THE BURLINGTON HAS NO CASE

Answer Filed By the Wabash in the "Q" Suit.

THE FORMER ORDERS REVOKED.

Indications That Judge Gresham Will Refuse an Injunction Against Chief

Arthur or the Brotherhood-Other Strike News. Answer of the Wabash.

CHICAGO, March 12.-Judge Gresham's court room and adjacent halls were crowded this afternoon when the application of the Chicago, Burlington & Quincy road for an order on the receiver of the Wabash railway to compel him to receive and handle their freight came up for hearing. When the case was called Attorney Crawford, on behalf of the Wabash railway, said that before the other side opened their case, there was an affidavit filed by them which had not been read and which his side desired to use. He then read the affidavit of General Manager Stone, of the Burlington road, in which was set out at length copies of a telegram alleged to have been sent by Chief Engineer Arthur, March 2, to M. W. Vernon, at Omaha, chairman of the grievance committee of the brotherhood, reading: "Do not haul any Burlington cars or aid them in any way." The affidavit alleged that similar dispatches had been sent out by Arthur in all directions to members of the brotherhood, and among others to engineers in the employ of the receiver, and that it would be abundantly established that said Arthur was the main executive officer of the brotherhood, and as such had interfered with the property of the court, and engineers employed by the court had obeyed his orders against the laws of the state, and the laws of the United State, and the order of the court.

Attorney Dexter then opened the case for the Burlington company, by reading the petition and affidavits of the complainant as filed by them Friday. He was followed by Robert T. Lincoln with the answer of receiver McNulty, of the Wabash. The answer admits that orders were issued March 7 not to handle "Q" freight, as they did not like to disturb the friendly relations existing between the Wabash company and its em-ployes, but says that these orders were revoked Saturday last, and the following substituted: "All orders and directions heretofore given by me or by any officer or seent of this road which have been underagent of this road, which have been under stood as limiting the interchange of cars or traffic with the Chicago, Burlington & Quincy railway, or any roads in that system, are rescinded. The business of receiving and interchanging cars and traffic by this road with the Chicago, Burlington & Quincy rail-way, and all of the roads of that system, will go on upon the same terms and conditions as those which similar business is done by this those which similar business is done by this road with other connecting rail-roads." Respondent further said that he believed the petition, at the time when filed, originated not so much in a desire of the petitioners to procure a resumption of the insignificant and unimportant traffic which it had given the respondent before the petitioner had been disabled from the trans-action of any business whatever by refusal of its employes to continue in its service, as in the hore there would result in the filling of the hope there would result in the filing of the petition a situation of affairs in which the respondent might be rendered practically incapable of transacting any of the business of the Wabash railway whatever; so that, tem-porarily at least, a large amount of such business now done by the respondent would be carried to petitioner and it receive the profits thereof, in part compensation for the losses sustained by it during the time it was not able to transact its own business. After the answer of the Wabash had been finished, showing that receiver McNulta had on Saturday, the 10th, revoked his previous

the brotherhood from ordering or causing a strike on the Wabash or any other road in strike on the Wabash or any other road in consequence of the action of these roads in hauling Burlington freight. At the close of the arguments which en sued Judge Gresham practically gave his decision, when he said he didn't think the Burlington company had any case in court. "The Wabash has granted all you court. "The Wabash has granted all you asked," said he. "It has promised to receive your freight, and now you ask the court to issue an order punishing the Brotherhood of Locomotive Engineers for an a leged crime which they deny, and against the wishes of the general manager of the road, which they deny, and against th who is an officer of this court." While the judge thus indicated what his decision would probably be, he announced that he would take the matter under advisement. The pre vailing opinion in the court was that the judge would refuse to issue any order touch ing the action of Chief Arthur or the broth erhood on the ground that it is beyond his ju risdiction, and properly regulated by state

instructions and ordered the former business

relations with the Burlington road resumed, Judge Gresham asked the representatives of

that road what position that left them in the

still desired the order from the court which

was originally asked for. They desired this

would not again refuse to receive their

freight. They asked further that the court issue an order restraining Chief Arthur and

A Disagreeable Surprise.

CHICAGO, March 12.—The developments is Judge Gresham's court were a disagreeable surprise to the railway managers. They had expected a ruling which would closely guide them as to a safe course to pursue, but the result decided nothing. Even the question as to whether the Wabash engineers will now handle Burlington cars remains to be decided. Receiver McNulta said late to-night that he had received no notice whatever from representatives of the engineers employed or the Wabash that they would or would net handle the "Q" cars. Chairman Hanvey, of the Wabash engineers' gridvance committee told a reporter that the men were strongly averse to touching a car belonging to Burlington, but as to what would be done when the case presented itself he absolutely declined to say, or even to tell whether he

Chief Arthur said to an associated pres representative shortly before midnight that the Wabash men were greatly excited, but for his part he would not see them take a radical position. The Wabash would handle little Burlington freight in any event, the fact that the road was in the hands receiver, who is an officer of the federal court, complicated matters is such an extent that there was danger the brotherhood might become involved in a false issue. Any issu-taken by the Wabash men, said Mr. Arthur could not at all be considered a precedent b

Waited to Hear From Gresham

The lawyers and other persons connected with the B. & M. injunction case, appeared before Judge Dundy yesterday morning to present their arguments. The prosecution were in favor of postponing the case until Wednesday, and as Judge Dundy wished to hear first the decision of Judge Gresham, at Chicago, on a similar case which that judicial light has now under advisement, it was decided to continue the hearing a couple of

days.

Last evening there was but little change from the night before in affairs at the depot and yards. The freight trains are running as usual and the passenger trains all arrived and departed considerably after schedule time. There was a runor last evening that the Union Pacific engineers were going to strike some time during the night, but as thorough a sifting as could be given the report revealed nothing more to substantiate the runor. The Union Pacific engineers

uestioned in regard to the matter were

Arthur Replies to John Jenkins. CHICAGO, March 12.—Chief Arthur received o-day a letter from John Jenkins, of the Nebraska state bureau of labor statistics, requesting a statement of facts in the Burlington strike for presentation to the Nebraska legislature. Mr. Arthur promptly for-warded an official resume of the situa-tion from the men's standpoint. He lays particular stress on the willingness of the men to arbitrate, and the unwillingness of the company. Another feature of Mr. Ar-thur's letter is the statement that the highest grade of pay to engineers and firemen on the Burlington is from 50 cents to \$1 a day less than paid by competing lines in the same ter-ritory for the same service, and that the wages asked by the men is cheerfully paid by 90 per cent of all roads in the country.

The Board Will Investigate. Lincoln, Neb., March 12.—[Special Telegram to the Ber.]—The state board of transportation in response to numerous complaints

and petitions to-day passed the following resolution: Whereas, Information has been received at this office from trustworthy sources, alleging that the B. & M. is employing incompetent engineers and firemen, therefore endangering the lives and property of the public, which information is accompanied by pe-titions praying that the board of transporta-tion shall cause an investigation into the fact,

therefore be it

Resolved, That the secretaries of the board be and are hereby instructed to immediately investigate this matter and report their findings to the board at as early a date as possible.

Governor Thayer Favors Arbitration. Lincoln, Neb., March 12.-Governor Thayer, in conversation with an Associated press reporter to-day, regarding the action of the Iowa railroad commission's investigation of the competency of engineers on the Chicago, Burlington & Quincy rauroad, said: "I think no man who is not thoroughly competent should be allowed to run an engine. The Iowa railway commission, or the railway commission of any other state, is justified in investigating the competency of those who are performing this class of work. I am in favor of arbitration for these railroad diffi

Encouraging Reports.

LINCOLN, Neb., March 12 .- [Special Telegram to the Ber. |-The sentiment is growing daily in this city in favor of the engineers and firemen of the brotherhood. Prominent business men and state, county and city officials express an opinion of this character and the workingmen of the city are all favorable to the men. The Burlington officials at this point are weary of the struggle and the sight of the ruined rolling stock being forwarded almost daily to the Plattsmouth shops is sufficient to dishearten the local officials who desire to make a successful business record for the company. An episode occurred in the office of one of the officials of the city the other day. There were a half-dozen of Reading men sitting in his office when a telegram was brought announcing the collision of the passenger trains at Humboldt. It was more than the official could stand and he very emphatically dismissed the Reading men from his presence.

It is apparent that the state board of transportation will have to do some investigating if the strike continues, in regard to the class of men employed by the Burlington, A letter was received yesterday by the governor from Wymore, in regard to the character of men employed, which was turned over to the board of transportation. It was laid aside pending the assembling of the secretaries and ordered not made public. A number of ng on the same question. The action of the Iowa commission was discussed in an informal way by a number of the state board yesterday and they are expecting like work o come before them.

The usual meeting of the brotherhood was held yesterday and the reports from other points on the Burlington system were more numerous than usual. Keekuk wrote that the men there would never waver. Accidents to rolling stock in that vicinity and the wreck of two passenger trains in a collision. Galesburg reported the men firm, that the officials could not discourage them and that the scabs were deserting. Burlington reported no desertions and the road meeting with no success in its efforts to break the ranks of the brotherhood men. Aurora re ported all firm. Visiting delegates from Chi-cago reported men on other roads ready to help at any time, press reports from that point not representing the facts. Denver reported no deserters. All roads out of that place had shut off handling Burlington freight. The pay roll of the strikers was re-ported much larger than the company's. McCook reported trains few and irregular. Three dead engines were sent in there Sun-day. Engines were getting scarce and a few more ruined by the scabs will not leave enough to operate the road. The Reading men were reported discouraged, two leaving for home yesterday.

Spite Work of the "Q."

KANSAS Clery, March 12.—Seven trains on the Rock Island road were detained for eight hours at Cameron, Mo., by the Burlington train dispatcher, who refused to give orders for the passage of trains to Kansas City. The Rock Island uses the Burlington track be tween Cameron and this city under contract No explanation of the conduct has been given, and at the local office of the Rock Island no metive could be assigned. This afternoon the trains were released and came in. This incident, in nection with the refusal of the Rock Island engineers to do any switching here on account of having to work with the new Burlington engineers, brought about a con-ference this afternoon between the Rock Island officials and the general grievance committee of the road. The result was the adoption by the grievance committee of resolutions commending the management of the Rock Island for its neutral stand, and de claring it is the policy of the Chicago, Bur-lington & Quincy officials to provoke a gen eral tie up; that the committee believe it is to the best interest of their striking brethren for the Rock Island men to keep the road in operation, thereby enabling them to assist the strikers and defeat the object of the Chi cago, Burlington & Quincy road. Consent is given to the full performance of the yard switching work, so long as the Rock Island maintains the line of neutrality. Chicago, Burlington & Quincy officials to-night said the reason the Rock Island trains were held at Campron was because the Kunsas City at Cameron was because the Kansas City yards were almost blocked with Rock Island cars on account of the trouble with the switching engineers. A recurrence of the trouble is not anticipated.

KANSAS CITY, Mo., March 12 .- [Special Telegram to the BEE | - Both the strikers and the Burlington are at present waiting to see what action the other roads are going to take in regard to the handling of "Q" freight Most of the roads seem more afraid of the brotherhood than the inter-state commerce law, and no interchange of Burlington freight has been made in Kansas City since Satururday. General Superintendent Nettleton, of the Gulf, however, stated this morning that his road was perfectly willing to handle Burlington freight, and if the "Q" has an business for the Gulf all it has to do is to

The Hannibal yards are becoming very much blocked with cars, a great many of which, however, contain Rock Island freight. The Burlington is doing the Rock Island switching as usual, but the Rock Island will not permit it to handle any cars in the

[Continued on Second Page.]

THE BIG STORM IN THE EAST.

Business Entirely Suspended in New York City.

RAILROAD TRAINS ABANDONED.

The Metropolis Absolutely Snowbound -A Woman Frozen to Death in the Streets-An Unprecedented Spell of Weather.

A Blizzard in New York. NEW YORK, March 18 .- The hardest snow storm of the year by far, raging in New York city, began early this morning, and at So'clock there was a foot or over on the ground. A high wind caused drifts, which in the upper part of the city were three and four feet high. Traffic is almost suspended. Thousands of passengers are blocked on the elevated reads. The horse cars are entirely unable to move, and the people who were left uptown by the clevated roads were unable to

get further than Eighth street by road.
Many more venturesome descended to the
street by ladder and walked. The people in
suburban towns found it almost impossible to reach the city, so severe were the drifts.
At 7:10 this morning two trains on the
Third avenue elevated road collided at Seventy-eighth street station. One train was at enty-eighth street station. One train was at the station unloading and taking on passen-gers, with which it was already overcrowded. Owing to the snow on the track the train was unable to start. After it had been standing about twenty minutes a train came rushing down the incline from eventy-fourth street and dashed into the rear car. The engine reared up on the end of the last car and steam escaped in great volumes, but fortunately rushed upward. thus saving the hemmed-in crowd in the forward train, as well as those on that end of the platform. The engineer of the rear train

was killed and a number of passengers in

7 p. m.-The storm is increasing. It is absolutely unprecedented. All business has been paralyzed. At the stock exchange less than 16,000 shares were sold, the smallest on record. Produce markets all nominal. The weather stopped the courts. Every street car in New York and Brooklyn, Jersey City and the Elevated trains are stopped. Brook-lyn bridge and the ferries are almost abandoned. Down town hotels are crammed with suburbanites. The Elevated roads run 3,000 trains daily usually and have never before stopped. Westerners declare Dakota for-nished New York's blizzard of to-day. Of forty mails due between 4 and noon, only two had arrived by 2 this afternoon. News from Europe, where also tremendous gales and snow storms are occurring, is unimportant and uninteresting, mainly relating to the coming obsequies of the late emperor.

9, p. m.—no abatement in the storm. Frozen ears and feet were never so numerous. Drug stores were filled with patients all day and evening. A woman was absolutely frozen to death to-night, at the corner of Broadway and Fulton streets, popularly supposed to be the busiest four corners on the earth. In hundreds of streets loaded wagons were abandoned and the horses taken wagons were abandoned and the horses taken to the nearest stables. The wind has blown the snow into immense drifts. Countless accidents occurred from slipping. The Astor house alone turned away 300 would-be guests. Other hotels have similar experiences.

10, p. m.—New York is absolutely snow-bound. The oldest person never saw its equal. Not one train was dispatched by either the Eric or Central to-day, something unpre-cedented. Telegrams from distances of 200 miles have the same story to tell. namely:
"It's the worst storm ever known here,"
The police authorities say the storm has not
been equaled since 1855. Most of the police telegraph wires were broken down early in the morning, and policemen were obliged to tramp many miles carrying important dis-

patches,
Midnight—Owing to the tremendous gale and terrible snow storm there have been no arrivals nor deprrtures from this port. Nav gation has been almost wholly abandoned in n the rivers and harbors, and even boats or different ferries made only infrequent trips The storm is unabated and the wind is as furi the storm is unabated and the wind is as furi-ous as ever, but the snew has stopped falling. Snow drifts in the business streets are as deep as in the country districts. Grown persons here never saw the like. There are but mea-gre reports from uptown districts, but in the lower precincts, where reporters managed to struggle through the snow and against the winds more than a hundred fractures of limbs and contusions of skulls were reported Ambulance horses at the different hospitals were completely fagged out early in the day and calls in many cases could not be re-

sponded to. The Storm At Washington.

Washington, March 12 .- The storm that visited Washington yesterday was one of the most remarkable known for years. In fact, the capital seemed to have been the center of the miniature cyclone that brought with it a blinding succession of rain, snow, wind and cold. In the early hours of the day the gutters were full, and in many low places the sewers were blocked, thus flooding the streets. The heavy rain continued until 3 o'clock in the afternoon, when it turned to a blinding snow, which stuck to everything it touched and turned to ice. As night fell the heavily-laden telegraph whres began to come down, and in many places the streets were blockaded by them. The police wires were out of order, and to add to the discomforts of the night, the electric lights began to fail. By midnight the city was almost in darkness, save for the feeble gas jets.

At the signal office to-day it was learned that the storm was the result of the splitting of a storm trough, that on the day before yesterday extended south from Michigan. Saturday night it divided, forming two storm centers, one over Lake Eric and one in Georgia. The southern center then began climbing up the coast, striking Washington yesterday morning. The center itself did not reach here until about 3 o'clock in the afternoon. This took until nearly midnight afternoon. This took until nearly midnight to pass. The total rainfall amounted to 1%

Off Cape Henry the wind was blowing fifty five miles an hour yesterday. The railroad leading into Washington have been blockaded by snow, fallen trees, telegraph wires and poles, so the movement of trains has been seriously impeded if not abandoned. At the Western Union office it is learned that in effect upon wires the storm is the worst ever known here. Washington has been almost completely isolated since 7 o'clock Sunday evening. The morning and evening papers of to-day appeared without telegraphic information. The wind has kept up high velocity all day, and at 9 o'clock to night it had not changed. The sky is now clear and it is growing colder.

Efforts of railroad men to open communica-tions with the north succeeded at 10 o'clock to night, when trains which left New York at 9 o'clock last night, arrived here after a hard and tedious trip. Persons who were on the train say their experience was without pre-cedent in this part of the country. After leav-ing Philadelphia the train had to grope its way. Telegraph poles, wires, uprooted trees and obstructions of all kinds were found across the track at frequent intervals. After great labor, Wilmington was reached where the curs were stopped to await daylight. One passenger estimated that 300 telegraph poles were removed from the track between Phila delphia and Wilmsugton. A later train to-night brought in the Pseladelphia papers, twelve hours behind time with New York papers, which usually arrive at 10:45 a.m. had not come at midnight. Western and southern trains are coming in slowly and re-port that the effects of the storm are hardly noticeable forty miles west of here. One of the southern, trains had a window of a car smashed in by a failing telegraph pole and several passengers were slightly hurt.

Blizzard in Manitoba.

WINNIPEG, March 12 .- A terrific blizzard is raging on the north shore of lake Superior and trains on the Canadian Pacific are completely blocaded. No train has arrived here

from Montreal since Thursday. The report is current here that a treatle gave way at North Bay, throwing the Canadian Pacific passenger train into the chasm. The report is unconfirmed.

LASHING A CHIPPIE.

An Angry Wife Whips Her Husband and His Paramour. New York, March 12.- [Special Telegram to

the BEE.]-A handsome, stylishly-dressed woman of thirty-five sprung from a coupe on Fourteenth street, near Irving place last night, just as a man about forty years old was passing with a pretty gurl clinging to his arm, and laughing. The woman held a silver-headed riding-whip. Her eyes were fixed on the girl, and she was behind her in a moment. She lifted the whip, and down it came on the girl's shoulders. "There," cried the woman, "there, take that, and here's another, and another." Down came the whip a second time on the girl's head. She screamed with pain, and cried: "Save me, Howland; save me from her!" At the same time she flung herseif at the feet of her escort in her endeavors to shield herself from the whip. The man turned with an angry gesture, but his lips seemed paralyzed in the act of framing an angry exclamation. "Scoundrel, cur," said the woman, "I've caught you. You ve ruined our home, George." The silver head of the whip glistened as she raised it again, and quick as a flash, struck George across the face. A great red welt marked where the lash had laid. The man dashed toward Third avenue. "And now," the woman said, "I will finish you." She turned to the crowd of men and women around as she spoke. The people had circled in the girl who was in a halfsupplicating position on the payement. They fell back as the woman lifted her whip again, "You helped him," she said, this time very deliberately, "you helped him to ruin my home. You never thought the day of reckoning would come, but it has—it is is here now." Again the whip came down. The first blow wrecked the pretty bonnet and the second raised a ridge across the girl's face. There were cries of horror from the women who, with their escorts, gathered around, yet their sympathies were with the wife. Finally a man interfered and said: "There, Finally a man interest there, you have done enough." there's a "Have I!" she replied. "Well, there's a little left for you," and she struck him across

the face. They were eventually separated and the girl jumped into a cab and shouted: "Brooklyn, and go as quick as you can."
The wife said to her coachman, "you take
me home." The coupe door closed with a
bang and the vehicle rolled into Irving place.

FREIGHT TARIFFS. Restoration of Freight Rates to Take

Effect March 26. CHICAGO, March 12 .- The general freight igents of western and northwestern railways met to-day for the purpose of arranging an agreement to formulate a notice restoring freight rates throughout their territory to the tariffs in effect prior to the beginning of the rate war. All of the lines were repr sented except the Burlington, which still declines to consent to any advance. Resolutions were adopted that each line represented should at once issue a circular giving notice of the advance to take effect March 26. The Chicago and Kansas City lines have not yet taken any steps in this direction except the Chicago & Alton,

direction except the Chicago & Alton, which has agreed to restore rates, providing all lines in the southwest, with the exception of the Burlington, take the same action. The other lines have been requested to coperate, but have not yet replied.

Managers of the Duluth, Southshore & Atlantic, and Minneapolis, Sault-Ste-Marie & Atlantic have given out that they will not become members of the Northwestern Freight association, unless they are allowed the privilege of making lower rates on the privilege of making lower rates on through freight than roads via Chicago. As other lines are not disposed to grant this, the gers are persuaded of an organization is to be an exceedingly

THE CHEYENNE ENCAMPMENT.

Delegations Beginning to Arrive in Large Numbers. CHETENNE, Wyo., March 12.- [Special Telegram to the BEE.]-Delegations to the Grand Army encampment commenced arriving this evening, several hundred Colorado veterans reaching here on the 5:30 p. m. train. The indications are that this will be the most numerously attended of any encampment ever held in the department of Colorado. In addition to the encampment the Womens' Relief Corps will hold its annual convention n this city this week, Ninth army corps society will also convene here. Extensive preparations have been made for a great amp fire to be held Tuesday evening exercises at the camp fire will comprise speeches by Mayor Riner, of Cheyenne, Colonel Mizner, commandant at Fort Russell Judge Decker, of Denver, General Bohn of Colorado and other distinguished members of the order and their guests.

Fatal Collision of Trains.

ALTOONA, Pa., March 12.-A passenger rain on the Pennsylvania road collided with a heavy freight train near Huntington at "Nigger's Gap" at 3 this morning and both trains vere wrecked. Robert Gardner, engineer, and Fireman Mowry, both of the passenger train, were instantly killed, and two others, freight brakeman, and a Pullman passenger whose names could not be learned, were seri-The freight had jumped the track, and before the flagman could get back to notify the passenger train the collision oc curred. A severe storm was raging in the nountains, and the crew on the freight train

Many more deaths are reported. The wreck s simply colossal. One of the trains at the ime of the collision was running forty-five miles an hour. All trains east and west are now ten hours late, and none can get through before evening. There are sixty-three passengers on the western train, and the tracks re lined with detained trains. Wreck crew from Miffin, Huntingdone, Tyrone and Aloon are at the scene

western mail express reached here at o'clock. The passengers report the first deeper completely and the second partly vreuked, but everybody safe except three in he first coach, who were seriously injured The estimated loss by the wreck is \$75,000.

Starving Indians. WINNIPEG, Man., March 12 .- [Special Tele-

gram to the Bee |- Distress among the northwestern Indians is causing the greatest apprehensions here. A meeting of the chiefs of the Stones and Crees was held at Edmonon some days since and Alexander, one of the chiefs, said his people had made but half a crop of barley, and that the government rations, instead of being raised to meet the barey failure, had been decreased two-thirds. ince November 1, and they were insufficient amounting each time to about five pounds of flour to each person. The settlers are alarmed at the attitude of the Indians. Gabriel Dumont, who is now in New York, is said to have advised the half-breeds at Batouche to secure food by pillage rather

Made a Man of Him.

LONDON, March 12 .- The Sporting Lafe siys: "We never saw a man fight fairer than sullivan did, even when he was unintenionally spiked. He only asked Mitchell to more careful. He has, we must admit, fallen from his high estate, but his dethrone ment made a man of him."

Tendered Their Congratulations. LONDON, March 12.-Festivals in honor of the silver wedging of the Prince and Princess of Wales were held in all European capitals. Members of the royal families generally called on the British embassies and offered their congratulations,

RANDALL AS A LOBBYIST.

The Pennsylvania Man Button-Holing Fellow Members.

DEPENDING ON REPUBLICANS.

He Thinks His Tariff Bill Will Get Their Support-Wreck of the Wires-The News in Washington.

Work of the Storm.

WASHINGTON BUREAU THE OMAHA BEE, 513 FOURTMENTH STREET, WASHINGTON, D. C., March 12. Washington has been cut off from communication with the country during the past twenty-four hours. Early last evening a snow storm began to rage. It developed into rain and sleet and loading down the trees, wires and telegraph and telephone poles made them all a mass of ice. Many snapped like cornstalks. Before 8 o'clock there was scarcely a telegraph wire out of Washington which could be worked. The Western Union had one slow wire to Pittsburg for a while, and then to Cincinnati, which was used to its fullest capacity, but instead of the usual 150,000 or 200,000 words of special news matter which goes out nightly, not 10 per cent of this amount was nandled. Not a telegraph message has been sent or received here to-day. Telegraph poles are down in every direction. The telephone wires were also wrecked and not a telephone could get the central office during the past twenty-four hours. The two evening newspapers appeared with-out a single telegram. To-night the correspondents have been notified that an uncertain wire is working to the west, but that nothing could be communicated north, south or east, and that all messages should be boiled to the minimum.

The fate of this dispatch is thus uncertain.

The matter of the Associated and United press was mailed to New York this afternoon with a view of getting out of that city to-night. The wind is now blowing a gale, and the storm is declared the flercest ever and the storm is declared the flercest ever known. The snow has ceased to fall. The sun shone a while to-day, melting the ice a little. It will probably take sixty hours to get the telegraph and telephone wires in order again. The mails are being used for the usual telegraph matter, but trains are running on flag orders and are greatly de-layed. No train up to this evening had ar-rived from New York. Usually one comes in

at 11 a.m. and several during the afternoon.

RANDALL WORKING FOR HIS BILL.

Mr. Randall is doing more personal solicitation for his tariff bill now than he was ever known to do for any measure. He has approached almost every member whom he has ven had a suspicion would support it and has labored to get a vote. He believed up to a few days ago that he would get the support of all the republicans, and that the latter would not present a bill at all. He has not entirely abandoned that belief, but it is considerably discouraged. He explains his proposed reduction of the whisky tax, which meets with so much opposition from all par-ties, by saying that it is left for the states to impose an additional tax of the 40 cents per gallon which he takes off, or more or and apply it to their own uses, for school purposes if need be, and thus the revenues of the federal government are decreased, while those of the states are increased. Republican members look with general favor upon the measure but say they will get up a bill of their own. The majority of the committee on ways and means will likely report their bill to the house this week and ask that debate upon it be begun next week. They want a vote upon it before the middle of May and say the republicans are fighting a delay, so a vote cannot be had before the convention at St. Louis.

CORRECTING IOWA SOLDIERS' RECORDS.

Secretary Endicott in pursuance of special its of congress is having the military records of various soldiers in the late was

corrected. Among the orders promulgated to-day were the following: By direction of the secretary of war under the act approved June 3, 1884, and the act amendatory thereof approved February 3, 1887, and to complete the record, the dis charge of First Lieutenant Charles Davis, Company A. Twenty-fourth Iowa infantry volunteers, July 17, 1865, is amended to take effect April 11, 1865; he is mustered into service as captain, same company and regiment to date April 12, 1865; mustered out and honorably discharged as captain July 17, 1865, and he is mustered for pay in said grade during the time embraced between the foresaid dates by virtue of the same acts And also, to complete the record, the dis-charge of First Sergeant William B. Davis, Company A, Twenty-fourth Iowa infantry volunteers, July 17, 1865, is amended to take effect April 11, 1865. He is mustered into service as first lieutenant of the same company, to date April 12, 1865; mustered out and onorably discharged as first lieutenant July 17, 1865, and he is mustered for pay

grade during the period embraced between the aforesaid dates. GOING TO CHICAGO AND OMAHA. The inter-state commerce commissioners will leave to-morrow night for Chicago, where they will remain for the remainder of the week. There are a number of cases pend-ing which will be heard. The visit of the ommission at this time to Chicago has no connection with the railroad strike, althothe questions involved may be brought to to their attention. On Monday they will go

SARCASM FOR JERE MURPHY. This evening's Critic has this bit of sar-casm about a well-known Iowan, which his western friends will enjoy: "Hon. J. H. Murphy, of Iowa, late congressman from the Davenport district, has pen paying a visit to the national capital luring the past fortnight, and expresses ic life and free to attend to his growing pro-essional business. He has lately been makng real estate investments in Louisiana and Clorida. There is quite a tide of emigration account of the latter's climatic advantages. Mr. Jones was accompanied by Mr. J. A. Green, a prominent citizen of Stone City, Jones county, Iowa."

MOUNT PLEASANT'S POSTOPPICE BENT. In the senate to-day Mr. Wilson, of Iowa ntroduced a bill authorizing and directing the postmaster general to pay Heman D Walbridge and Reginald Fendall, trustees rent of the postoffice at Mount Pleasant, Ia at the rate of \$700 a year from July 1, 1885 till June 30, 1888, being the rent agreed upon between the postmaster general and the trustees by the lease entered into between them and him on July 1, 1884, for the term of four years. An appropriation for this pu

COBURN'S REMOVAL. I called upon Acting Land Commissioner Stockslager this afternoon and asked him why Special Agent Coburn, who has been doing duty in Nebraska for several years with seeming entire satisfaction, had been ummarily removed.
"Mr. Coburn was removed," said Mr

Stockslager, "with five other special agents. There are no charges against him. We want to reduce the force in the special agent division and some time ago the secretary called upon the chief of the special agents division for all of the reports that have been made during the past several months. You see special agents are required to render weekly reports of movements and accomplishments. These are consolidated by the chief ments. These are consolidated by the units of the division at the end of every month and of the division at the end of every monthly reports a record made of them as monthly reports When it comes to making a reduction of the to bring about removals, the reports are looked up and the agents who have accomplished the least are selected for decapitation. There is nothing here that bears against Mr. Coburn's official or private character and Lossesses who have recovery acter, and I assure you he was removed purely upon general principles and the show-ings he himself made to the department. CLEVELAND AND GRAY, THE ADMINISTRATION

President Cleveland, it is stated upon high authority, is very desirous of having Gov-

ernor Gray, of Indiana, nominated for second place on the ticket, and the machinery has been started to bring this about. When the lemocratic state central committee met at democratic state central committee met at Indianapolis on last Thursday, Second Auditor Day, of Illinois, happened to be in that city on his way to Springfield. He stated at the Hoosier capital that he was going to his home on business and pleasure, and that he knew nothing of politics. I learn to-night, however, that his mission in the west was two-fold and quite important, that he primarily went to indiana for the purpose of stimulating the democrats there in their endeavors to have Governor Gray fully endorsed and boomed Governor Gray fully endorsed and boomed for the vice presidency, and that his secondary object was to intensify the strife going on in Illinois between General Black, General Stevenson and Colonel Morrison for the second place on the ticket. It is understood to be tween the colone with the content of the second place on the ticket. he is working under the instructions of Representative William L. Scott, of Pennsylvania, who is the manipulator of the administration, and I learn that Morrison's candidacy for the vice presidential nomination is only intended to defeat the nomina tion of Black, who is not acceptable to the president. The name of Assistant Postmaster General Stevenson is also being used, it is stated for the purpose of defeating the nom-

ination of Black. A NEW EDUCATIONAL BILL. Chairman Chandler of Georgia, intends re porting this week from the committee on education to the house, a substitute for the Blair educational bill. It will be based upon the idea of Representative Simmons of North Carolina. It will propose a loan of \$50,000,000 to the states for a period of twenty five years or longer with five years notice before pay-ment. The money is to go to the states in proportion to the illiteracy as proposed in the Blair educational bill, but instead of the principal being applied to educational purposes the interest is to be used. This is for the purpose of overcoming the opposition to the Blair bill on constitutional grounds. It is regarded as a plausible scheme

BEGINNING THE CAMPAIGN.

The president and Mrs. Cleveland began on Thursday a series of small dinners which are to extend through the Lenten quiet. The first was in honor of ex-Senator Kernan, who, with his daughter, has spent a week here. Mrs. Cleveland has stated hours several times a week now at which friends who have asked the favor are privileged to come. Several hundred ladies and gentlemen were present on these occasions last week.

DORSEY'S COURT BILL.
Through Senators Paddock and Manderson a large number of citizens of Lincoln have petitioned congress to pass the Dorsey Court Bill. They point out the necessity of immediate action and the benefits to be derived

PADDOCK'S POSTOFFICE BILL. Mr. Allison presented in the senate to-day a petition signed largely by citizens of Wat-erloo, Ia., asking for the passage of Mr. Paddock's postoffice building bill.

NEBRASKA'S SCHOOL LANDS.

Mr. Laird introduced to the house to-day a bill to allow the state of Nebraska to select indemnity school lands from any of the occupied public lands of the state. action was anticipated in a BEE special last veek. TO SELL WINNEBAGO LANDS.

Mr. Dorsey to-day introduced his bill per-mitting the Winnebago Indians to sell a sec-tion of land on their reservation for townsite purposes as anticipated in the Вес last week. Рекку S. Неати.

Nebraska and lowa Pensions.

Washington, March 12 .- [Special Telegram to the Brg. |-The following pensions were granted Nebraskans to-day: Original invalid-Lyman A. DeGrofft, Blue Hill: John W. Dickerson, Negunda; James N. McDaniels, Cameron, Increase-Alex H. Goodwin. Fairbury; Thomas D. Harding, Nebraska

Pensions for Iowans: Original invalid-Joseph H. Alexander, Sutherland; James Tatman, Newell; James Parker, Redding; Jonathan Klick, Odebolt; Levi Versaw, Altoona. Increase—Francis M. Walker, Pleasanton; Allan Wheeler, New Hampton; Hugh Thomas, Ivyvville; Ira J. Wheeler, Monona; Edward L. Edwards, Williams burgh; George Duffield, Bloomfield; John J. Prehm, Villisco; John J. Dihel, Washington; Reissue-Herman H. Kreger, Jefferson. Original widows, etc.-Frederick, father of Joseph Ashbaugh, Nashua.

Proposed Tariff Legislation. WASHINGTON, March 12 .- | Special to the BEE.]—"The Mills tariff bill is already dead," said a republican member of the ways and means committee to your correspondent to day, "but we propose to have an exceedingly

lively wake before the corpse is buried." "Do I understand that you propose to fight everything in the way of tariff legislation." I

inquired. "Not by any means," was the answer. "We shall certainly do something with the tariff, but we shall devote more time and more attention to the internal revenue features of the surplus situation. There will b a bill prepared to be substituted for the Mills bill when the measure comes up in the house, and we shall be fortified with sufficient data, both from the treasury department and from parties directly interested, to warrant us in urging to our ut most capacity the passage of this substitute bill. It is rather remarkable, continued the gentleman, "that Mills and his colleagues on the committee absolutely refuse to entertain for a moment tion made to submit the tariff and revenue bills to the secretary of the treasury for his opinion on the probable measure upon the revenue and the industries of the country. If a bill appropriating \$200 to repay some importer who has erroneously paid that sum into the treasury is presented to the committee, the democratic members thereof absolutely refuse to consider it for moment until they have secured the opinion of the secretary of the treasury. But s a measure involving an enormous reduction of the revenues and threatens the de for a moment, but insist that it must go through without any report from the financial officers of the government as to its effect It is rather strange that the democratic mem bers of the ways and means committee ar afraid to hear the opinion of the democrati secretary of the treasury.

The Admission of North Dakota. WASHINGTON, March 12.-The senate com mittee on territories this morning instructed Senator Platte to report favorably the enabling act for the admission of North Da kota. It also instructed Senator Stewart to report favorably the enobling act for the admission of Washington territory and North Idaho, as a single state, providing no part of Idaho shall be included without the consent of a majority of the electors residing in the part in question. There will be a minority adverse report upon the last mentioned bil Forfeited Land Grants.

mittee on public lands today decided by party vote to formulate a general bill providing for the forfeiture of all unearned land grants The republican members offered two distinct bills, first to delare forfeiture outright of that portion of the land grant over which the road was not built within the time specified by the granting act. The second bill was to declare forfeiture of the remainder of the land grant or that part over which the road was con pleted during the specified time. This plan they thought would ensure the passage by the senate of a bill of the first-class, at least

without jespardizing any and all forfeited

land bills.

WASHINGTON, March 12.—The house com-

Cut in Illinois Coal Rates. Sr. Louis, March 12.-General Freight Agent Hibbard, of the Vandalia line, has slashed into coal freight rates by cutting the price of bauling from Blinois mines from 50 to 37% cents per ton. There has been trouble over Illinois coal rates for some time, and an attempt was made to-day to patch up the mat ter. The Vandatia, Louisville & Nashville, Chicago & Alton Cairo Short Line, Indian-apolis & St. Louis, Wabash and other roads were represented at the meeting. The session was red-hot, and Hibbard ended it with

NINE PEOPLE EAT POISON.

Suddenly Sick. TWO OF THEM ALREADY DEAD

A Farmer and His Family Taken

And the Rest in a Very Critical Cons dition-A Mysterious Case-Sioux City After Swift-

The Legislature.

A Whole Family Poisoned. Mason City, Ia , March 12 .- [Special Tele gram to the BEE.]-Last Saturday evening as H. S. Brown with his wife, six children and a bired man were scated around the supper table they were all taken violenty sick and in less than an hour Mr. Brown and one of his children were dead. The seven remaining are now very low and it is thought that they cannot recover. No cause is assigned. The news reached here this evening and the matter will be investigated at once. Mr. Brown stood high in the estimation of his neighbors and while some think that they partook of poisoned food more beginned that it was administered by a designing hand.

Thinks Swift is Coming. SIOUX CITY, Ia., March 12 .- [Special Telegram to the BEE. |-There is the best of reason to believe that an agreement has been reached by which Swift & Co., the Chicago packers, will establish a house in Sioux City. Negotiations have been pending for four months for this purpose and several meetings held between representatives of the parties. Mr. Hedges, of the United States yards of this place, has just returned from Chicago and he says the chances of Swift locating here are two to one.

Supreme Court Decisions. DES MOINES, Ia., March 12 .- [Special Telegram to the BEE. |-The supreme court filed the following decisions here to day: Horatio B. Brick vs Nellie Holt et al., appellants, Sioux City, D. L. McCallum, judge.

Affirmed. A. G. Schulte, appellant, Keokuk district ourt, W. R. Lewis, judge. Affirmed. Maria Blair vs William Blair, appellant, Webster county, S. M. Weaver, judge. Affirmed.

Ellen J. Barber vs Maxfield Barber and W. M. Barber, guardian, appellants, Brewey county, G. W. Ruddick, judge. Affirmed. State of Iowa ex rel. S. N. Breaden, appelant, vs M. A. Chamberlain et al., Buchanan county, C. F. Couch, judge. Reversed. Nettie Ponners vs William McClelland, ap-

cellant, Dickinson county, George H. Carr, judge. Aftirmed. Prudence Mattocks vs Des Moines Insurance company, appellant, Woodbury county, G. W. Wakefield, judge. Affirmed.

V. A. Hunt, appellant, vs Farmers' Insurince company, Humboldt county, George H. Carr, judge. Reversed. H. A. Wilson vs Hawkeye Insurance company, appellant, Sac county. Appeal dismissed as to the amount in controversy was

less than \$100; opinion by Seevers, Reed dissenting.

M. E. Griffin, appellant, vs Caroline Tuttle ct al., Clay county, G. H. Carr, judge.

Warbasse & Lee, appellants, vs J. W. Cord Cerro Gordo county, John B. Cleland, judge. Reversed. Missouri Valley & Blair railway and bridge company, appellant, vs. Harrison county, Harrison district court, C. H. Lewis, judge

Edward K. Goodwin vs Louise C. Bur-rows et al., appellants, Webster county. Af James K. Snedsker, appellant, vs William

Iones, marshal of the city of Creston, Union county. Aftirmed. Emanuel H. Crane, appellant, vs Chicago & Northwestern railway company et al., Polk county, Josiah Given, judge. Affirmed. Opinion by Scevers. This is a case wherein Frane brought action to compel the Chicago & Northwestern railway company to operate its main line from Ames to Des Moines viz Polk City. The jury returned a verdict in favor of the plaintiff. The defendant was granted a new trial and plaintiff appealed

from that decision.

State of Iowa vs. Lizzie Stewart, et al., appellants, Appanoose county, Dell Stewart judge. Affirmed. J. C. Rowland, et al., appelants, vs. J. A, Brown, Clark county, Affirmed, Opinion by Robinson, Beck dissenting. Frank L. Lorne vs. J. M. King, et al., ap-pellants, Adams county, R. C. Henry, judge, Aftirmed

Veronica Asbach vs. the Chicago Burling ton and Quincy Railroad company, appellant, Decatur county, J. W. Harrey, judge, Reversed. Emma Dickens vs. City of Des Moines, ppellant, Polk county, M. Karanaugh ir., appellant, udge. Affirmed.

William F. Hunter vs. the City of Des Moines, appellant, Polk county, W. F. Conrod, judge. Affirmed.

John F. Peterson, appellant, vs. Oram Lit-tle and G. B. Little, Polk county, W. F. Con-

rod, judge. Reversed.
Carrie Lewis vs. Joe Lewis, appellant,
Polk county, Josiah Given, judge. Affirmedr
Mrs. R. Solm, administratrix et al., appellant, vs. Isreal Brothers, Polk county. Reversed. Opinion by Rolinson thief justice, took no part in this decision. A Young Girl Afflicted With Leprosy.

DES MOINES, Ia., March 12.- [Special Telegram to the Brg. |-The state board of health was to-day notified of a case of leprosy. The afflicted person is a native of Christiana, Norway, and is a young lady named Johnson, well educated and possessng many traits of good breeding and refine. ment. She has been in this country from eighteen to twenty months, and is now visit-ing her sister, who works in the family of Eric Knudson, of West Liberty. She is twenty-five years old, fairly good-looking, with blue eyes and light hair and complexion. Dr. Little, of Muscatine, says that the girls informed him that the disease with which she is afflicted manifested itself for the first time about ten years ago in the shape of a tubercle, or large pimple, at the base of the right little toe. Since that time the disease has gradually spread, until now the whole, right limb, from the toes to the middle of her thigh, is covered with freddish-brown tubercles elevated from one eighth to one quarter of an inch above the skin.

She stated that she had suffered no pain, and until within three or four weeks, when the tubercles commenced appearing on the sole of her foot, she had been able to walk all right, except that the disease stiffened the muscels and caused her to limp some.

Took Opium.

SHEEDY, Ia., March 12. - [Special Telegram to the BEE.]-The town is shocked, this morning over the death of James A. Anderson, a medical student, which occurred at about 5 o'clock this morning. He had been suffering severely with pleurisy and some time during last night got hold of a bottle of fluid opium and took about seven-eighths of an ounce to relieve his sufferings which were intense. He was a bright young man and very popular.

Murder or Suicide.

FINDLAY, O., March 12.-Rudolph Heller was found in a dying condition in his house this afternoon, with his wife and eighteenmonths-old baby lying dead by his side. It was first thought the family had been suffo-cated by natural gas, but this theory was exploded as they had their clothes on. It is now thought to be either suicide or murder. The mystery will probably never be away, as Heller is unconscious and