THE OMAHA DAILY BEE.

SEVENTEENTH YEAR. OMAHA, THURSDAY MORNING, MARCH 15, 1888. NUMBER 271.

DISCOVERED THE REMEDY.

An Antidote Found For the Sickness of Union Pacific Men.

CURED AFTER A CONFERENCE.

Destructive Collision on the B. & M. at Bellevue—Engineers Reply to Dundy's Injunction—Judge Gresham's Decision.

Yesterday's Local Developments.

A BEE reporter yesterday visited the Union Pacific shops in quest of whatever information he could obtain concerning the strike. He first visited the roundhouse, which was almost deserted, there being only one or two men around the building. Inquiries failed to elicit any information of moment and the scribe turned away. Just outside the gate one of the striking engineers was met and in response to the inquiry, "What is the latest concerning the strike?" replied: "Well, we have struck, or a part of us have, the passenger and some switch engineers have not and will not be required to. Judge Dundy did it when he issued his order compelling the Union Pacific to handle the freight of the Chicago, Burlington & Quincy. It is just like this. There is a suspicion existing that the Chicago, Burlington & Quincy and the Union Pacific entered into an agreement by which this case was carried into the courts with the understanding that an order was to be served on the Union Pacific as I have said and that the engineers in the employ of the latter road were to be compelled to handle "Q" cars whether they wanted to or not. The force of that writ is shown right here. I hardly think that Judge Dundy will issue a writ ordering us to take our old places again."

"What is the reason that you permit passenger trains to run?" asked the reporter. "Because we do not wish to incommode the traveling public. We are not as mercenary as some suppose. We are bound to win this fight with the Chicago, Burlington & Quincy, for it is a case of the downfall of the brotherhood or its existence. We do not wish as I said before to inconvenience the traveling public and it is not necessary to our success to refuse to run passenger trains. Had Judge Dundy's order included passengers from the 'Q' or its cars, I cannot say what the result would have been. We will handle what freight that is absolutely necessary to be handled for the Union Pacific for a few days in order to protect its shippers, but will not under any circumstances touch a Chicago, Burlington & Quincy car. We have no grievance with the Union Pacific, neither have we any grievance with any other road, but we are in this fight to win, and at any cost we will win. That is our position exactly," and with these words the engineer walked away.

AT THE DEPOT.

The switch engines at the yards on Tenth street were all tied up yesterday and the crossing for once was clear. The "flyer" left on time as usual. Suburban trains will continue running between South Omaha and Council Bluffs. An order was sent out to all agents on the line yesterday to the effect that until further notice no stock or perishable freight would be received. While nothing general could be learned it is given out on the quiet that unless a settlement is reached in a few days that no freight of any kind will be taken for shipment.

THE CONFERENCE.

A conference of the grievance committee of engineers and firemen with Thomas L. Kimball was held at the Union Pacific headquarters yesterday. What the result of the meeting was will be learned in the following colloquy when Mr. Kimball was asked as to the result of the conference by a BEE reporter:

"You can say that everything is running smoothly and that the action of the men in striking this morning was rather hasty."

"How about the handling of Chicago, Burlington & Quincy cars?" asked the reporter.

"You can say that everything is running smoothly," said Mr. Kimball.

"Will the men handle Chicago, Burlington & Quincy cars?" queried the BEE man.

"Everything is running smoothly," said the official.

"Will the men be asked to handle Chicago, Burlington & Quincy cars?" was the next question.

"Everything is running smoothly," was the reply.

"How about your receiving freight?"

"Everything is running smoothly."

And tired of hearing this stereotyped expression, the reporter, seeing that everything was running smoothly, took advantage of the situation and smoothly slid out and wended his way to the yards on Marcy street, where he found Mr. Kimball's statement correct as far as the stock that was running was concerned. One solitary engine and perhaps a half dozen freight cars were "running smoothly" up and down a side track, while perhaps a dozen more locomotives were standing over the ash pits waiting for some one to put them to running "smoothly." Meeting an engineer who has until last night pulled the throttle on one of the aforesaid engines, he enquired:

"What is the latest?"

"Well," said the engineer, "we are sick and need rest."

"When are you going back to work?"

"Oh, I don't know. We are sick and need rest."

"When you do go to work, will you handle Burlington cars if the present strike on the Chicago, Burlington & Quincy is not settled?"

"Oh! I don't know. You see the most of us are sick, need rest and cannot work."

"What was the result of the conference this afternoon between the engineers and Mr. Kimball?"

"Well, I don't know. I was sick and could not attend."

"Did you talk with anyone that did attend?"

"Yes, but he was so sick he could not tell me."

"Were the men asked to handle 'Q.' cars?"

"I really do not know. I am so sick."

"Would you handle them if asked on your return to work, provided the 'Q.' strike was not yet ended?"

"Well, I don't know. You see I am not feeling well enough to answer that question. I am going over to that drug store now to get some medicine. Call and see me when I get well," and the engineer left.

RETURNED TO WORK LAST NIGHT.

The embargo that developed the freight and switching interests of the Union Pacific Tuesday night and all of the day of yesterday was lifted last night when the hour came for the six or more yard switch engines to report for duty and prepare freights for their departure to various points in the west. That peculiar whistle which an engineer is capable of making his engine carol when he is in high glee was tooted and re-echoed over and over again, and switching and the making up of trains was done with remarkable expedition by men who twenty-four hours previous had complained of sickness and others who had said they were tired and did not wish to work any longer. Several "Q" cars looked lonesome on the side tracks and were completely ignored. Regular freights departed on time and several specials were hauled away in vigorous and speedy style.

"Have you become fully rested up?" asked a reporter of the BEE of a switch engineman who grew suddenly tired Tuesday night and put his engine to sleep.

"Yes," was the enthusiastic reply; "I am greatly refreshed and feel as though I could stand on the footboard for a week and never get tired."

The same interrogation was fired at a knight of the lever who had complained of being sick and he answered:

"The doctor gave the kind of physic that I was in need of and it fixed me out in great shape. I don't think I will get sick again for some time."

"Was it 'Dr.' Kimball?" facetiously asked the reporter.

"No, that was not his name," was the response.

At this stage of the interview a member of the grievance committee who had been in consultation with Mr. Kimball during the day stepped up, and said: "The BEE is entitled to all the news we can give it and I do not feel that I am doing anything wrong in telling you that the boys came back to work to night with assurances from Union Pacific officials that they would not be asked to handle 'Q' cars."

"Was that the outcome of the interview with Mr. Kimball?" was the reportorial quiz.

"Now don't impose on good nature and intents," responded the gentleman, who went his way.

"Everything is lovely and trains are leaving on time to-night," was all that Night Yard Master East would say.

The Burlington Injunction Case.

The celebrated injunction case of the Chicago, Burlington & Quincy vs. the Union Pacific, attracted a large crowd of railroad men and citizens to the United States circuit court room yesterday. The case was to come up for argument before Judge Dundy, but owing to the character of the answer filed yesterday by Nicholas Weeks in behalf of the locomotive engineers, it was mutually agreed by the attorneys—Judge Thurston for the Union Pacific; C. J. Green, for the Chicago, Burlington & Quincy, and General Cowin, for the engineers—to hold the matter over until Friday morning, in order that the Chicago, Burlington & Quincy people might have an opportunity to secure affidavits to offset the Week's answer. A murmer of dissatisfaction and disappointment was heard among the assembled engineers at this announcement. They are anxious that the matter be settled at as early a moment as possible, in order to avoid further complications, and think that the railroad company should have had its evidence in readiness yesterday, the time set for the hearing of the case.

In his answer in behalf of the engineers Weeks admits the plaintiff company to be an corporation organized and existing under the laws of the state of Illinois; that plaintiff owns, controls and operates a railway system covering a large area of territory through different states and territories, to what just extent he knows not. As to the number of their engineers and cars he has no knowledge. He admits that an annual tax amounting to a large sum has been heretofore levied and assessed upon plaintiff's property by the authorities of the different states, but denies that the plaintiff has promptly met and paid the same as it be came due, but alleges has resisted payment of taxes wherever and whenever it could, and sought to avoid payment of its taxes to the extent of prolonged litigation and great expense to the taxing authorities.

He admits plaintiff has been compelled to employ a large number of employes to carry on their business, but denies that they paid them fair and just wages. Admits that 800 of these are skilled locomotive engineers; admits that they are peaceable, law-abiding citizens, most of whom have families depending on them for support and maintainance, but denies that any of them are satisfied with the wages paid them for their services.

He admits that their gross earnings amounts to $2,900,000 per year, and for many years has been considered valuable railroad property, and its business one of the largest and most prosperous in the world, and its bonds quoted among the highest of the great railroad systems of the country; all this, the answer claims is attributable to the skill, intelligence, integrity and discipline of its firemen and engineers.

Denies that the Union Pacific disregarded its obligations as a common carrier in open violation of the inter-state commerce law, has and continues to refuse to receive traffic from plaintiff at any point named in the bill, but on the contrary does exchange traffic with the plaintiff as with all other connecting lines. He alleges the present action was instigated and is being prosecuted by the plaintiff railroad company upon an agreement and understanding with the Union Pacific company, and that the instigation of the suit was the result of an agreement and by collusion of the two railroad companies to libel, intimidate and oppress the defendants to said bill, and the locomotive engineers of the Union Pacific, who they seek to make defendants, wrongfully and wickedly intending to compell them to submit to every arbitrary order that the two companies might agree upon for the benefit of the plaintiff company in a personal attempt to oppress and degrade and drive out of employment the plaintiff's entire corps of 800 engineers, or to compel them to work for insufficient compensation; or to compel a general abandonment of work by the engineers of the different companies, thereby throwing the blame of a suspension of traffic and commerce upon their shoulders and assist plaintiff company in its present efforts to defeat their engineers in their application for reasonable wages for their service. Has no knowledge of notice served upon plaintiff by employers of plaintiff company not to receive or handle the freight of the plaintiff company, but denies all such allegations. Admits that the Brotherhood of Locomotive Engineers practically includes all the skilled engineers in the country. They number over 30,000, and their members operated all the railroads in the country. Denies that defendants are guilty of any of the charges embodied in the bill of complaint, and that it is not competent for this court to require defendants, by injunction or other proceedings, to remain in the employ of the Union Pacific railroad company, or to compell them to work as engineers or otherwise for said company. Denies all unlawful combination and confederacy specified in the bill and humbly prays that he be dismissed.

Bad Collision at Bellevue.

At Bellevue, ten miles from Omaha, on the B. & M., a collision occurred about 7 o'clock last night between two freight trains that completely blocked the tracks, damaged two locomotives, mashed several cars into splinters, killed a hundred live stock and slightly injured a number of train hands. The authorities in this city were loth to give the particulars, and at 11:30 arrangements were being perfected to send a wrecking train to the scene of the disaster. It is known, however, that it was a rear end collision, but to whom to lay the blame could not be ascertained.

Owing to the collision passenger traffic on the Burlington was greatly annoyed and conducted with much care and worriment. The train from the west that should have been in at 5:45, already reported several hours late, did not show up until nearly 10 o'clock, and then it was tied to the Kansas City run, due about 8 o'clock. Both trains came in by the way of Council Bluffs, and the train east that should have departed at 7 o'clock and the Kansas City contingent scheduled to depart at 9 o'clock did not leave until after 10 o'clock, both going by the way of Council Bluffs over the Union Pacific bridge.

Train 3, which is due from the east at 7 o'clock nightly, had not showa up at midnight and was not expected much before morning. Its crew has received orders to bring the train around by the way of Ashland.

Judge Gresham's Decision.

CHICAGO, March 14.—After a formal statement of the case Judge Gresham delivered the following opinion in the Wabash case this morning: "Although the property of the Wabash company is in the custody of the court, it is operated by a receiver as a common carrier. His rights and duties are those of a carrier. He is bound to afford to all railway companies whose lines connect with his, equal facilities for the exchange of traffic. It is his duty to receive from and deliver to other connecting roads both loaded and empty cars. He cannot discriminate against one road by maintaining a policy of non-intercourse. More need not be said of this question as the receiver has wisely rescinded its instructions which discriminated against the petitioner, and he has no purpose or desire to deny to the petitioner any of its legal rights. Although the petitioner has accomplished its chief purpose in aid invoking the aid of the court, it is urged by its counsel that the persons belonging to the Brotherhood of Locomotive Engineers, and especially P. M. Arthur, who is the chief officer of the organization, has interfered with the receiver and his subordinates in the management of the Wabash property and that they should be punished for their illegal and contumacious conduct. The receiver and his counsel make no such complaint. On the contrary the receiver declares there has been no interference with him, while the affidavits submitted

(Continued on Second Page.)

IT BEATS DAKOTA BLIZZARDS

More Stories of the Great Storm in the East.

ROSCOE CONKLING'S EXPERIENCE

How He Nearly Perished in Endeavoring to Reach the New York Club—Many People Are Frozen to Death.

The Blizzard in New York.

NEW YORK, March 14.—The sun is shining brightly this morning and the temperature moderating. Travel on the elevated roads is fully resumed but the surface roads are still impassable. There is no improvement in the condition of telegraph wires. The south and east is still entirely cut off and little if any communication with the west. Meagre reports received shows the people living in New Jersey towns who started for New York Monday had dreadful experiences. Many trains are snowed in a few miles from the city and passengers have been compelled to sleep on the trains or wade through the snow to look for shelter in a village. A number of persons are reported to have perished from cold and exhaustion at Elizabethport. A dozen employes of Singer's sewing machine works started home and several of them were badly frozen. One man named Ellis was picked up out of the snow breathless. He was carried into the railway station where he soon died. By strenuous effort the Pennsylvania road got a single track clear to Newark. Trains were kept running all night between there and Jersey City to keep the track open. None of the other roads have been able to move trains. Above New York, on the roads of the New York Central the situation is unimproved.

The Chicago limited vestibule train on the Pennsylvania road, which was stalled for a day near Harrison, on the Jersey meadows, reached Newark last night. The relief car of supplies had been sent out in the morning with three engines pulling and three more pushing to insure the passengers against starvation.

At South Elizabeth there was a stock train blocked on a siding and many sheep and cattle were frozen to death. In the Pennsylvania freight yard a carload of sheep perished.

Several hundred passengers reached Long Island City this morning who were forty-eight hours enroute from Roradway. The streets are still blocked. Twenty funerals on the way to Calvary cemetery were stuck in snow drifts. The corpses had to be taken into houses near by over night. Some undertakers, drivers and horses dug out were nearly frozen to death.

The milk famine is becoming alarming. It is almost impossible to get anything but condensed. One hotel yesterday paid 50 cents a quart for the last fifty gallons a dealer had. The meat supply is getting short and prices are advancing. Fifteen dollars a ton is being paid for coal. There is plenty of it in the yards of New York and Brooklyn, but the difficulty is to deliver it. Two thousand business men from Mott Haven are snowed in near Pelhamville, a suburb of New York, since Monday morning.

The afternoon estimates of the business loss, contingent loss and actual pecuniary outlay which the storm will occasion in New York city is not less than $7,000,000 and the loss to the states involved $20,000,000.

Of the twenty-nine boats that make up the harbor fleet two are safe in port, having outridden the storm. Nine were wrecked Monday and eight which were out in the open sea are unheard of. The experience of the men of the wrecked boats was terrible.

NEW YORK, March 14.—Steady progress toward an ultimate release from the effects of the great storm have been made to-day. Large gangs of laborers worked all day. Two or three lines of surface cars began to run this afternoon, and others will follow more rapidly. It must be some days before all of the side streets, especially in the poorer quarters, can be opened, and greatly needed supplies of fuel and provisions be taken in. Fortunately the temperature has risen, and suffering from the lack of coal will be much lessened. Trunk lines of railroads renewed their battle against the drifts, with a better measure of success than for the past two days, as the drifting ceased. The managers expect to have trains running with some approach to regularity by to-morrow.

ALBANY, N. Y., March 14.—The storm continued here with unabated fury until early this morning, very little business being transacted.

TROY, N. Y., March 14.—There is no rail communication for this city either by steam or horse cars with the rest of the world. Over four feet of snow has fallen on a level and the drifts are so high in some places as to reach above the second story windows of houses. Hundreds of men are at work trying to render the principal streets passable.

Terrible Tales of Suffering.

LEITHS, Del., March 14—Additional advices were received here to-day from the Delaware breakwater fully corroborating the terrible tales of exposure, loss of life, and damage to the shipping which prevailed on Sunday night during the heavy storm. It is stated twenty-two persons were drowned or frozen to death. A number of vessels of all descriptions were sunk. Several were so badly damaged that they are practically useless, while many were stranded so far up on the beach that it will very likely require weeks to float them. The privations of the crew were extremely pitiful, as in their efforts to head the vessels from the shore they were drenched to the skin, while an arctic atmosphere soon converted the water on their garments into ice. The steamboat pier parted in three places, and at the extreme end were eleven men, survivors of vessels which sank, who had taken refuge there. They were cut off from all communication with the land for twenty-three hours and during that time the frail haven threatened to be carried away by the heavy seas which broke over them, while their experiences were even more horrible than those of the men who were ashore. The brave band fought the terrors of death until rescued from their perilous condition. When taken off several were incapable of movement and had to be lifted into and from the boats which came to their assistance.

The Storm in Jersey.

PATERSON, N.J., March 14.—The snow storm which set in Sunday night was the greatest ever known here. The fearful gale piled up enormous drifts and did great damage. Drifts in the streets are fifteen and twenty feet high. Inmates of many dwellings are completely shut in. Business and traffic is completely at a standstill. No news from the outside world received since Monday morning. New York papers got through last night after a journey of thirty-six hours from Jersey City. Hundreds of persons who left here for New York Monday morning were snow bound in the cars for two days a few miles away and could not get either way to communicate with their families. Hundreds had narrow escapes from perishing in the streets Monday night. The police rescued scores of men, women and children who had to sleep in the station houses. Many buildings were damaged by the wind. The Market street Methodist church spire is beat and twisted. Mills were unroofed and huge trees blown down. Several persons are reported missing and are perhaps lost in the snow. There are fears of loss of life in the country districts. Coal and milk are scarce and poor people are suffering for the necessaries of life.

The Pennsylvania Drifts.

PITTSBURG, March 14.—The snow blockade east of this city is over and from indications trains will be running this evening. The mail train which left New York Sunday night arrived at midnight. The railway officials think the tracks are now cleared and that they will be able to move trains as usual within the next twenty-four hours. The passengers and trainmen on the mail last night report an eventful trip. Expressman Collins, of this city, said he spent forty-two hours in his car without getting off once. "We left Philadelphia at 7 Monday morning in a terrible storm. We got along until 3 in the afternoon when we arrived at Lemon Place, fifty-seven miles this side of Philadelphia. There we were completely snowed in. The gale blew at the rate of fifty miles an hour, and it was snowing as hard as it could. The snow soon covered the ground all around the train until it reached up to the door of my car. It must have been four feet deep. We had to stay there until 3 o'clock yesterday afternoon, when four engines pulled us out of the drift.

PHILADELPHIA, March 14.—The animated scenes which presented themselves at the stations of the various railway lines in this city and Camden to-day indicated plainly that the back bone of the greatest blockade in the history of modern times was at last broken. With the exception of two lines between this city and New York, all railroad traffic was resumed to-day, and it was expected that New York trains will be operated through to-morrow morning. The opening of the Jersey roads will break the milk famine, the effects of which were felt quite severely in this city to-day. The wind caused such a low tide that Camden has suffered from a water famine, the pumps at the water works having been idle since Sunday. Nothing can be done to relieve the city until the tide rises. Danger from fire caused extra precautions. Telegraph companies have made considerable progress in restoring communication in various directions to-day. It is estimated that at least 10,000 poles are down between New York and Washington, and forces of the companies are being concentrated between the two points for the purpose of constructing a temporary line. The effects of the storm in the vicinity of the Deleware breakwater have been more serious than anything within the recollection of this generation.

SUSQUEHANNA, Pa., March 14.—Six hundred men are at work between here and Port Jervis clearing the railroad tracks. All through Erie passenger trains have been delayed since Monday.

READING, Pa., March 14.—On the Wilmington & Northern road there is a train in the snow drifts near Dupont, which has been there with six passengers on board since 11 o'clock Monday night. Their sufferings from hunger and cold can be better imagined than described. Several other trains on the same road are snowed in and the passengers and crews have taken shelter in farm houses. Terrible stories of suffering are told by men engaged in opening the roads. The dead bodies of three men have been found between here and Pottstown. Many cattle have perished. Farmers are still unable to reach the city and milk and country produce command a premium.

Frozen to Death.

ELIZABETH, N. J., March 14.—Alexander Bennett, John Lee and another employe of the Singer sewing machine company, left Elizabethport Monday morning in a small row boat for Staten Island. The boat was found in the ice empty far out of its course. It is thought the men reached Staten Island shore, but perished in crossing the meadow.

WATERTOWN, N. Y., March 14.—James W. Fitzgerald, a farmer residing three miles from the village of Lorraine, went there Monday to buy groceries and left for home at 8 in the evening. Yesterday morning his horse was found in a field half frozen. Fitzgerald is undoubtedly buried in the snow.

JERSEY CITY, N. J., March 14.—Yesterday was the day set for the spring elections. On account of the cold some of the polls were not even opened. Very few got out to vote, owing to the blockaded condition of the roads. The vote was the lightest ever polled in New Jersey. The Pennsylvania road is now clear to Philadelphia.

NEWARK, N. J., March 14.—Three persons in this vicinity are now known to have been frozen to death in Monday's blizzard. A milk, meat and coal famine is threatened.

Getting Warmer in Massachusetts.

BOSTON, March 14.—The storm in this vicinity seems to be over. The temperature is rising, the wind dying out and the snow melting rapidly. Telegraphic communication is improving as far as the western service is concerned, but Philadelphia and New York are still cut off and it is believed a week will elapse before the lines to New York can be fully restored. The mail from Philadelphia is coming in slowly, papers of Tuesday being received here to-day, but no New York journals have reached this city since Sunday last.

Played Poker Thirty-six Hours.

ALBANY, N. Y., March 14.—A number of members of the state legislature who have been snowbound near Schnectady, arrived to-day. The whole crowd of legislators played poker for thirty-six hours without sleep. Pies cost $1 apiece; sandwiches, 50c; hard boiled eggs, 25c. A bottle of liquor was sold at auction on the train and brought $50.

Roscoe Conkling in the Drifts.

NEW YORK, March 14.—[Special Telegram to the BEE.]—Roscoe Conkling said last evening that he had a fair constitution and had been in some pretty tight places in his life, but never found himself as far gone, physically, as on Monday night in Union square. He continued: "I had been at the Stewart building in the afternoon and had some work to do in my office and not thinking the city would be dark at night, went to Wall street to look after the matter. Shortly after 6 o'clock I wanted to go home. There wasn't a carriage of any kind to be had so I started up Broadway on my pins. It was dark, and useless to pick out a path, so I went along, floundering through drifts and headed for the north. I was pretty well exhausted when I got to Union square and wiping the snow from my eyes tried to make out the triangles, but it was impossible. There was no light and I plunged right on through, in as straight a line as was possible to determine on. I have run across passages in novels where there would be vivid descriptions of man's struggles on a windy, snowswept plain, but have always considered the presentation an exaggeration. I shall never say so again, for after what I encountered in last night's blizzard I can believe that the strongest description would fail to approximate the truth. I had got to the middle of the park and was up to my arms in a drift. I pulled ice and snow from my eyes and held my hands there until everything was melted off so I might see, but it was too dark and the snow too blinding. I came as near giving up and sinking down to die as a man can and not do it. After twenty minutes or so I got out somehow and made my way to the New York club, completely exhausted."

Dakota Sympathizers.

NEW YORK, March 14.—Mayor Hewitt has received telegrams from sympathetic people of Bismarck and Huron, Dak., and St. Paul and other places in the west, offering relief for storm sufferers in New York and vicinity.

A DESPERATE LOVER.

He Kills His Sweetheart and Her Father and Then Suicides.

DIXON, Ill., March 14.—Samuel Whitmeyer killed George Albright and fatally shot Barbara Albright and then blew his own brains out this morning. Whitmeyer was a laborer on Albright's farm and fell in love with Barbara. He was ordered off the place some time ago. This morning he returned for his clothes and without warning drew his revolver and began shooting, with the above results.

It Was George Gillman.

JUNEAU, Wis., March 14.—The man captured in the marshes south of this city two weeks ago, and who a great many were led to believe was Tascott, turns out to be George Gillman, of Denver, Col. He is insane and has been at the county asylum since he was taken. His sister, Mrs. E. A. Hoard, and Charles Lerchen, of Denver, took him to Batavia, Ill., this morning, where he will be placed in a private institution for treatment. Gillman was brought up in Watertown, his father being one of the first hotel proprietors of that city.

IT ASTONISHED MR. DORSEY.

Judge Dundy's Injunction Against the Board of Transportation.

MAY HURT THE UNION PACIFIC.

Sherman's Strength in Ohio—Hal After Blaine's Shoes—Petitions Favoring Fractional Currency—The Storm Continues.

An Alarming Doctrine.

WASHINGTON BUREAU THE OMAHA BEE, 513 FOURTEENTH STREET, WASHINGTON, D. C., March 14.

This afternoon I asked Representative Dorsey what he thought of the decision of Judge Dundy, holding that the Nebraska state board of transportation, neither as officers nor individuals, can in any way interfere with the Union Pacific railroad in its construction, repair, running or operating, or by fixing and enforcing rates of travel or transportation or enforcing any regulation with reference to either, and granting the Union Pacific a permanent injunction against the boards.

"I have just read Judge Dundy's decision," said Mr. Dorsey, "and I am simply astonished. If the law is as stated by the judge, then it is time for the people of Nebraska to understand the situation. It is particularly unfortunate at this time, so far as the railroad is concerned as there is a feeling on the part of members representing the states traversed by the Union, and Kansas Pacific, especially to favor the Outhwaite bill, giving an extension of time to the companies within which to pay their indebtedness to the government. But if no state has any authority over these Pacific railroads because, as Dundy says, they were authorized by the federal government when constructed, no such bill as that proposed by Mr. Outhwaite could possibly pass congress without such an amendment as will define and fix the status of the companies and give the states in which the roads are operated, the power—guaranteed under their construction—to regulate and control railways. I cannot believe yet when this question is presented favorably, that the injunction allowed by Judge Dundy will remain in force."

REPRESENTATIVES M'KINLEY AND SHERMAN.

A dispatch was published here this morning from Columbus announcing that Representative McKinley of that state had refused to allow the use of his name as a delegate to the Chicago convention and that it was the latest defection of prominent republicans from the ranks of Sherman supporters. Major McKinley was seen this evening and in reply said: "I am for Sherman for president as earnestly as I ever was. The statement that I refused the use of my name as a delegate to the national convention is true, but to this extent only: I have declined to have my name presented for district delegate from any congressional district. I think that Sherman will be nominated and elected."

He was to be a delegate-at-large from his state which would give him a state recognition and take him out of the way of other republicans who want to be delegates from his district. He says as second choice he is for ex-Senator Harrison, of Indiana, and next to Sherman he would prefer Harrison, of Indiana, to any other man spoken of for the nomination.

General Grosvenor, another well known representative from Ohio, was present when Major McKinley made the foregoing statement, and he too preferred Harrison as a second choice. The Ohio delegation at Chicago, the republicans here from the state say, will be solid for Sherman.

Senator Hale, of Maine, who for many years has been a forceful manager of Mr. Blaine's aspirations, is announced as being ambitious to inherit the plumed knight's strength, and to be working, not only for the delegation from his own state, but the entire country. It is said he is specially laying plans to capture the Blaine following in the east and that his resolution to investigate the alleged disregard of the civil service law by the present administration is a carefully played trump card in this presidential game. Of course Mr. Hale, as author of the resolution will be made chairman of the investigating committee and if the move shall prove a success he will reap the benefit.

THE DEMORALIZATION BY STORM.

There has been very little improvement in telegraph, railroad and mail facilities at the national capital during the past twenty-four hours. General demoralization abounds. Trains are running irregularly between this city and Philadelphia, but nothing has arrived by rail from New York, leaving there later than Sunday, midnight. The weather has moderated and linemen are at work on the telegraph, telephone and fire alarm systems. There is a slight improvement in the latter but nothing encouraging in the former. There is no direct telegraph communication with New York, and but two or three uncertain wires are working to the west. To-night it is clear and cold, but the officers at the weather bureau, who are nothing more than animal prophets now, say there will be a continual moderation and that we will have warmer weather within thirty-six hours. The telegraph people say the wires will not be all right again till the end of the week. Nothing can be learned of the condition of the railroad or telegraph between Philadelphia and New York as no communication has been received from there.

FRACTIONAL PAPER MONEY.

There will be considerable opposition to the proposition in the house to issue $30,000,000 worth of silver certificates in denominations of 5, 10, 15, 25, and 50 cents. The bill has been reported from the committee on banking and currency and is indorsed by all of the members except Mr. Bacon, of New York, who holds that there is not a general demand from the country for this currency and to issue it would be in conflict with the general principle that the treasury of the United States should not become a bank of deposit for the money of private people nor issue its negotiable certificates of deposit to its depositors. He holds that it will do so if it issues a class of money which will be a convenience only to a small class of the people. He holds further, that this fractional paper money would be largely counterfeited, as it was many years ago, and that it would drive from circulation the subsidiary coins, one-third of whose issue lies idle in the treasury at present.

Chairman Wilkins, of the committee on banking and currency, says he has an immense quantity of letters and telegrams and petitions from various business interests in Nebraska, Iowa, Michigan and other central, as well as the southern states and the east, in favor of the fractional paper money, showing that its advocates are confined in no special locality. He says the merchants and the people who make purchases of goods by mail are extremely anxious for this money, and that the newspaper publishers everywhere want it because it can be so conveniently transmitted by mail. Most of the petitioners have asked for the reissue of the old fractional currency, not as a substitute for silver, but to supplement it, especially for use in the mails. The proposition to make this money silver certificates, and deduct it from the regular issuance of silver certificates, also meets with very general approval, and it is believed that the additional expense will be quite trivial, inasmuch as only the engraving of the plates will be new expense. Silver certificates are being issued almost constantly, and the printing is about the same for the bills of large and bills of small denomination. Mr. Wilkins thinks his bill will pass both branches of congress and become a law.

THE SALE OF INDIAN LANDS.

In the senate to-day Mr. Paddock introduced a resolution directing the secretary of the interior to furnish for the information of the senate a statement of the number of acres embraced in the appraisement and sale of the remainder of the reservation of the confederated Otoe and Missouri tribes of Indians in the state of Nebraska and Kansas under the provisions of the act of congress relating thereto, approved March 3, 1881, and published in volume 21 United States statutes-at-large, page 380, said statements to show as nearly as may be the appraised valuation of each subdivision of said reservation and the price at which it was sold together with the name of the purchaser thereof in each case. He is also requested to report whether or not proclamation was made of said sale or any advertisement of the same and if so furnish copies thereof. This was suggested by a petition of the Actual Settlers' association on the Otoe and Missouri reservations calling for examination into the legality of the dates of May 27 and December 18, 1883. The question seems to have been raised whether the sale at prices above the appraised value was legal under the provisions of the act.

BOOMING ROSCOE CONKLING.

Republican members of the house of representatives have been amazed during the last few days at receiving from some organization in central New York a circular printed in type so as to make it look as if it were written on a type writer, asking immediate and careful answer to the following questions:

1. Are you in favor of Roscoe Conkling returning to his old place as the leader of the republican party? If so, please give your reasons therefor and if not, your reasons for your opposition.

2. Do you not think that under the leadership of Roscoe Conkling the republican party would be more certain of success at the next presidential election? In giving the answer please state the reasons as fully as possible.

3. Would you favor Roscoe Conkling as the republican candidate for the presidency at the next presidential election?

4. What candidate would you suggest that would make a more enthusiastic campaign or be more likely to succeed?

I learn of but very few members who answered the circular. Most of those who received them threw them at once into the waste paper basket, but they have caused a good deal of talk, and Mr. Conkling's old enemies, particularly the Blaine men, profess to believe that he has instigated this singular movement for the purpose of building a bridge upon which he may return to his old party. It is more probable that some idiotic admirer of the New York statesman has taken the liberty to use his name in this manner for the purpose of bringing him again before the puplic. Those who know Mr. Conkling can think of no scheme that would be so utterly abhorrent to him. He has never denied his republicanism, but only refused, as many other good republicans did, to support the candidate of the party in the last campaign. During his recent visit to Washington and he has been over frequently of late to argue the telephone interference case before the commissioner of patents—Mr. Conkling has spoken freely of his past attitude and present conditions and has said that while he will never again take an active leadership in politics he will cordially support on the stump and at the polls any good man the republicans will nominate. His personal choice is Justice Miller of the supreme court, but to the several other gentlemen now talked of he has no objections.

PERSONAL.

General Bangs, of Westerville, Me., and a Mr. Hall, of Belfast, Me., have formed a copartnership with W. H. Stout, of Lincoln, in the granite business, and will be among the bidders for granite contracts for the congressional library. They will establish an immense stone mill in Washington soon, Paul Van Dervoort will be the manager.

Dr. J. N. Conklin, of Omaha, has arrived here from the south and will remain some time.

Representative McShane was in his seat in the house to-day.

PERRY S. HEATH.

Army Orders.

WASHINGTON, March 14.—[Special Telegram to the BEE.]—The secretary of war has promoted to be second lieutenant Joseph Q. Beardsley, Eighth infantry, (from sergeant Company B, Fourth infantry), Company D, Fort Robinson, and directed him to join his company at that place, and also promoted to be corporal Earl C. Carnahan, Company C, Twelfth infantry, and ordered him, as second lieutenant, to proceed to Company C, Fort Sully, Dak.

Charles Kieser, Company A, Twenty-second infantry, now at Fort Lewis, Col., transfered to the hospital corps as a private. Upon the receipt of this order at the post the commanding officer will order him to report to the post surgeon for duty at the hospital.

Frederick Schumacher, hospital corps, now on duty at Fort Meade, Dak., is detailed as acting hospital steward and assigned to duty at Fort Bennett, Dak. He will proceed without delay to Fort Bennett, reporting upon his arrival to the commanding officer.

Captain William S. Marshall is ordered to relieve Major T. F. Hanbury as engineer officer of the Division of the Missouri. Major Handbury is ordered to take station at Portland, Ore., relieving Captain Charles F. Powell, who is ordered to duty at Memphis, Tenn., relieving Captain William T. Russell of his duties in connection with the Mississippi river improvement commission.

Nebraska and Iowa Pensions.

WASHINGTON, March 14.—[Special Telegram to the BEE.]—Pensions were granted Nebraskans to-day as follows: Original invalid—Francis M. Alexander, Hastings; Thomas B. Harrison, Blackbird; Wm. T. Shively, O'Neill. Increase—Julius H. Guerney, Neligh. Reissue—Jefferson P. Bailey, Atkinson; Harry B. Burge, Reynolds. Original widows, etc.—Nancy, widow of William Davis, Ashland.

Pensions for Iowans: Original invalid—Abram Bonnell, Montezuma; Isaac O. Baxter, Tyngley; Charles S. Duncan, Emmetsburg; Henry F. Geiskins, Blairstown. Increase—John W. Meeker, Metz; Frank Cummins, Muscatine; Thomas Foley, West Des Moines. Reissue—Oliver F. Purdum, Davis City; Martin V. Landon, Glencoe. Reissue and increase—John M. Shipley, Corning. Original widow, etc.—Minnie C., widow of John Richards, Manson. Mexican survivors—Thomas H. Miller, Council Bluffs; Samuel Mitchell, Cedar Rapids; Mexican, widow of Daniel McGee, Hastings; Adaline, widow, of Patterson.

Land Grant Frauds.

WASHINGTON, March 14.—The secretary of the interior sent the president for transmission to congress a report relative to the land grant for wagon roads in Oregon. The report shows grants were made by congress in 1864 and 1866 to aid the construction of these roads aggregating 2,568,820 acres. None of these roads were ever constructed, although several governors of the state certified to their completion on reports of their agents. On these reports of the governors, patents have been issued to different road companies for 911,227 acres. Immediately on securing certificates of completion the land grants were sold, the report says, with the view of putting the lands in the hands of nominally innocent purchasers. The secretary submits the draft of a bill forfeiting all grants and restoring to the public domain all land grants excepting such as may have been sold to innocent purchasers who are actual settlers. The secretary thinks it the duty of the government to press judicial inquiry into these frauds.

Disposed to Disregard the Treaty.

WASHINGTON, March 14.—Early in the present week the state department received a telegram from Consul General Lewis, at Tangier, stating that the Moorish authorities were disposed to disregard the treaty of 1880 in refusing to release from prison certain Moorish subjects who are under American protection. Secretary Bayard said to-night the persons in custody are not American citizens, but are native moors, probably Jews or Arabs, who, under the treaty, claim the protection of the United States. He did not anticipate any serious trouble.

The Cost of Collecting Customs.

WASHINGTON, March 14.—The secretary of the treasury has transmitted to the house an estimate of the cost of collecting customs revenues for the fiscal year ending June 30, 1889, aggregating $5,896,202. Of this amount $5,219,618 is for salaries, and $1,676,585 for miscellaneous items. The expenses at the port of New York, as shown by the table, are estimated at $2,168,947.

HE BURNED OUT HER EYES.

Assault of a Prominent Physician on His Son's Mistress.

DISFIGURED HER FOR LIFE!

Bound to Break the Boy's Infatuation For a Variety Actress, the Father Resorts to a Fearful Crime.

The Missouri Method.

SPRINGFIELD, Mo., March 14.—[Special Telegram to the BEE.]—Great excitement prevails here and the streets were a surging sea of humanity to-day on account of the startling news which spread over the city about 6 o'clock this morning that Dr. G. M. Cox, who is a prominent physician and a member of the state board of pension examiners at this place, had met pretty Miss Isabella Dowd, assaulted and beaten her badly, and thrown carbolic acid in her face, and almost destroyed her eyes. Dr. Cox has a wild and wayward son, Fenton, who has given him much trouble. Fenton got acquainted with Miss Isabella about a year ago when she was here in a variety theater. When she left here she went to Memphis and Fenton went too. The doctor followed after his son and brought him back, but the intimacy was not thus to be broken up. They arranged for a meeting at the depot here this morning, but the doctor went himself. She states that after she was seated in the hack she recognized the doctor, having been chastised severely by him at Memphis. When they left the depot she and the doctor were the only occupants of the hack, and the doctor pounced on her and began beating her. She screamed and begged him not to