stand firm. We have forwarded draft for $1,000." There were telegrams from Sacramenta, Cal., and other points, promising financial aid whenever it was needed.

General Freight Agent Lot Brown said: "I'll give you something to put down as a solid fact. An even 60 per cent of our full complement of engineers and firemen are at work to-day. Look out of the window and see the teams at the freight house door. Don't look much as though the "Q" was crippled, does it? There are not so very many of them compared with what used to be there before the strike, but the public doesn't really know we can handle the goods yet. We are receiving freight now for all points east of the Missouri river. Yesterday we sent out six full trains with 135 cars in all from this house and the transfer. We expect to get out 150 cars to-night. We have one full force of handlers for out freight at work and all our clerks. We don't take freight to be transferred to the Atchison, Topeka & Santa Fe, because we don't want to get them into trouble. We don't know whether they will agree to handle it for us or not. Taking a fair view of the matter, it looks to me as though we had won the battle."

"The questions of other roads handling our freight will not come up for a day or two," said General Passenger Agent Morton. "When it does appear it will be settled favorably to us I think. There is no reason why any road should adopt an adverse policy. All of them handle our freight, more or less, and our interests are to that extent identical."

A Talk With Chief Arthur.

CHICAGO, March 6.—Chief Engineer Arthur was bothered with few callers this morning. Only a bare dozen of engineers and firemen sat around the headquarters, and all the excitement of yesterday has died out.

"What are your plans?" was asked of the chief.

"To sit here and wait until the Burlington is ready to open negotiations."

"Will you seek a conference with the Burlington officials?"

"No, sir. I have done all that kind of business I can. Sargent and myself did not order the strike. The men asked us if they could leave their engines, and we, after looking over the situation, and failing to get any satisfaction from the officials, consented to their doing so. This carried with it the support of the whole brotherhood. We cannot order them back. If they come to the conclusion to go back of their own accord, they will notify us, and then our mission is ended."

"How long will this trouble last?"

"We are likely to remain in the city for some time to come. You can draw your own conclusions."

A Game of Freeze-out.

CHICAGO, March 6.—The strike has now resolved itself into a game of freeze out and that practically was the situation this morning. If the strikers carry out the promise made at the meeting yesterday it will have the affect of preventing any through freight business on the Burlington system. The Burlington people, however, say they are prepared to abide by this decision, and confine the business entirely to the territory covered by their own system. The Burlington officials claimed to have filled 60 per cent of the strikers' positions, and that they want 75 per cent only. The road had more men before the strike than it actually needed. They say the road will be ready to receive live stock and perishable freight by Friday.

General Passenger Agent Morgan, speaking for the Burlington road, said to-day regarding the proposed appointment of a congressional committee to investigate the strike: We will be glad to have a committee of that kind come, as the more this matter is investigated and the better the public come to understand our position, the better they will think of the Burlington road. All the company officials express themselves as satisfied with the manner in which traffic is being handled again.

Have Started a Training School.

AURORA, Ill., March 6.—The Burlington road is doing two classes of business at this point. One is hauling freight and passengers to a limited degree. The other is running a training school for engineers with a quota of pupils. The striking engineers and railroad officials are both confident. No overt acts are charged to the strikers. They were a little annoyed by the mayor's order forbidding their committees visiting non-union engineers at trains when passing through the city, for the purpose of inducing them, if possible, to leave their engines. Outside of this they have no complaint. "Our men," said Chief Baureisen, of division No. 2, "are in this fight for good. The company is not doing anything like the business they claim to, and the men they have employed to take places are a sorry lot. They have burned out three engines here since the strike begun." At the yards it can plainly be seen that something is wrong. Everything is done slowly and deliberately as if there was plenty of time. Fifty special police guard the yards. As soon as a train reaches the limits two specials jump on the engine and ride in the cab until the cars pass out the other side of the city. Division Superintendent Alexander and Trainmaster Bessler say only one-third of the freight business is being done on the Chicago division, and cars are lightly loaded, but they say much of this is due to the fact that the company is refusing to haul stock. In fact all business in this department is traffic strictly confined to the Burlington system. Passenger business is in better shape, as far as train service goes, but the cars are by no means crowded. Superintendent Alexander said for the present but three through trains will be run.

The company has in its training school about thirty men. They are carefully examined by the master mechanic and then allowed to practice running an engine up and down the yards. The officials claim the new men are doing well, and in a short time will be competent to take out trains. Disinterested citizens say, however, that many of them are failures, and tell of trains stalled at the depot an account of the inability of the new engineers to fix some part that has gotten out of repair, until the master mechanics would arrive.

The fast mail for Chicago came in to-day two and a half hours late. The engineer was totally blind in one eye. The claims of the officers that they have all the men on the Chicago division that they want is true. They admit the new hands are not up to the standard, but assert that improvement comes with each day's service. They also say the reason they don't want more men is that as long as the Burlington can do no transfer business with other roads, only a limited number of engine hands is required.

All Ready to Go Out.

NEW YORK, March 6.—The press committee of the Brotherhood of Engineers has given out a statement here regarding the Burlington strike in which they deprecate the printed statements made by some of the papers against them and explain carefully what has been done. They charge that several western roads, in addition to covertly helping the Chicago, Burlington & Quincy by handling freight and passengers have also aided them in procuring men to man their engines—all in direct violation of good faith with their engineers. "Therefore we now say to them," says the statement, "individually as men and collectively as an organization, that if the pending fight in which they have individually and colletively labored for our defeat is not settled before a given date we will all stop work until it is, provided the grand chief gives his sanction to our doing so. Realizing the magnitude of our proposed plan of action, we have given the Chicago, Burlington & Quincy and the public due notice of our intention, and we may add that the brotherhood is fully prepared to withstand a seige."

Strike Feared on the St. Paul.

DULUTH, Minn., March 6.—[Special Telegram to the BEE.]—It was rumored this morning that there was trouble brewing on the St. Paul & Duluth road and that the engineers were liable to strike. The situation, as stated by a prominent railroad man of west Duluth, was as follows; Upon the "Q" road issuing their call for engineers a St. Paul & Duluth official at St. Paul was asked for and gave assistance in securing men, and through his aid thirty engineers were sent to the "Q" headquarters. Yesterday the St. Paul brotherhood of engineers were made cognizant of the facts and a meeting was immediately called and a committee appointed to wait on the official to demand an immediate reparation for injury done the brotherhood or the railroad company would be held responsible for it. The committee will take immediate action, and unless a full apology and reparation is made trouble is liable to ensue. The engineers are much incensed over the affair.

RACINE, Wis., March 6.—A prominent official of the Chicago, Milwaukee & St. Paul railway is authority for the statement that there is reason to fear the strike of the engineers and firemen will be inaugurated on the St. Paul system to-morrow night. It is claimed the truth of the report is strengthened by the fact that engineer Parker, one of the leading men on the Racine & Southwestern division of the St. Paul road, received a telegram this morning from Chief Arthur to report at once in Chicago. Parker left for Chicago at once.

B. & N. Men Will Strike.

MINNEAPOLIS, March 6.—Superintendent Harris, of the Chicago, Burlington & Northern railroad, received notice this evening that the engineers on his road would go out to-morrow morning at 10 o'clock. Mr. Harris does not know what phase of the difficulty has caused this move. The road is not running more than fifteen engineers and apprehended no difficulty in keeping trains in motion. There is a general feeling of uneasiness among engineers and firemen of all roads centering here. At meetings held to-day a strong feeling was developed against interchange of traffic with the Burlington, and the impression prevails in railway circles that it will take but little to make the strike general throughout the northwest.

Trouble on the Ft. Wayne.

CHICAGO, March 6.—It was reported tonight that five Ft. Wayne and three Grand Trunk crews have refused to haul Burlington cars. It is said the men quit their engines, though it was denied by the strikers. Chiefs Arthur and Sargent were absent from the headquarters tonight, and some people suspected some connection between their unwonted absence and the arrival in the city to-night of the general superintendent of the Ft. Wayne road and general manager of the Chicago & Grand Trunk.

Last Night's Local Situation.

The one sensational feature connected with the Burlington strike yesterday was the edict that went forth from the Union Pacific railroad headquarters. The Burlington engineers, evidently clothed with authority by the secret meeting printed exclusively in yesterday's BEE, called upon Mr. Thomas L. Kimball and were closeted with him for a long while. Upon the departure of the delegates an order was issued from headquarters to the effect that no more cars of the Burlington system should be loaded with freight. The instructions were promptly obeyed. It is understood that like orders were sent to the freight depots of other roads centering in the city, but the officials seen were adverse to answering questions.

There was no change in the condition of affairs with the Burlington in this city last night. All officials seen by BEE reporters said there were no new features in connection with the strike, and that the light passenger trains were running as usual. The flyers that were expected to mature to-day had not been put on for "obvious reasons," as one gentleman in high authority put it. He refused to tell the reasons.

No One to Blame.

LINCOLN, Neb., March 6.—[Special Telegram to the BEE.]—To-day has been wholly without incident in strike matters. Both sides waited expectantly for eastern news and received none. Increased efforts were made by the company to handle freight and the brotherhood held as firmly as ever to the belief that the end would come their way. The coroner's jury impanneled last night to sit upon the case of the switchman killed in the yards met at the sheriff's office and devoted a half hour to hearing the testimony of the switchmen, and the engineer and fireman. The testimony of the switchmen placed the direct cause of the accident upon a broken drawhead that allowed one to pass over the other, catching the man and crushing him. One of them testified that the car was marked to go to the repair shop. The engineer testified that he had been employed by the B. & M., for sveral months, and was a brakeman up to February 28, when the company placed him on an engine to take the place of the striking men. He had never run an engine before that time. He testified that there were no rules requiring him to give signals with whistle or bell, when backing up. This closed the very brief testimony. The jury returned and brought in a verdict finding that no blame attached to anyone. As the testimony showed that the engineer was inexperienced and the drawbar to the car was broken the verdict is somewhat remarkable, and as a precedent will give little hope to an employe that a company in any instance is responsible for an accident of that character. The body of the dead switchman has been suitably cared for at the undertaker's, and Mann's father, who lives at Boise City, Idaho, was immediately after the killing notified of the accident.

The Lincoln Typographical union has passed the following resolutions:

Whereas, The Brotherhood of Locomotive Engineers and Firemen are at present engaged in a strike for equal pay for equal service; therefore be it

Resolved, That Lincoln Typographical union No. 29 sympathizes with the Brotherhood of Locomotive Engineers and Firemen in their endeavor to secure equal pay for equal service, and our best wishes and moral support for their success is heartily extended.

Resolved, that a copy of these resolutions be given to that order, spread upon our proceedings and published in the papers of the city.

The Strike in Plattsmouth.

PLATTSMOUTH, Neb., March 6.—[Special to the BEE]—All is quiet in this city as regards the strike. Passenger trains are all running with the exception of the flyers and an occasional freight train gets in and out. There is no diminution of enthusiasm among the strikers. They appear more confident now of success than at the outset. The Plattsmouth branches of the brotherhood have made good records. They have retained the sympathy and respect of all people, and indeed the order includes some of the best citizens of the place. Since the strike began no Plattsmouth man has been found who would consent to take out an engine, and the strikers have won from their purpose some twenty-five or thirty men, perhaps more, who were sent here for the purpose. Not only has every member of the local organizations remained firm, but every one of their colleagues who, though not members of the order, went out with the strikers. Yesterday seven of these men were admitted to membership in their respective brotherhoods, and more will join immediately. Should the strike, by any possibility not now perceptible, prove a failure, it will not be the fault of the Plattsmouth boys, as they are solid and determined to the man.

Another social meeting of striking engineers and firemen, with their wives and a few friends, was held Saturday evening at K. of P. hall. Addresses were delivered by several prominent citizens, and an evening of varied social enjoyment followed.

An engineer named Notestein started from Omaha to this city Sunday with engine 123 and a freight train. On the way down the water ran low and he cut loose from his train to run to this city for water. As he came into the north end of the yards some one signaled, but the engineer did not know that it was meant for him and kept on. Before he had gone far he sighted some cars on the track ahead, and in his excitement reversed the lever without closing the throttle. The lever failed to catch on the ratchet and flew back again, striking him in the stomach and inflicting a dangerous rupture. The engine ran on and struck the freight cars, inflicting but slight damage, the fireman having closed the throttle in the meantime. The engineer was taken from the cab, placed in a passenger coach and a company physician summoned. It was found that he had sustained what is technically known as an acute strangulated inguinal hernia, which it usually requires the knife to reduce, and is a most dangerous injury. Chloroform was administered and the hernia was reduced in about two hours, so that the man is now considered out of danger. Notestein is about fifty-seven years of age, and the man who was firing for him reported to the brotherhood that he had said he had not been upon an engine since 1861. For telling this, it is reported, the fireman was discharged.

A fireman named Harding and an engineer named Noble Hill, brought engine 118 down from the roundhouse Sunday evening to take out a freight train, and while standing in the yards the bursting of a glass in the lubricator threw a stream of steam, hot water and hot tallow into the fireman's face, inflicting severe burns about the forehead and eyes. The man is now at the Cottage house with head bound up in bandages, and in care of the company physicians.

It is reported here that twenty-three crews of Reading engineers and firemen started to return home yesterday—fourteen of the party going from Plattsmouth and the balance from Lincoln. They say that they were promised before leaving home $4 per day and transportation both ways.

The local brotherhoods have received reports from Creston that the imported engineers are quarreling among themselves as to the positions they shall occupy—all want to run passenger trains, and none want to do switching. All are dissatisfied and talk of returning home.

Three of the best blacksmiths in the shops in this city quit work yesterday morning because they would not carry tickets setting forth that they were B. & M. employes and entitled to admission to the grounds. They said they did not have to carry tags. All of the several hundred employes at the shops and yards are furnished with tickets as employes, and no one is admitted without them. There is a great deal of dissatisfaction expressed quietly by the employes among outsiders in regard to this system of tagging its employes.

At a meeting of Local Assembly No. 8,582, Knights of Labor, last evening, the following resolutions were adopted:

Resolved, That we extend to the Brotherhoods of Engineers and Firemen of the Chicago, Burlington & Quincy system our sympathy and what aid lies in our power to give, in this their hour of trouble, in their struggle for justice and right, and we hope that they may succeed in their fight with the Chicago, Burlington & Quincy and B. & M.

Resolved, That we censure and hold in scorn any and all men who may voluntarily or otherwise take the places of the striking engineers and firemen on the Chicago, Burlington & Quincy system as traitors to the interests of labor.

Resolved, That we also denounce the mayor of our city for refusing to appoint tax paying citizens as special policemen who offered to serve in protecting the company's property without charge to anyone if needed, but instead appointed a mob of foreign mercenaries known as Pinkerton's murderers, whose only duty so far seems to be to provoke trouble. And, furthermore, we absolutely deny that there is any danger to the company's property here unless from the thugs and thieves they themselves have imported here.

Resolved, That a copy of these resolutions

[Continued on Second Page.]

FREIGHT TRAINS COLLIDE.

A Dispatcher's Blunder Causes a Serious Wreck.

TWO MEN FATALLY INJURED.

Cars and Engines Piled in a Heap—Sioux City Will Build a Corn Palace—Discussing Railroad Regulation.

A Train Dispatcher's Blunder.

MASON CITY, Ia., March 6.—[Special Telegram to the BEE.]—A bad collision occurred this morning on the Iowa Central, two miles north of Hampton. Both were heavy trains, and were going at a very rapid rate when they collided. The engineers and firemen saw their danger and jumped from their cabs just in time to escape death. Two of the brakemen, Williams and Ferguson, were fatally injured. The two engines and nineteen freight cars are piled up in a heap, and badly damaged. The dispatcher at Marshalltown, it is said, was at fault, forgetting a wild train that was running north from Marshalltown.

Discussing Railroad Regulation.

DES MOINES, Ia., March 6.—[Special