THE FIGHT IS BITTER.

Fresh Complications Arising in Connection With the Burlington Strike.

Many Other Roads Liable to be Involved in the Pending Contest.

Chief Arthur Leaves the Question of Revolt in the Hands of the Men.

The Interstate Commerce Issue Raised Along the Line.

Special to the Globe.

CHICAGO, March 7.—All the interest in the Burlington strike centered to-night around McCoy's hotel. Here the members of the grievance committee of the Northwestern road are gathering for the purpose of considering the desirability of tying up the Chicago & Northwestern for its action in handling freight passed over the Burlington. Meanwhile reports are coming in to headquarters that the grievance committees of the St. Paul, Wisconsin Central, and other roads, are in session on their respective divisions, and the air is full of war and rumors of wars. According to various irresponsible authorities the New York Central, Michigan Central, and other roads, have been endeavoring to induce their employes to go to the aid of the Burlington, and free passage and other inducements have been offered. At the headquarters of the strikers, where this information has been supposed to originate, complete ignorance of any such facts is expressed, and the stories meet with an emphatic denial at the offices of the Burlington road. The statement of Chief Arthur, that if any of the Quincy's connections discharges an engineer for refusing to take freight a strike will immediately follow, is an important one, in view of the provisions of the interstate commerce law, which

MAKES IT AN OFFENSE

punishable by fine for one road to refuse to pull another road's freight or passenger cars over its lines to the point of destination. There was a prolonged conference this afternoon between the head officials of the Burlington and the representatives of its legal department, and at its conclusion Paul Morton said to the representative of the GLOBE: "We intend to open up for through business. If other lines refuse to handle our business we will take such steps as may be deemed necessary. We are public servants and we intend to accommodate our shippers. If we find that under existing conditions we are powerless to do so, we will go into the courts if necessary. We are common carriers and are compelled to receive freight offered. The connecting lines are also common carriers, and they likewise must receive freight if offered. It seems that the representatives of the brotherhood are going to attempt to annoy us. It is no action of this kind that will make us give in to them. We are not going to surrender to them, nor will the men that have left us at the dictation of Chief Arthur better their condition by attempting to obstruct shippers and delay business. It must be remembered that as a last resort we can obtain an order from the court compelling connecting lines to handle our freight. No, we do not regard the situation as being at all critical." The usual reports were received at the offices of the company to-day showing that freight and passenger traffic was moving in good shape, while telegrams were received by Chief Arthur from Kansas City, Terre Haute, Palestine, Tex., and other points, pledging hearty financial support. The strike is involving the other roads at the stock yards. This morning five Lake Shore engineers refused to take a train of Burlington cars from Englewood to Sixteenth street, declaring that they would quit before they would haul anything bearing the "Q" label. The cars consequently remain at Englewood.

THE WABASH SWITCHMEN

refused to receive Burlington cars which were brought to the yards at Root street. The switchmen employed by the Union Stock Yards & Transit company, which has charge of all the switching at the yards, also decided to-day that they would handle no Burlington cars. The company has as yet taken no action in the matter. The twenty-five employes of the Q at the yards whose business it is to care for all the stock arriving over the Burlington were discharged to-day, as no stock is arriving, and consequently there is nothing for them to do. General Freight Agent Ripley issued a notice to-night to the effect that the company was prepared to handle live stock when accompanied by a carload of emigrant goods to any point on the Burlington system in the states. This is for the accommodation of emigrants who are en route West with live stock for the purpose of settling upon new farms

GIVEN FULL POWER.

The Men on Any Road Can Now Strike When They Think Proper.

CHICAGO, March 7.—The full support of the entire Brotherhood of Locomotive Engineers and Firemen has been pledged to their members on any and all roads throughout the United States who deem it necessary to strike and formally decide to do so in order to uphold their brethren on the Chicago, Burlington & Quincy. This information was obtained this evening on the best of authority and was verified through another source. It can also be stated upon authority that the general meetings of the local grievance committees of various roads held to-day were in each case convened for the purpose of discussing the advisability of a strike on that particular road, and if such a radical step was not considered essential the object was to decide what measures in lieu thereof should be adopted. The sanction of the general executive of the brotherhood thus given in advance to the strike of the men on any road was secretly obtained at the conference of the general grievance committee of the brotherhood held here Monday. It no longer rests with Chiefs Arthur and Sargent to say that the men on any road should they strike will be backed up by the brotherhood as a whole. The men on any single railroad system or half dozen systems have it now

ABSOLUTELY IN THEIR POWER

not only to say whether they shall strike with the whole might of the brotherhood behind them. That the men are not disposed to use with undue haste the weapons in their grasp may be partly inferred from the fact that, although several meetings were held to-day, each clothed with complete authority to declare a strike affecting a vast stretch of territory, no such declaration had been made up to this evening. At least two meetings of the kind mentioned are known to have been held in in this city to-day. Others are said to have been convened at Rock Island, Omaha and Kansas City. One meeting in Chicago was composed of delegates from every brotherhood lodge having members in the employ of the Chicago & Northwestern railway. About thirty delegates were present at the meeting, which was held in McCoy's hotel. Little is known of the proceedings beyond a rumor that the delegates manifested extreme reluctance to strike except as a last resort. A meeting composed of committeemen from lodges on the Chicago, Milwaukee & St. Paul system was held in the outskirts of the city at a hall near the corner of West Lake street and Western avenue, convenient to the points where the St. Paul road enters the corporation limits. As only seventeen of the twenty-six delegates had arrived, the business was confined largely to preliminaries. Both the Northwestern and the St. Paul men will be again in session to-morrow.

General Managers Meet.

CHICAGO, March 7.—A prominent railroad official said this evening that he understood the grievance committees of a number of roads will each formulate an appeal to the general manager of the company by which they are employed, asking for the intervention of the general managers of the various roads as a body to help the Burlington strike to a settlement. It is rumored to-night that a meeting of the general managers entering the city will be held here to-morrow or next day to discuss the situation. Marvin Hughitt, president of the Chicago & Northwestern company, is credited with being the leading spirit in the movement to bring about intervention by the general managers of outside roads. A knowledge of this fact is hinted to be one cause of the reluctance of the Chicago & Northwestern grievance committee to-day to adopt a hostile policy.

Suffering Towns.

CHICAGO, March 7.—J. J. O'Brien, who is chairman of the press committee, said late to-night: "There is no imminent danger of a general strike on all the roads, for the reason that neither Mr. Arthur nor those associated with him fell like paralyzing the trade of so great a territory. There is an immense amount of suffering going on all along the lines of the "Q," at points that have no outlet. Our advices say that in these places the people are suffering for the necessaries of life, that many have been thrown out of employment and that fuel is failing. It is the opinion of the members of the executive committee now in charge of the strike that the "Q" is inclined to meet them half way in the matters under dispute."

The Interstate Question.

CHICAGO, March 7.—An authorized statement of what measures, if any, the Burlington company proposed to take in the courts or before the interstate commerce commission in order to compel other corporations to handle business tendered by the Burlington, was much sought after this afternoon, but the Burlington officials were extremely wary in speaking of the subject, and Wirt Dexter, the general solicitor of the company, though sought in a number of places where persons who ought to know said he could be seen, was not to be found. One of the controlling officers of the Burlington said this much: "We are attending to our freight business in good shape and expect others to do the same, and shall do whatever is necessary and possible to bring this about." Further he would not go.

The Union Pacific's Position.

Special to the Globe.

OMAHA, Neb. March 7.—Acting General Manager Kimball this afternoon issued a circular letter to the engineers in the employ of the Union Pacific road, calling their attention to the changes effected in the responsibilities of railroads by the interstate commerce law, and the responsibility of employes of roads engaged in interstate traffic. The Burlington strike is not referred to, but the circular is understood to have been issued to remind the engineers of the liability of the Union Pacific if it refused to receive Burlington freight, and the danger of an action against the engineers themselves for conspiracy. The local freight agent of the Burlington last evening sent to the agent of the Union Pacific a list of cars to be switched, but the cars have not yet been moved.

A Standard Oil Pipe Line.

Special to the Globe.

LIMA, O., March 7.—The Standard Oil company has commenced the preliminary work for the building of an immense pipe line from this city to Chicago, a distance of over 200 miles, for the purpose of transporting oil, both crude and refined, to the Western metropolis. The right of way for the line has been secured to within a short distance of Chicago, and the contracts for the building of two sections of fifty miles each let. The capacity of the line will be about 25,000 barrels a day. A line to New York city is also contemplated. The estimated cost is $200,000.

The Price of Coal.

NEW YORK, March 7.—The six great coal companies to-day decided to make a reduction of 50 cents per ton in coal, and the new schedules have been made upon that scale. The following are the new prices for the spring schedules: Broken, $3.75; egg, $4; stove, $4.25, and chestnut $4.25. This reduction is regularly made every spring, but the new schedules were delayed about two weeks in order to wait for a general resumption of production in the coal field before deciding on prices.

Alleged Prorating.

NEW YORK, March 7.—A complaint was made to Pool Commissioner Fink yesterday that certain railroads east of Chicago were prorating with the Northwestern road, notwithstanding the agreement entered into last week. It was alleged that the Northwestern had made a through tariff allowing the Eastern lines in question only 22 cents for grain from Chicago to New York. The Northwestern was said to have made the new tariff last Monday. Commissioner Fink investigated the matter, and says that the roads of the trunk lines have refused to accept the new tariff of the Northwestern.

Taken a Big Contract.

Special to the Globe.

MASON CITY, Io., March 7.—Maj. Allen has secured the contract for building 170 miles extension of the Chicago, Milwaukee & St. Paul, from Chamberlain, Dak., through the Black Hills. The people along the line in Iowa and Dakota feel jubilant over the extension. Should the reservation west of Chamberlain be thrown open to settlers, there will be a big exodus from all along the line.

Given an Advance.

PITTSBURG, March 7.—The passenger brakemen on the Fort Wayne and Erie & Pittsburg railroads were notified to day that their wages had been advanced 35 cents per trip, the increase to date from the first of last month.

Chips From the Ties.

A reduction of freight rates to Helena, Mont., is announced by the Northern Pacific road to-day. The old rates from St. Paul and Minneapolis to that point were as follows: First class, $2.35; second class, $2; third class, $1.75; fourth class, $1.50; fifth class, $1.30; A, $1.25; B, $1; C, 90 cents; D, 80 cents; E, 70 cents. According to the new tariff just issued the rates will be: $2.05, $1.80, $1.55, $1.30, $1.15, $1.05, 92 cents, 82 cents, 72 cents and 62 cents.

On April 1, first-class passenger rates on the Manitoba road will be reduced to all points west of Devil's Lake in order to encourage emigration, the reductions being from $1 to $6 at each station.

J. M. Sawyer, of the "Soo" line, formerly assistant general freight agent of the Erie railroad, was yesterday made chief clerk in the freight department of the Manitoba road.

President Fisher, of the St. Paul & Duluth road, and James Smith, Jr., of the same road, will be back from a trip of two or three weeks in the East to-day.

L. S. Allen, traveling agent of the Baltimore & Ohio road, and J. A. Walker, agent for the Northern Pacific at Brainerd, are in St. Paul.

George S. Marsh, general ticket agent of the Milwaukee, Lake Shore & Western road, formerly of the Northern Pacific road, is in St. Paul.

The Chicago & Northwestern has declared the regular quarterly dividend of 1¾ on the preferred stock, payable March 26.

Supt. Winter, of the Omaha, left yesterday for Chicago to attend the meeting of the general managers, to be held to-day.

E. R. Wadsworth, general agent of the Northern Pacific at Chicago, is in St. Paul.

Court at Hastings.

Special to the Globe.

HASTINGS, Minn., March 7.—In the district court to-day the case of Nicholas Riplinger vs. The St. Croix Lumber Company was tried before Judge F. M. Crosby and a jury, resulting in a verdict of $378.27 for plaintiff.

STARVING RED MEN.

The Indians of the Northwest Territory in a Most Pitiable Plight.

They Are Dying of Hunger and Call Upon the White Man for Aid.

Some Queer Doings in the Lower House of Iowa's Legislature.

Mr. Fellows Trying to Prevent His Daughter's Marriage to an Indian.

Special to the Globe.

WINNIPEG, Man., March 7.—Chiefs Alexandre, of Rivere-qui-Barre Stonies, Michael, of Rivere-qui-Barre Crees, and Alexis, of Lake St. Ann Stonies, with three of their councilors, accompanied by S. Cunningham and D. Maloney, the former acting as interpreter, are at Edmonton to tell the story of starvation among the Indians in the Northwest territories. Alexandre acted as spokesman when being interviewed. He said in effect: "We have come to Edmonton to make complaint that the government has not used as they agreed. If they continue to use us during the rest of the winter as they have up to the present time perhaps a few will see spring, but those who do will be too weak to do anything to help themselves. Before leaving we held a meeting among our tribes at which the whole talk was to

KILL GOVERNMENT CATTLE

or one of our own horses for food. It would be no use to kill the dogs, for they were starving as well as us. We agreed that before we would die of starvation we would kill all the cattle. If the government will do any thing for us we beg that they will do it right away. We can not stand the hunger any longer. If we do not get help at once we will have to kill the cattle the government has placed with us for our use. The government knows that other winters we were able to help ourselves by getting fur, which we could trade for food. With that and what the government then gave us we could live well enough.

THE GOVERNMENT PROMISED

that in years of failure, such as this, they would help us more, but instead of doing so in this year of scarcity they have lessened the usual supply of food by more than one-half. The statements appearing in the papers on the condition of the Indians heretofore are true." Chief Michel said when interviewed: "If the government wishes us to live they must help us as quickly as possible. We see plainly that we cannot live on what they now give us, and that we will die if they cannot do a little better. This winter we have no furs, no crop, no game, no fish. Last year I had 300 bushels of grain; this year not a bushel. Last year I had 100 bushels of potatoes; this year fifteen bushels. We got a few fish from Lake St. Ann, but very few, as the fishing there was a failure. During the day on which the interview took place a telegram was sent to Sir John MacDonald, asking for immediate assistance. The people will become desperate if something is not done soon to alleviate their sufferings.

Eccentric Law Makers.

Special to the Globe.

DES MOINES, Io., March 7.—One of the incidents in the house to-day was the introduction to that body of John Brown, a son of the historic Ossawattomie Brown, of Harper's Ferry fame. He made a short speech, remarking that thirty-one years ago he last visited Des Moines when a fugitive from justice after his exploits in Kansas. He congratulated the state on the moral and intellectual growth of her people; extolled the virtues of prohibition, woman suffrage and a high protective tariff, regretted that a leading paper here wanted to cease waving the bloody shirt, and delivered himself of a political harangue generally. He is well advanced in years, and his long white hair and beard give him a striking appearance. One other incident was the offering of an amendment to the railway bill by the speaker while presiding over the house, and his delivery in support of it without relinquishing the gavel. Probably such an event never before occurred. The amendment was voted down.

Killed by Wolves.

Special to the Globe.

NEW ROCKFORD, Dak., March 7.—The news has just reached here that a father and son, living several miles northeast of this city, were destroyed by wolves yesterday. The two unfortunate men started to a haystack some ten rods from the house to shovel a path around the stack when they were surrounded by wolves and literally eaten alive. The horror-stricken mother was standing at the window with a babe in her arms, a spectator to the terrible death of her husband and son, but was unable to aid them. After they had devoured every flesh from the bones of the men the denizens of the forest attacked the house, but retired to the hills in a short time. Investigation found nothing but the bones of the husband and son. The family name was Olson. Wolves are more numerous and dangerous now than ever before known in North Dakota.

Farmers' Institute.

Special to the Globe.

DODGE CENTER, March 7.—The Farmers' institute, now being held here, is the absorbing theme. The town is filled with farmers. Curryer, in addition to an instructive lecture on the treatment of the horse, gave also a practical illustration of his method at noon. Mr. Gabrilson illustrated an economic mode of warming water for stock, and Mr. Holmes interested the people with an address on ensilago. Dr. Dickson lectured last night to a crowded house on "Wheat Raising in India." This morning work is being done in class instruction, embracing "Breeds of Cattle," by Mr. Gregg; "Diseases of Horses," by Dixon; "Horticulture," by C. S. Smith, and "Bee Industry," by Mr. Huntley. Extraordinary interest is manifested by the farmers and citizens in the intstitute.

It Isn't Built Yet.

Special to the Globe.

WINNIPEG, March 7.—People in the Northwest and sections of British Columbia are talking a great deal about a competing line to the Canadian Pacific Railway through the Western country. It is proposed to go through Crow's Nest pass, in the Rocky mountains. Immediately west of the Rockies lies the wide and fertile Kootenay valley extending from the Central Pacific railroad, at Donald, to beyond the international boundary line. Within a short distance of the Northern Pacific at Sand Point. The present location of the Northern Pacific railway and the general topography of the country are such as would give the large district of Alberta a very satisfactory outlet to the Pacific coast. Kootenay valley is of rare value in its lumbering, mining and grazing resources.

Serious Fire at La Crosse.

Special to the Globe.

LA CROSSE, Wis., March 7.—Early this morning the oat meal and feed mill of the La Crosse Milling company was destroyed by fire, which seems to have caught around the furnace. The building was a two-story and basement structure 40x80, and the machinery was new. The cost was $29,400, and everything is destroyed except the walls of the building. Insurance, $10,000. The mill was operated under lease by H. S. Teehmer, one of the stockholders, who had between $5,000 and $1,000 in stock, with $1,800 insurance. The cracker factory in the adjoining building was damaged by smoke $1,500, fully insured. This is the first fire in which the loss has exceeded $1,000 since June last.

Booming Mr. Purcell.

Special to the Globe.

WAHPETON, Dak., March 7.—Hon. W. E. Purcell returned from Bismarck today after a summons from Gov. Church, and your correspondent learns that the governor is pushing Mr. Purcell for the United States district attorneyship for Dakota, vice John C. Carland, appointed judge to succeed Judge Palmer. Mr. Purcell is a young man, but is among the leading lawyers of the territory, and since he is a Dakota pioneer, as is John C. Carland, President Cleveland should have due credit for this recognition of territorial claims. Should the president appoint Mr. Purcell he will never have cause to regret it.

Rood & Maxwell's Failure.

ASHLAND, Wis., March 7.—Attorney Miles, representing the assignee of the defunct lumber firm of Rood & Maxwell, at Washburn, Wis., will make a motion before a court commissioner to set aside the judgment of $206,000 in favor of the Third National Bank of St. Paul, which that institution recently sold to the Thompson & Waulkup Lumber Company of Chicago for $57,000. Miles claims to have discovered that the St. Paul bank had grounds for attaching only $80,000 worth of property. If the judgment is set aside the other creditors will get a better show and the Thompson & Waulkup company will be a loser.

Tells a Queer Story.

RED WING, March 7.—C. Amundson, the Red Wing man who so suddenly and mysteriously disappeared in Wisconsin last fall, and whose case has excited no little comment here, has returned. The story, as told by him, is to the effect that he was kidnaped by negroes, who expected to obtain a ransom for him. He says that he was kept in a dark cave under the influence of drugs. He cannot locate the place of his confinement, and says that he was unconscious from the moment of leaving it until he awoke in St. Paul yesterday.

Alleged Cattle Thieves.

Special to the Globe.

RAPID CITY, Dak., March 7.—Yesterday warrants were sworn out at Buffalo Gap for the arrest of six men, who live in Custer county, seven miles north of Hot Springs, on a charge of cattle stealing. It is charged that the accused have for a long time been killing beef cattle belonging to the Shielding Cattle company and to the American Cattle company and Seible Cattle company. David H. Clark, of this city, manager of the Shielding Cattle company, caused the arrest. The evidence against them is said to be very strong.

Not Fully Naturalized.

Special to the Globe.

RED WING, Minn., March 7.—It has been discovered that one of the gentlemen who represented Goodhue county in the last state legislature was not at the time of his election a fully naturalized citizen of the United States, not taking out his second papers until some three weeks after the election. Had this fact been generally known during the progress of the canvass, which was quite a heated one, his Democratic opponent would in all probability have been elected. As it was, he was defeated by only a small vote.

A Watertown Wedding.

Special to the Globe.

WATERTOWN, Dak., March 7.—Another fashionable wedding was celebrated here this afternoon. Trig Tillisch, one of the most popular young men in the city, and Miss Rayuhild Hoegh, one of the accomplished young ladies of Wisconsin, were united in marriage at the residence of the groom's parents in the presence of a few friends of the family and contracting parties. Rev. A. H. Barrington, of Trinity church, tied the knot.

After His Daughter.

PIERRE, Dak., March 7.—Homer Fellows, of Washington, arrived in town today on his way to Bird's Camp. He is the father of Miss Cora Fellows, the school teacher at the camp, who has achieved considerable notoriety by her intention of marrying Chaska, a full-blooded Sioux Indian, and his visit to these parts is for the purpose of preventing if he can the consummation of his daughter's folly. Mr. Fellows, who learned of his daughter's freak only through the public prints, is quite cut up over her erratic intention.

Economical Taxpayers.

Special to the Globe.

CANTON, Dak., March 7.—The proposition to sell the court house square in Canton and apply the proceeds toward the erection of a new building was completely snowed under in Lincoln county. The water works bond proposition in the city was defeated by twenty-two majority. But one dissenting vote was cast on the railroad tax proposition in Canton city, where an effort is being made to secure another line.

For the Freedmen.

Special to the Globe.

BLUE EARTH CITY, Minn., March 7.—Dr. Allen, secretary of the board of Freedmen, lectured to a full house in the Presbyterian church on his favorite theme. A basket collection of $40 was gathered. The question of a scholarship for a black girl is under consideration by the ladies.

A Warehouse Closed.

Special to the Globe.

MARION JUNCTION, Dak., March 7.—Hunting & Co.'s grain warehouse at this place was ordered closed yesterday for the season. The buyer is unable to account for a shortage of about $200 in his account. How matters will be adjusted is not known yet.

Foul Play Feared.

Special to the Globe.

WINNIPEG, Man., March 7.—Alexander McDonald, a carpenter of Anthracite, has mysteriously disappeared, and foul play is suspected. A searching party has been organized and the surrounding country is being searched.

St. Vincent's Protest.

Special to the Globe.

ST. VINCENT, March 7.—The town authorities met last night and protested formally against making St. Paul the port of entry in place of St. Vincent. W. F. Kelso was indorsed for register of the land office.

A Preacher's Bad Boy.

Special to the Globe.

ST. CLOUD, March 7.—Paxton G. Campbell, who was arrested yesterday at Milwaukee for larceny, is the son of Rev. E. V. Campbell, of this city, the Presbyterian pastor. He is well known here.

Cold-Blooded Murder.

Special to the Globe.

WINNIPEG, Man., March 7.—In a drunken scuffle at St. Peter's Indian reserve, George Murray, an Italian, deliberately shot John Thomas in the breast. Thomas will die.

Forced to Assign.

Special to the Globe.

MARION JUNCTION, Dak., March 7.—Conniff, Buch & Co., leading merchants of Bridgewater, made an assignment last evening for the benefit of their creditors.

A Life Sentence.

Special to the Globe.

SHELL LAKE, Wis., March 7.—On his plea of guilty, Lone Star, the Indian who killed his illegitimate child, was sentenced to life imprisonment.

The Tailors Strike.

Special to the Globe.

CEDAR RAPIDS, Io., March 7.—All the tailors in the city are on a strike for higher wages.

THEY ALL WENT OUT.

Continued From First Page.

cago, Burlington & Quincy cars, or do anything else calculated to assist that road against which the strike has been made. Of course all the roads at once complied with the request and agreed to be strictly neutral. On the other side the brotherhood are said to have appointed committees to look after the matter by watching all the trains to see that no Chicago, Burlington & Quincy cars are in the trains that depart or arrive. It has been the policy of all the roads throughout the country to stand neutral. In pursuance of this policy the Omaha last night discontinued its sleeping cars to Kansas City in connection with the C. B. & Q. system. All the roads stand in about the same position, except the Manitoba and the St. Paul & Kansas City. The St. Paul & Kansas City has a contract with the Chicago, Burlington & Quincy, under which it runs over about three miles of the latter road about twelve miles east of Dubuque, Io. It was in regard to this matter that Mr. Egan, of the St. Paul & Kansas City, went down to Chicago to see Mr. Arthur Monday night, and it is supposed that the expected trouble about this little piece of road took him down there again. Mr. Egan explained the matter to Arthur, and showed to him that the St. Paul & Kansas City had this contract with the Chicago, Burlington & Quincy, and whether his road used it or not, it would have to pay for it just the same. In forbidding the St. Paul & Kansas City from using this little piece the brotherhood would not hurt the Chicago, Burlington & Quincy at all, inasmuch as the St. Paul & Kansas City has to pay for it just the same, but would hurt the latter road, and all for no purpose. The parties seem to have reached no conclusion.

THE MANITOBA'S POSITION.

Mr. Hill Says the Contract With the "Northern" Still Goes.

President Hill and Mr. Manvel, the general manager, had several long consultations with committees of the brotherhood yesterday. These consultations were strictly private and no part of them was made public.

Mr. Hill was seen at a late hour last night by a representative of the GLOBE. He said: "All our men are satisfied so far as I know, and I do not believe they would make an unreasonable request. The Burlington & Northern has a contract with us to run over our road between here and Minneapolis. We cannot avoid or escape the condition of that contract if we would. It is impossible for us to stop that company's cars from going over our lines. Suppose that we should try to prevent them from using our road. All they would have to do would be to take their contract into court and the court would immediately compel us to comply with its terms, and if we did not do as ordered we should be arrested and the sheriff would open the road to the Burlington & Northern people, and what would be accomplished? Such a request would be a request for us to do that which is impossible for us to do. I cannot think our men would make such a request. I have not heard of it if they have.

EXCEPT THE MANITOBA.

The Brotherhood Will Ask for the Violation of No Contracts.

The engineers and firemen held a largely attended and enthusiastic meeting in their hall, corner Seventh and Bradley streets last evening. A resolution opposing any attempt to interfere with any contracts the Manitoba may have made was adopted almost unanimously. The feeling of the members was decidedly in favor of sticking to all the railroads that stuck to them and refused to handle Burlington cars. To show how the Burlington & Northern was making good the vacancies the following letter, sent to a young man, who has fired on the St. Paul & Duluth for about a year, was read:

Office Chicago, Burlington & Northern Railroad Company, St. Paul, March 7, 1888. John Taylor, Esq., White Bear: Dear Sir—C. H. Green thinks you are a capable man, and thinks probably you will be willing to take a job on our line. If you have had the experience he says you have had, think we can give you an engine. Can start you firing at once. Report to my office at once—Room 5, Union depot.

Keep this to yourself.

Yours truly,
JNO. R. HASTINGS, Asst. Supt.

AT LACROSSE.

The Men Went Out Quietly and Their Places Were Filled.

Special to the Globe.

LACROSSE, Wis., March 7.—There is little to report regarding the engineers' and firemen's strike on the Burlington beyond the fact that it occurred at 10 o'clock. The men insist that it is not a strike at all, but they have simply quit work on account of a difference of opinion between them and the officers of the road. As fast as engines were deserted new men were put in charge, and the practice is to place in the cab with each new engineer a conductor who knows the road thoroughly, and this will be followed up until the men become familiar with the line. There have been a good many applicants for positions around the offices to-day. All are subjected to the usual examinations, and the officers say none will be taken of whose competency there is a reasonable doubt, while all who prove worthy may rely on permanent work. Not all of the engineers have gone out, some of the best men remaining. One man said to-night he had gone through one strike, in which his family suffered, and he thought that was about enough for him. The conduct of the men is entirely peaceable, and no one who knows them has any doubt it will be so, no matter what happens. The officers of the road say they are as fine a body of men as work on any road in the United States and it is a matter of great regret that this complication has arisen.

What Harris Says.

CHICAGO, March 7.—General Manager Harris, of the Chicago, Burlington & Northern, said: "I was not surprised at the strike of to-day. I first heard of it through a dispatch sent me after it had occurred. I got no notice of it, but I presume the officers on the road were notified before hand. We refused to agree not to handle "Q." cars. When they threatened to strike, but withdrew the threat, a few days ago, they did so voluntarily. I made no concessions or compromises with them." Mr. Harris claimed that the strike would not cripple the road. "We had nearly enough men," he said, "to take the strikers' places before they went out. We will go right ahead with our business. All I have done is to order our agents not to receive perishable freight."

More Columns of "Want" ads. in the GLOBE than in any other paper.

For Tariff Reform.

Special to the Globe.

SHAKOPEE, March 7.—A preliminary meeting was held at Reis' opera house last night to form a tariff reform club. James McHale was elected temporary chairman and committees were appointed to draft constitution, by-laws and resolutions. A meeting will be held Tuesday evening to effect a permanent organization.

Offices Evenly Divided.

Special to the Globe.

CHIPPEWA FALLS, March 7.—The question of park or no park was voted upon yesterday, but too much time was spent counting the other ballots, and they were left for to-day. There was a large majority in favor of one. The offices are evenly divided, the Democrats electing two city officers and the Republicans two. Each party elected five aldermen.

Help wanted ads. in the GLOBE are seen by the most people.

Pneumonia cured for 25 cents by Dr. Seth Arnold's Cough Killer. Try it next time.

Lost and found ads. in the GLOBE are seen by the most people.

THE JUDGE PITIED THEM.

Butler Meets an Old Female Friend at the Fountain and Trouble Follows.

Alexander Butler, an old gentleman with hoary locks and a confiding look on his weatherbeaten face, stood before Judge Hornblower yesterday and denied he was a vagrant.

"This is all a mistake, Judge," he said. "I am one of the respectablest men in the country, although I say it myself, which shouldn't. I was once the private secretary to a Senator, but lately I have had to sell four oranges for a nickel in order to be able to buy some plug tobacco and a glass of hot Scotch.

"Last night I happened into the Fountain theater just to see the dear little girls dance and sing. I was fond of that kind of thing when I was a boy, and I go in occasionally just to revive old memories.

"Who should I see there, Judge, but a dear old woman called Jinnie Smith, and Jinnie Smith was so overjoyed to see me that she made a rather vulgar remark, and an officer put her under arrest.

"I followed her to the prison, poor soul, to find out what she was arrested for, just out of pure friendship, and they ran me in, too. Oh, dear, but this is a sinful world. I never was in court before, so help me bob, and I will hold up my hand to it."

Mr. Butler raised his hand to the ceiling to emphasize his words, but nearly overturned the lamp when he brought it down again.

"So you just acted like a friend to her, and that's all?" queried his honor.

"Yes, judge, and she's a nice old soul."

"Well, that was very kind of you. I'll send you to the House of Correction, and I guess she will go along, too, directly; so you can be very friendly there for the next ninety days."

Mr. Butler looked thunderstruck, and as he retired Mrs. Jennie Smith, alias Butler, came forward.

She was apparently about sixty years old and as lively as a kitten. "I would like to be in a room alone with the man that arrested me and Alexander," she exclaimed when allowed to open her mouth. "I would make him look so pretty that his mother wouldn't know him. Did I insult him, the brass-buttoned dude? Oh, you're a beauty, ain't you?"

"Are you any relation to Alexander, the gentleman you met at the Fountain theater?" asked the judge.

"Any relation, is it? Why, we've been married three weeks, if not more."

"Then I guess you feel kind a lonesome without him. You will have the pleasure of riding out with him to-day and spending the next three months in his society. Take her away, bailiff."

JUST MISSED A FORTUNE.

A Big Scheme That a Business Man Missed Taking.

"Here is how I just escaped a fortune," said a Lewiston merchant, as he pulled down his cuff and showed his cuff button. "See that face?"

A baby's face, smiling as is their wont, looked up out of the cuff buttons, says the Lewiston Journal. No medallion painter of the days of the French empire could have made a prettier picture.

"My baby," said he, "photographed, you see, right in the center of that cuff button. I'll tell you the story and you can see how I lost a fortune.

"I have a cousin, an artist, living now in New York city. He had genius, but no tact. He was wedded to art, but not to wealth. He stubbed along, almost always hard up, not for lack of genius and talent, but because he was always scheming on some big plain—a Col. Sellers I always thought him. I always liked him and liked to talk with him. He was full of hopes that I always hoped he would realize. One day, less than a year ago, he came to me when I was in New York and said that he had struck it. 'I'm in for a fortune,' said he, 'and I want you to go in with me.'

"I didn't go. I hadn't enough faith in it. His schemes was the making of these photographs inside jewelry. He had invented a processs for doing it, and wanted $500 to patent it and start his business. I didn't take much interest in it, and he went along without me. He has made $20,000 up to now. His biggest hit was on Mrs. Cleveland's photographs. He can put her handsome face into a ladies' brooch, in a ladies' ear ring, into a finger ring, cuff buttons, or into the center of a beautiful plaque or piece of pottery. He did a big thing on Gen. Grant's photographs. He can take any person's likeness and imbed it, apparently, in the body of the porcelain. I sent him some photographs of my little girl, the other day, and was much surprised to receive in a few days these cuff buttons."

Came, Saw, Conquered.

Omaha World.

Tramp—Please, mum, I've had nothing to eat for three weeks.

Housekeeper—Don't you tell me that. I saw you go into that Mrs. Stuckup's kitchen half an hour ago and you've been there ever since.

"I was waiting for her to warm some things up for me, mum; but when I noticed what a dirty kitchen she had, and saw her wipe her hands on her soiled apron and rub some powder over her smutty face instead of washing it, I felt so disgusted I could not eat a mouthful, and I an't got my appetite yet. If it's all the same to you I'd rather have some money. After half an hour spent in that woman's house I feel as if I needed a stimulant."

"Poor man! Here's a dollar."

The Republicans in Opposition.

New York World.

It would be a fortunate thing if a great question like this touching the rights and welfare of every citizen could be approached in a patriotic spirit by men of all parties and settled upon public grounds alone. But under party government it is to parties that the people must look for the execution of their will. There are a score of Republicans in congress whose personal views and the interests of whose constituents would be met by a reduction and revision of the tariff. But the exigencies of political warfare and the discipline of the Republican party are such that the Republican members will present a united opposition to such a measure.

Ryan, Not Bryant.

Cullen and Ryan, and not Cullen and Bryant, as stated in yesterday's GLOBE, voted against the jail site resolution.

The Walking Match.

BOSTON, March 7.—The score at 11 o'clock to-night was:

Cartwright	220	Day	205
Guerrero	207	Connors	179
Hegelman	210	Taylor	184
Collins	167	Quinn	147

Real Estate ads. in the GLOBE are seen by the most people.

PURIFY THE BLOOD.

THE marvelous results of Hood's Sarsaparilla upon all humors and low conditions of the blood prove it the best BLOOD MEDICINE. Such has been the success of this article at home that nearly every family in whole neighborhoods have taking it at the same time. It PURIFIES, vitalizes and enriches the blood, cures dyspepsia, biliousness, and all derangements of the stomach caused by impure blood or a debilitated condition of the nervous system occasioned by excessive mental or physical care or labor or dissipation. It eradicates Scrofula and all foul humors, and restores and renovates the whole system. A peculiar point in Hood's Sarsaparilla is that it creates an appetite and builds up and strengthens the system, and proves invaluable as a protection from diseases that originate in changes of the seasons, of climate and of life.

HOOD'S SARSAPARILLA

Messrs. C. I. Hood & Co.: Gentlemen—It affords me much pleasure to recommend Hood's Sarsaparilla. My health has been such that for some years past I have been obliged to take a tonic of some kind in the spring, and have never found anything that hit my wants as your Sarsaparilla. It tones up my system, purifies my blood, sharpens my appetite, and seems to make me over. Respectfully yours, J. P. THOMPSON, Lowell, Mass., Register of Deeds, Middlesex Co.

Sold by druggists. Price $1 a bottle, or six for $5. C. I. HOOD & CO., Apothecaries, Lowell, Mass.

RANSOM & HORTON,
WILL RE-OPEN
Saturday, Feb. 25, with a complete line of
HATS!
IN
SPRING SHADES.
Sole Agents for
Christy's English Hats.
AND
KNOX NEW YORK HATS.
RANSOM & HORTON.

NERVES! NERVES!
What terrible visions this little word brings before the eyes of the nervous.
Headache, Neuralgia, Indigestion. Sleeplessness Nervous Prostration,
All stare them in the face. Yet all these nervous troubles **can be cured** by using
Paine's Celery Compound
For The Nervous The Debilitated The Aged.
THIS GREAT NERVE TONIC
Also contains the best remedies for diseased conditions of the **Kidneys, Liver** and **Blood,** which always accompany nerve troubles.
It is a Nerve Tonic, an Alterative, a **Laxative** and a Diuretic. That is why it
CURES WHEN OTHERS FAIL.
$1 a Bottle. Send for full particulars.
WELLS, RICHARDSON & CO., Proprietors.
BURLINGTON, VT.

W. F. FIFIELD & CO.,
Wholesale and Retail
LUMBER!
Office: Room 1, Schoch's Building, corner East Seventh and Broadway, St. Paul.
Yard on Fauquier, between Arcade and Mendota.

MONEY TO LOAN
ON
ST. PAUL INSIDE
VACANT PROPERTY
Purchase Money Mortgages Bought.
Graves and Vinton Company
Globe Building.

ST. PAUL
FOUNDRY COMPANY,
MANUFACTURERS OF
Architectural Iron Work.
Founders, Machinists, Blacksmiths and Pattern Makers. Send for cuts of columns. Works on St. P., M. & M. R. R., near Como avenue. Office 102 E. Fourth street, St. Paul. C. M. POWER, Secretary and Treasurer.

ZIMMERMAN BROS.,
PHOTOGRAPHIC
SUPPLIES!
Artists' Materials, Frames, Albums and
Photographic Specialties!
Nos. 371, 573 Sibley Street,
ST. PAUL, - - MINN.

BUY THE Goodyear Rubber Co's RUBBER GOODS.
GOODYEAR RUBBER CO. GOLD SEAL 1872 TRADE MARK
THEY ARE THE BEST MADE.
131 EAST THIRD STREET, ST. PAUL.
210 NICOLLET A