



THE EASTERN STORM.

Increased Suffering in the Cities of the Eastern States and Destruction at Sea.

The Mercury 6 Below to 10 Above Zero and the Wind Blowing 60 to 63 Miles an Hour.

Roscoe Conkling's Experience With Drifts in Union Square Related by Himself.

Messages From Boston to New York Cabled Across the Atlantic and Back.

The Frozen Bodies of Victims Found in Drifts on Every Hand by Workmen.

THE STORM ON LAND.

NEW YORK, March 14.—There are no signs of railroad communication for this city. There is over four feet of snow on the level and drifts are so high in some places as to reach above the second story windows of the houses.

HAD DREADFUL EXPERIENCES. Many trains were snowed in a few miles from the city and passengers were compelled to sleep on them or wade through the snow to look for shelter in the villages.

NEWBURGH, N. Y., March 14.—The snow is over four feet deep and still falling. No mails or trains have arrived for three days.

ROSCOE CONKLING'S EXPERIENCE. Roscoe Conkling said last evening that he had a fair constitution and had been in some pretty tight places in his life, but that he never found himself so far gone physically as on Monday night in Union square.

THE WORST OF THE CENTURY. PITTSFIELD, MASS., March 14.—The snow storm now prevailing here is the worst of the century according to the records of the county library.

LOST IN THE STORM. WATERTOWN, N. Y., March 14.—James W. Fitzgerald, a farmer residing five miles from the village of Lorraine, went there Monday to buy groceries and left for home in the evening.

NEWARK, N. J., March 14.—Three persons in this vicinity are now known to have frozen to death in Monday's blizzard.

ENCOURAGING AT WASHINGTON. WASHINGTON, March 14.—The improvement in the weather which began this morning has continued throughout the day and to-night the streets of Washington have resumed their usual appearance.

DISASTERS AT SEA. PHILADELPHIA, PA., March 14.—Captain Burns' brig Startle, which returned from Delaware capes to-day, said he believed that all the schooners that passed through the capes since the beginning of the storm have been lost.

A DISCOURAGING OUTLOOK. A steady progress towards the ultimate release from the effects of the great storm has been made to-day. Large gangs of laborers have been at work all day on the main lines of traffic and the streets in which are car tracks. With picks and

shovels they have removed vast quantities of ice and snow from the pavement. It must be some days before all the side streets, especially the poorer quarters, can be opened and greatly needed supplies and provisions taken to the unfortunate.

A WESTERNER'S STORY. PITTSBURGH, PA., March 14.—Only one train has arrived from New York. Fred Michaels of Stonington was on board. "I never saw such a blizzard in my life and I have been living out west for the last ten years right on the plains. The train pulled slowly along until we got to Chester. There were nine trains lying together, each blockading the other. The snow was surrounding and partly covering them and where the drifting had been pretty strong you couldn't see anything of the car at all. There was nothing to be done but to stop. The wind blew a hurricane and the snow was blinding. Although the fires in the cars were red hot, yet it seemed almost as cold as if they had not burned at all. We lay there for about ten hours. The news-boy on the train sold one loaf of bread at 10 cents a slice and made \$2 out of the loaf. In the afternoon the passengers divided what food they had and some nearly starved to death."

SCRANTON ISOLATED. SCRANTON, PA., March 14.—The snow blockade in the Poconce mountains is so severe that no trains will be run over the Delaware, Lockawanna & Western railroad for a week. In some places the track is covered to a depth of twenty-five feet. No mails have been received from New York or Philadelphia since Saturday.

REARING, PA., March 14.—On the Wilmington & Northern railway there is a train in a snow drift twenty-five feet deep near Dupont which has been there with six passengers aboard since Monday night. Their sufferings from hunger and cold can better be imagined than described. Some terrible

STORIES OF SUFFERING are told by men who were engaged in opening up the railroad. The wind blew with a velocity of sixty to sixty-three miles an hour, with the temperature ranging from 6° below to 10° above. The dead bodies of three men are reported to have been found between this city and Potstown. Cattle have perished from the cold in different parts of the country and teams had to be abandoned on the roads. Farmers are still unable to reach this city and milk and country produce command a premium. Barns were unroofed, fences were blown down and mighty forest trees leveled by the storm.

THE STORM AT NEWBURGH. NEWBURGH, N. Y., March 14.—The snow is over four feet deep and still falling. No mails or trains have arrived for three days. All agree that this storm beats the record. This afternoon five engines shoveling snow were stuck between Castleton and Albany.

SUFFERING AT PATERSON. PATERSON, N. J., March 14.—Hundreds had narrow escapes from perishing in the streets here Monday night. Mills were unroofed and huge trees were blown down. Several persons are reported missing and perhaps are 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 necessities of life.

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

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except the cook and steward. The wife of Captain Simson was lost. The tug Tamesi went down off the Delaware breakwater. It is believed that the captain and crew were washed overboard.

ADDITIONAL DETAILS. LEWES, DEL., March 14.—The storm in the vicinity of Delaware breakwater has been far more serious than anything with in the recollection of this generation. Additional advices were received here to-day fully corroborating the terrible tale of exposure, loss of life and damage to shipping which prevailed on Sunday night during the heavy storm. It is stated that twenty-three persons were drowned or frozen to death, a number of vessels of all descriptions were sunk, several were so badly damaged that they are now practically valueless, while many were stranded so far up on the beach that it will very likely require weeks to float them. The privations of the crews were extremely pitiful, as in their efforts to hold vessels from the shore they were drenched to the skin, while an Arctic atmosphere soon converted water on their garments into ice. The men were literally encased in ice and a blinding snow which followed the gale added to their awful sufferings. More than sixty persons were bound hand and foot by ice and a large majority of these are now badly frost bitten and confined to their beds with heavy colds. The steamboat pier parted in three places and on the extreme end were eleven men, the survivors of vessels which sank and who had taken refuge there. They were cut off from all communication with land for twenty-four hours and during that time their frail frames threatened to be carried away by the heavy seas which broke over them. Their experience was more horrible than those of men who were ashore. With starvation staring them in their faces the brave band fought the terrors of death until they were rescued from their perilous position. When they were taken off several were incapable of movement and had to be lifted in and from boats which came to their rescue.

THE CHINESE MUST GO. The Treaty Signed Excluding Chinese Laborers for 20 Years.

Indemnity in the Sum of \$275,000 for Violence to Chinese—A Bill to Be Prepared to Cancel All Unearned Railroad Land Grants—Dakota Matters Before the Senate, But no Action Taken.

WASHINGTON, March 14.—The Chinese treaty was signed to-day. It prohibits the entrance of Chinese laborers into the country for a period of twenty years and gives an indemnity of \$275,000 for violence to the Chinese.

SENATE PROCEEDINGS. The senate considered the under-valuation law, which Mr. Allison said was the unanimous report of the committee on finance. Mr. Platt gave notice that as soon as the under-valuation bill was disposed of he should ask the senate to take up the bill for the admission of south Dakota as a state.

CONFIRMED. L. B. Nash was confirmed as associate justice of the supreme court of Washington territory.

TO CANCEL LAND GRANTS. A sub-committee of the house public lands committee to-day began the formulation of a general bill to declare a forfeiture of all unearned railroad land grants.

DAKOTA DEMOCRATS. The Territorial Committee to Meet at Bismarck on the 30th.

GRAND FORKS, March 14.—Chairman Bangs of the democratic territorial central committee has decided to call a meeting at Bismarck on March 30th.

LOOKS LIKE A STRIKE. CHICAGO, March 14.—A round hundred delegates representing the brotherhood of engineers and firemen of every railroad entering Chicago were in session to-day nearly eight hours. When the meeting came to a close it was announced that engineers from each of the roads west, north-west and south-west had formally voted to "stick by the Burlington men," that is, refuse under all circumstances to handle a single Burlington car.

COUNCIL BLUFFS, IA., March 14.—All the freight engines of the Union Pacific road at this point ran their engines into the roundhouse between 1 and 10 o'clock this morning and at the latter hour not a wheel was moving in the yards excepting the passenger trains. The engineers gave as a reason for their action that they were sick and unable to work, but the real cause was doubtless the fact that a number of Chicago, Burlington & Quincy cars were mixed up in their trains for transportation over the Union Pacific line.

New Fast Mail Train. ST. PAUL, March 14.—Superintendent of Railway mail service Campbell of Chicago, who is here, says that within a few weeks a fast mail service from St. Paul to Chicago will be established. The train is to leave St. Paul over the Milwaukee road at 6 p. m. and arrive at Chicago at 7 a. m. The Northern Pacific has changed time from the west so that the train now arrives at 5 p. m. in time to catch the new mail train.

COMMERCIAL CHAOS.

Thirty-two Hundred Miles Added to the Railroad Strike in Exactly Ten Minutes.

The Atchison, Topeka & Santa Fe and All its Branches Brought to a Standstill.

The Cause of the Strike Not Explained and Its Extent Not Definitely Known.

The Atlantic & Pacific Engineers Forsaking Their Engines at Ends of Divisions.

Rumors That the Union Pacific and Kansas City, Fort Scott & Gulf Will Join.

A National Calamity.

CHICAGO, March 15.—Thirty-two hundred miles of railroad were tied up this afternoon in exactly ten minutes by the Brotherhood of Locomotive Engineers and Firemen. The entire main line of the Atchison, Topeka & Santa Fe and all its branches were brought to a standstill. A stretch of country from St. Paul on the north to El Paso on the south, practically the whole breadth of the United States, is now involved in the struggle that started between the Burlington company and its employees. At 8.50 p. m. to-day the general manager of the Santa Fe system received at Topeka, Kas., an official notice from the chairman of the grievance committee of the road stating that the engineers and firemen would stop work at 4 p. m. When the ten minutes had elapsed the strike had taken place. It occurred on what is called the main line of the Santa Fe, which extends

FROM KANSAS CITY TO EL PASO, including all the branches, such as the line to Denver, but not the trunk lines further west operated by the company. In giving the notice no grievances of any character whatever were mentioned. This was for the moment at least apparently inexplicable, for the agreement recently entered into between the company and the men provides that thirty days' notice shall be given whenever a conference is wanted before the men have the right to withdraw from the service of the company. About 500 men, including both engineers and firemen, quit work. Their stoppage virtually brought to a standstill probably not less than 10,000 persons.

A SURPRISE. KANSAS CITY, March 15.—The engineers and firemen on the vast system of the Atchison, Topeka & Santa Fe Railroad company went out on a strike at 4 o'clock this afternoon. The strike created intense excitement and surprise in this city for the reason that the road has not been handling Burlington freight. That the strike was ordered by some one in authority there is no doubt, but in this city the men profess utter ignorance of the issuing of any such orders and say that they have quit because they are "tired." The first indication of the trouble was at 4.30 o'clock this afternoon, at which hour the Osage City express was scheduled to depart. Conductor W. M. Murray gave the order to start, when Engineer Higgins quietly stepped down from the cab and refused to pull out. The train was finally sent out an hour later with Engineer Furst at the throttle. Furst is a regular Santa Fe engineer, but he has a grievance against the brotherhood and as he mounted the engine he remarked: "The brotherhood gave me the worst of it once and now I am going to get even."

ALL "TIRED." At the same time that Higgins left his engine at the Union depot forty men employed in the Santa Fe freight yards at Argentine quit work, all declaring themselves "tired." Nothing positive can be said as to the origin or cause of the strike. The men had a grievance about a month ago and at that time had a conference with the officers and they were granted all they asked. The resolutions adopted at the grievance committee meeting at Topeka some days ago threatened a strike if the company accepted Burlington freight, but it has been understood that the Santa Fe was not handling any of the boycotted business whatever. It is not known at this writing how far the strike extends, but it is understood that it is general.

AT NEWTON, KAN. NEWTON, March 15.—At 4 o'clock to-day all the engineers and firemen of the freight and switch engines on the Santa Fe at this point left their cabs and the strike is on. All the passenger trains are still running, but it is not known how long they will continue. Newton is the headquarters of the middle division of the Santa Fe and the railroad yards are fast filling up with engines and freight cars. Everything is quiet and orderly, but engineers are reticent and give no reason why they went out. It is understood that they received orders from the brotherhood this morning notifying them to quit their cabs at 4 p. m. or as soon thereafter as they should reach the end of their run. It is supposed that the order was sent out because of Judge Gresham's decision in the Wabash case. The railroad authorities have but little to say.

THE A. & P. INCLUDED. ALBUQUERQUE, N. M., March 15.—All the engineers and firemen on the Santa Fe

system, including the Atlantic & Pacific went out at 4 o'clock this afternoon. Not a wheel is turning on the entire road, except on passenger trains in transit at the hour named, which are to be taken through to destination. All the freights are tied here. Trains made up and ready to go out are left on the side tracks. As fast as the engines come in they are taken to the round house. Nothing doing in the yards.

THE UNION PACIFIC WILL FOLLOW. ABILENE, KAN., March 15.—No Santa Fe trains arrived here this evening from Strong City and none left here for Salina or Concordia. A Union Pacific engineer passing here to-night on a freight train being informed of the strike on the Santa Fe stated that before morning the engineers on the Union Pacific would leave their engines.

SENSATIONAL RUMORS. KANSAS CITY, March 15.—Rumors were persistently circulated here last night that a strike will begin on the Kansas City, Fort Scott & Gulf system at 10 a. m. to-morrow and on the Missouri Pacific at 1 p. m. to-morrow.

A PROBABLE EXPLANATION. KANSAS CITY, March 15.—The chairman of the general grievance committee of the Brotherhood of Engineers, who is now in this city, received a telegram from Mr. Arthur to-night instructing him to send a Santa Fe committee to Chicago at once and intimating that the Santa Fe company were ready to compromise. The chairman replied by asking if the Burlington would yield to the strikers' demand in case the Santa Fe strike was lifted. No reply has been received from Mr. Arthur yet.

ALBUQUERQUE, N. M., 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 the engineers waited on the manager of the road and informed him of their determination. The officials told the committee that the inter-state commerce law compelled them to handle the Burlington cars. This the men refused to do. There are 2,000 engineers and firemen on the Santa Fe and about 1,000 on the Atlantic & Pacific who have stopped work. All passenger trains which started before 4 this evening will be taken to their destination.

WILL "STAND BY." CHICAGO, March 15.—The meeting of delegates from the engineers and firemen of every road entering Chicago were in session once more to-day. They voted east and west alike unanimously to uphold the Burlington men.

A LIBERAL DECISION. Judge Gresham's Decision in the Celebrated Strike Case.

CHICAGO, March 15.—Judge Gresham to-day delivered his opinion in the Wabash case. In it he says: "For the present it is sufficient to say that the court will protect the property of the Wabash in its custody. The employees of the receiver cannot be obliged to remain in his service against their wish, but neither they nor others will be permitted to interfere with or disturb the receiver or his subordinates in the possession and operation of the property in his custody. The Wabash engineers are now willing to aid the receiver in the lawful execution of his trust."

ALEXANDER SULLIVAN, legal adviser of Chief Arthur of the Brotherhood of Locomotive Engineers, said to-night: "Every word of Judge Gresham's decision has the unqualified approval of the engineers. The brotherhood will show no disrespect to the court whose officials are managing the road. They have no contempt for him, either as a judge or as a man. Indeed he has their highest esteem. Under the law, labor as well as capital can so organize as to act in concert. The engineers and firemen are intelligent enough to do this without violating the law."

A LIBEL CASE. William Welch Prosecuted by Secretary of the Interior Vilas.

MINNEAPOLIS, March 15.—The trial of William Welch, the Minneapolis attorney charged with the libel of Secretary of the Interior Vilas, was begun in the Hennepin county district court this afternoon. In his little paper entitled the "Home Daily" Mr. Welch some time ago charged that Mr. Vilas and others had between 1874 and 1875 at Madison, as a director of the Madison Fire Insurance company wrecked that company, and without authority of law divided up the surplus assets among the directors who subscribed to the general fund. On the side of the prosecution are County Attorney Davis and William Erwin. Col. W. H. Sessions represents the defendant. The afternoon was occupied in securing a jury.

A FLOOD PROMISED. The Missouri, Teton and Milk Rivers Rising Rapidly.

FORT ASSINABOINE, MONT., March 15.—The ice in the Missouri river is rapidly breaking up and a general flood is already in progress. The Manitoba railroad bridge on the Teton is gone and those on the Milk river are expected to be swept off at any moment. The water in the three rivers is rising at a rate never before known and all trains on the western division of the Manitoba road have been ordered abandoned.

The Canadian Pacific. OTTAWA, ONE, March 15.—Sir George Stephen and Sir Donald Smith of the Canadian Pacific railway had a conference with Sir John Macdonald yesterday afternoon, regarding it is believed the monopoly question. It was rumored last night that a compensation bill will be introduced whereby the railway will sell the Manitoba and northwest monopoly for \$12,000,000.

DISFIGURED FOR LIFE.

A Leading Citizen of Springfield, Mo., Guilty of Most Disgraceful Conduct.

By Contemptible Trickery He Gets Effie Ellis in His Power and Horribly Disfigures Her.

An Erring Woman Blinded and Blemished With Sulphuric Acid to Save a Depraved Son.

Talk of Lynching.

St. Louis, March 14.—Springfield, Mo., is thrown into a state of extreme excitement by the atrocious attack of a frenzied father upon the mistress of a wayward son. Effie Ellis of St. Louis is the victim and now lies in agony with her eyes burned out and her face scarred with the burns of vitriol. She was an abandoned woman and had ruined Kenton Cox, son of Dr. George W. Cox, the United States pension examiner of the Springfield district and a prominent man politically and in the medical fraternity. Worked up to a frenzy by the shame of a debauched son, he enticed the girl from St. Louis by means of telegrams signed with his son's name and early this morning met her at the Springfield depot. There was but one carriage there and the driver hurried her to it with the assurance that he was sent there for that purpose. It was still dark, but as the door closed she saw a man in the carriage who seized her as she attempted to step out. She recognized him as Dr. Cox and feared trouble, but the whip was put to the horses and in a twinkling they were dashing down the street. Horrified, she cried to the man for mercy and not to murder her. I'll do

WORSE THAN KILL YOU. I will disfigure for life," was the response, and thereupon he struck her over the head with a bottle. A liquid poured down over her head, face and shoulders and burned and ate its way into her flesh, causing intense agony. Her eyes were also attacked by the burning stuff, which proved to be sulphuric acid, and she felt as though she was being consumed. The doctor is said to have also struck her several severe blows with his fist. Her cries attracted the police and the carriage was stopped. The girl was taken to St. Louis, where physicians called, who found that one eye was totally destroyed and the other will probably become sightless. Her face, neck, shoulders and chest are scarred with burns and she is

HORRIBLY DISFIGURED FOR LIFE. The doctor surrendered to the sheriff, but was soon released on his own recognizance. Later he entered into \$5,000 bonds. While Mr. Cox was in the sheriff's office an excited crowd gathered around and lynching was freely talked of, but better counsel prevailed and since it was learned that the girl's life is not in great danger quiet has reigned. Effie Ellis is a woman of the lower world and met Cox at a Wisconsin summer resort. She infatuated him and at his solicitation made her home in Springfield, Mo., where she attempted to run a variety theatre. Young Cox backed the venture and became a prominent figure in

A MOST DEGRADED DEN. Dr. Cox tried every means to break up the infamous alliance and finally drove the star and her troupe out of Springfield with the aid of the police. She came to St. Louis and very shortly the young man followed, taking a subordinate position in the St. Louis & San Francisco railroad office. He lived with Effie on Pine street and squandered about \$2,500 on her in a short time while she strove to become a "leading lady" in the Palace theatre. Finally he returned to Springfield, but not to mend his wild habits. Within the last week several telegrams and letters signed "Kenton Cox" were delivered to Effie. Each of these entreated her to come to Springfield. One said that matters had been made all right with the doctor and in responding to this she met her fate. The police admit that Dr. Cox sent the messages. The girl will recover. The charge against the doctor is mayhem.

Fire at Roscoe. ROSCOE, March 15.—Fire this morning destroyed the Edmunds house, Burket's meat market, L. G. Gunn's dwelling, J. W. Brookbank's general store, the Luthy house, the postoffice, J. F. Woke's hardware store and four other buildings. Loss, \$10,000; insurance, \$6,000. The fire broke out in the rear of Colburn's saloon. Cause unknown.

Six People Poisoned. BLOOMINGTON, ILL., March 15.—Mr. and Mrs. Charles Doyle their two children and Mr. and Mrs. Adams, their boarders, ate head cheese last night for supper. They were all poisoned. Mr. and Mrs. Adams and the children are at the point of death. The cheese came from Chicago.

Mormon Elders Routed. WINCHESTER, O., March 15.—Last night an angry crowd of farmers tarred and feathered two Mormon elders near Briar Ridge school house, where the elders have been for some time holding proselyting meetings. The elders were chased to the Ohio river, which they crossed for safety.

Blaine. WASHINGTON, March 15.—Mr. Blaine writes to an intimate friend in this city that he will not arrive in this country until after the republican convention. He will come to New York direct. He says he is in excellent health and has not felt better for years.