

SPREAD TO THE SANTA FE.

Engineers and Firemen On Another System Go Out.

RUMORS OF MORE TO FOLLOW.

A Number of Complications Arise Unexpectedly in the Strike Situation—Talks of a Compromise—The Outlook.

The Santa Fe Tied Up.

CHICAGO, March 15.—Thirty-two hundred miles of railway were tied up this afternoon in exactly ten minutes by the brotherhoods of locomotive engineers and firemen. The entire main line of the Atchison, Topeka & Santa Fe company was completely paralyzed.

KANSAS CITY, Mo., March 15.—The Santa Fe strike has extended to this city. The entire main line of the Atchison, Topeka & Santa Fe company was completely paralyzed.

The first indication of trouble here was at half past 4 o'clock this afternoon when the Chicago express was scheduled to depart.

Conductor Murray gave order to start, when Engineer Higgins refused to take the cab and refused to pull out. At the same time that Higgins left his engine the union depots were filled with strikers.

Not less than \$1,000,000. If it is stopped today it is a serious matter. The Santa Fe company is a large corporation.

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the part of the Santa Fe men will be extended.

ALBANY, N. Y., March 15.—It is understood at this point that the cause of the strike on the Santa Fe was because the company requested the men to haul Burlington cars. A committee of engineers waited on the men of the road and asked them to accept their determination. The officials told the committee that the inter-state commerce law compelled them to handle Burlington cars. The men refused to do so and 3,000 engineers and firemen on the Santa Fe and about 1,000 on the Atlantic & Pacific stopped work.

Widely Varying Assertions. CHICAGO, March 15.—[Special Telegram to the Bee.]—The strike on the Burlington will be declared off within the next forty-eight hours," said the general manager of one of the most important railway systems in the country to your correspondent this afternoon.

"The gentleman referred to is in a position to know something of the inside workings of the Burlington and of the brotherhood.

"That is my firm belief," he continued, "and it is the best thing the brotherhood can do. It will hurt them less to surrender than any other move they can make at this juncture.

"Public sympathy will be all with them and their organization will not be hurt by such action, while to extend the strike means death to the brotherhood. I think both sides will learn a lesson from their experience in this case. The road will be more disposed to compromise and the brotherhood will be sure hereafter that all their demands are just before presenting them as a railway manager, endorse and approve of the brotherhood. It is the best labor organization there is, and I should dislike to see it hurt."

"What has this strike cost the railway, do you think?"

"Not less than \$1,000,000. If it is stopped today it is a serious matter. The Santa Fe company is a large corporation.

The events of the day seem to confirm the prediction of the railroad men and the belief is general to-night that a crisis of some kind is at hand.

All the eastern and western lines have begun to handle and deliver Burlington freight again for the first time since the embargo was placed on it. The Belt line has weakened at the prospect of a strike, and is doing it the better part of value to use discretion.

The bill filed last night by the Chicago, Burlington & Quincy seems to have taken effect very rapidly. This morning Trainmaster Pope, of the "Q," received the following brief note, which explains itself:

Commencing this morning we will receive from and deliver to you as usual.

A. RANKIN. Mr. Rankin is the agent of the Belt line at Lincoln, Neb., and is in charge of the crossing of the Belt line and the Chicago, Burlington & Quincy.

The Union Stock Yards and Transit company notified Mr. Pope that they were ready to compromise.

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such arrangement would be satisfactory for counsel for the Belt line. He replied that it would, but at the same time he wished it distinctly understood that the action on the Belt line was not due to the petition of the Burlington, but was a voluntary proceeding on the part of the directors of the company.

But Little Local Change. There is very little change that can be learned of with regard to the great strike. All was quiet about the B. & M. depot yesterday and the only noticeable thing was the following order posted in a conspicuous place:

"All persons not employed by this company are hereby warned not to trespass on the company's grounds." (Signed) F. E. CALVERT, General Superintendent.

This order is a direct strike at the strikers, and is so accepted by them. Not one of the brotherhood members could be seen at the depot yesterday.

THE BURLINGTON CONTINUED. The officers of the Burlington in this city deny that there is now any strike or trouble of any kind on their road. They claim that all trains are moving and that they have a goodly amount of freight on their road.

"They say they have won a decisive victory and do not recognize any alleged rights of their former employees and officers of that road in their refusal to accept the new arrangement to move Burlington cars, is considered to be an additional victory for the B. & M.

From Union Pacific officials it is learned that they are receiving both freight cars from the Burlington road and that it is being moved.

A Ten Days' Trip. As an instance of the inconvenience the public have to undergo on account of the refusal of the Burlington road to employ competent engineers, it is stated on good authority that a farmer named Dawson, who had decided to remove from Dunlap, Ia., to York county, Nebraska, has had his personal effects, beside three cars of stock, including horses, on the road for ten days before reaching his destination. The animals were in a very bad condition before they reached the end of their trip.

One gentleman informed a Bee reporter yesterday that he loaded his household goods at Beatrice on Friday last, and was to this point and that they have not arrived yet. He says he expects that the Chicago, Burlington & Quincy will probably charge him for storage in addition to freight.

The Situation at Lincoln. LINCOLN, Neb., March 15.—[Special Telegram to the Bee.]—The local field in strike matters is unchanged. The Union Pacific handles no Burlington cars at this point, and it is generally understood that the refusal came from the Union Pacific headquarters.

The delay in local passenger trains at this point is not important, but very little beyond strictly local freight is handled. Shipments in local freights are running very light under the unsettled condition of affairs, and trade in the city is visibly affected thereby.

The boys at the hall maintain their confidence, and the report circulated for effect in the city that numbers of them are leaving the city for other parts is wholly unfounded. Contributions of all kinds of good will find their way to the hall nightly. Mayor Bros., Shilling Bros., Ed Young, W. G. Bohannon and H. B. Vail have kept the boys loaded with cigars, and a baker sent a couple of boxes of oranges to the hall. The number of unemployed men is increasing from all points yesterday. Hannibal, Mo., reports ten engines disabled at that point. Earlston, Ill., reports trains delayed for lack of engines.

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DISPOSING OF LAND CASES.

The Secretary of the Interior Declines Some in Nebraska.

DENONCING MILLS' MEASURE.

Congressman Goff, of West Virginia, Shows How It Would Paralyze the Leading Industries of That State.

Clearing Up Titles.

WASHINGTON BUREAU OF THE OMAHA HERALD. WASHINGTON, D. C., March 15. A number of Nebraska land cases were disposed of by the secretary of the interior to-day.

The decision of the land commissioner, holding for cancellation the timber culture entry of George H. Randall, contested by Cal H. Reed, from the McCook land district, and involving the southeast 1/4 of section 17, township 3, north range 29, west, is reversed by the secretary of the interior. This confirms the original decision of the local land officers, who visited the claim and made a personal examination as to the improvements made, but from this decision contestant appealed and the commission held the land for cancellation. The entry is now held to be legal and the decision of the land officers recognized as valid.

In the pre-emption contest of Alva G. Noble vs. Fernando C. Etrod, from the Nebraska district, and involving the northwest 1/4 of section 35, township 28, north range 4, west, the decision of the commissioner rejecting appellant's final proof and holding his declaratory statement for cancellation is affirmed.

The decision of the commissioner in the appeal case of William T. Butterfield, holding for cancellation the pre-emption cash entry for the northeast 1/4 of section 2, township 1, north, range 25, Bloomington land district, is also affirmed on the ground that Butterfield had moved from other land of his own in Nebraska to the land in controversy.

The appeal case of James E. Antrim, involving the southwest 1/4 of section 33, township 2 north, range 16 east, Nebraska district, holding his declaratory pre-emption statement for cancellation, is returned to the commissioner for further consideration, with the following testimony: The secretary says that the decision of the local officers is in rejecting the claimant's proof because he had not complied with the conditions of the commissioner's decision affirming such action, are erroneous. The new testimony is in the form of an abstract of title to the quarter section in controversy. It shows that the homesteaded land, showing that the title had passed from him prior to his settlement on the pre-emption claim.

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ent and final action could not be taken. A general discussion of the bill as it passed the senate and the house amended it, ensued, in which Mr. McShane showed the necessity of making the full appropriation at this time for the purchase of the site and the construction of the building, and he said to-night the outlook was very encouraging. No indication was given, however, of what will finally be done and the committee adjourned to meet next week upon the call of the chairman.

The secretary of the interior declined some in Nebraska. The decision of the land commissioner, holding for cancellation the timber culture entry of George H. Randall, contested by Cal H. Reed, from the McCook land district, and involving the southeast 1/4 of section 17, township 3, north range 29, west, is reversed by the secretary of the interior.

DEATH ON THE RAIL.

Three Fatal Accidents on the Lehigh Valley Road. EASTON, Pa., March 15.—A snow-plow accident occurred yesterday on the Lehigh Valley road at Trebleton, N. J. The engines being derailed and overturned. Engineer Aggar and Conductor Bullman were killed, and Fireman Pixley fatally scalded.

THE COMMISSION AT CHICAGO.

CHICAGO, March 15.—[Special Telegram to the Bee.]—You will have to see the chairman of the commission, Judge Cooley, in the adjoining parlor," said Congressman William R. Morrison to-day, when interrogated as to the programme of the inter-state commission now in session here. "I am here at the request of the commission," he added.

"No, I have nothing to say about politics. I don't mean by that that I am not interested in public questions, only that I have nothing to say on the subject just now."

Judge Cooley was found in parlor Q in company with several gentlemen. He stated that the commission had no regular programme for the day, but they were having a great many visitors and doing a great many things. There would be no public session, and nothing of public interest would be done. It is understood the commission will spend several days in this city on its way to Nebraska to hear eight or nine cases which are pending at the Omaha office. The money here the commission will meet the general manager of the Canadian Pacific railway to discuss the proposed extension of the line from Montreal to the Pacific coast.

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