

Globe.

...REGISTER... TODAY!

REGISTER {You Can't Vote

VOL. XVII.

SAINT PAUL MINN., TUESDAY MORNING, APRIL 17, 1894.

STRIKE MORE SERIOUS

It Has Extended as Far East as St. Cloud,

STILL SPREADING.

President Hill Says Wages Have Not Been Cut.

Unless the Men Accepted the New Schedule.

BROTHERHOODS IN CONFLICT.

The Great Northern strike still continues. It has a threatening outlook, The American Railway union seems determined to fight it out to the very end. Meanwhile the struggle goes ona triangular contest-with the A. R. U., the old brotherhoods and the Great Northern company as the factors. It appears like a war for supremacy be- made that it is a question of tween the A. R. U. and the railway brotherhoods. It may reach St. Paulbut probably not today.

no wages have been reduced; that the and trainmen were voting on the quesold schedules still remain, and that with that understanding they still govern and will govern, until others take their place. The new schedules had not their place. The new schedules had not yet gone into effect, Mr. Hill says, and that they were unalterably opposed to the company has been waiting for the several brotherhoods to take action, by vote either of rejection or acceptance. Then came the strike, the details of which are now tolerably familiar to all. President Hill says further that there has never been any disposition on the part of the company to take any advantage of the employes. They can always be heard, he says, on any grievance, and will ever be given the fullest consideration. The present strike he feels to be rash, hasty, precipitate. In this respect he is indorsed by one brotherhood chief, who calls it an "unbusinesslike" and "an unwarrantable proceeding."

Register Today -9 a. m. to 9 p. m.

THE STRIKE UNJUST.

The Conductors and Trainmen Condemn the A. R. U. As the result of a conference held yesterday forenoon between Grand Chief Clark, of the conductors' brotherbood. Vice Grand Master Morrissey, of the trainmen's brotherhood; Chairman Brainerd, of the conductors' committee; till and General Manage Case, more explicitly referred to in an interview with Grand Chief Clark pub lished today, late yesterday afternoon the following formal statement was promulgated:

ST. PAUL, Minn., April 16 .- C. W. Case, Esq., General Manager Great Northern Railway-Dear Sir: We willingly comply with your suggestion that we make our understanding of the relations between our organizations and your company a matter of record. It has been customary to arrange schedules of rules and rates of pay in conferences between representatives of the men and of the company. In March the company invited such conference, and proposed a new schedule, carrying with it reductions in pay. The representatives of the men did not feel justified in accepting the same. and left the conference with the understanding that the proposition modified would be submitted to the men -they, by their vote, to decide the question of its acceptance or rejection. The officers of the company were assured that they would be advised of the result of the vote. It was mutually agreed that whatever might be agreed upon as a new schedule should be effective April 1. Under this agreement we understood that until some agreement was reached or some new schedule was inaugurated on account of the rejection of the company's proposition by not be operative, but that the old one would continue until a new one was decided upon, which would be effective April 1. That this was the understanding had by Mr Case is evidenced by our interview this morning. The vote of the men in accordance with the laws of our organization and the clear agreement between the legal representatives of the men and the general manager had not been completed when everything was interrupted by the present trouble, in which our organizations have no part. We repeat that it swill receive no recognition or support whatever from us, or the organizations we

F. A. BRAINERD, Chairman Order of Railway Conductors. THOMAS CLARK. Chairman Brotherhood of Railway

E. CLARK, O. R. C.

approval. Grand Chief Clark, of the Order of Railway Conductors, arrived in the city yesterday morning. He was seen at the Merchants' last night, and said that he came here direct from Cedar Rapids, his home. "I was requested to come to St. Paul," said he, "by President Hill and General Manager Case, as well as by request of Chairman Brainerd, of th conductors' committee, because it was thought imperative that I should come. My duty here is to explain to the mem bers of our brotherhood their duty to both their organization and the company, in the hopes that it would preven any member from getting into bad company. I met Chairman Brainerd at the Merchants', and, with Vice Grand Master Morrissey, of the Order of Railway Trainmen, we went down to the Great Northern headquarters to confer with President Hill and General Manager

existing relations between the members of our brotherhoods and the company. They showed us the Hogan and other messages. The idea was to arrive at ome definite understanding, and to ascertain whether the question of the schedules, as left by our committee at recent conferences, was understood in the same way by both officers and company. We found, happily, that there was no difference of opinion on this point, but that there was a little misunderstanding between the men and the local officers on this question. The officials, in order to have it definitely appear that we all looked at the matter in he same way, asked us to make this a matter of record, and we did so. Our mutual understanding, so ratified, was

brotherhood men is that the action of men are in the strike, which may exbecome general. The whole matter has been an unbusinesslike proceeding.
"The statement that the A, R. U. is not antagonizing the old brotherhoods

nounced the old organizations a failure; These statements, taken in connection with the statements that they have the survival of the fittest, should be taken with a grain of salt. Stepping in as they have on the Great Northern and precipitating a strike on three hours' President Hill states positively that notice when they knew the conductors tion of the acceptance of the company's proposition, is a very strange action on the part of any organization, and especially one that has been proclaiming strikes. My position is fully stated and unalterably taken in the message I sent President Hill, which was printed this

morning by the GLOBE." Grand Master Wilson, of the order of switchmen, arrived here at 6:20 from Staples last night. He stated that he come here also to talk over the schedule matter of his brothernood with the company's officials.

Grand Chief Clark stated that this morning Grand Chief Arthur, of the Brotherhood of Locomotive Engineers, and Grand Chief Ramsey, of the Order of Railroad Telegraphers, would arrive and confer with the company relative to the schedules of the engineers and telegraph operators.

Vice Grand Master Morrissey, of the Brotherhood of Railway Trainmen, was seen at the Sherman. Although he was inclined to doubt the fairness of the schedules, he thought that the men ought, for decency's sake, to appear here and let the company know whether they accepted or rejected them, as they had agreed to do. "Those who have struck are now without the pale of our protection. We do not know what we will do yet." His sentiments were echoed by Chairman Clark, of the train men's committee.

Register Today-9 a. m. to 9 r

STRIKE MAY EXTEND.

Men May Go Out. Vice President Howard, Chicago, of the American Railway union, arrived here yesterday morning, registering at the Sherman. President Debs still remains invisible. Howard was interviewed by a GLOBE reporter on the Great Northern situation, and he said: "I came here to investigate the causes leading up to the present unpleasantness. I came also in an advisory capacity touching upon future action in these matters. I cannot now state just what will be done at present, or how far we may decide to go in the matter. We insist on a settlement in favor of the members of the American Railway union. Organized labor has always been willing to arbitrate. You may say that the strike will be authorized in St. Paul if deemed nec-I do not hesitate to essary. say that if circumstances require, we shall call out men over the entire Great Northern system. The fallacy that the company is endeavoring to cast abroad that the brotherhood men are with them should be dissipated. Their employes are not all opposed to the action of the A. R. U. Another miscon ception should be corrected, and that is that the union is not of sufficient strength in St. Paul to successfully maintain a strike. There is no use in denying that some of the brotherhood chiefs are opposed to this movement Every time within thirty-five years that a strike has been authorized under their auspices it has been a flat failure. It's all nonsense to say that organized laboring men are not with us, for they are. I can speak authoritatively in reference to strikes being a failure when inaugurated under the orders of grand officers of the old brotherhoods, as I was one of them myself at one time. The arrival at this

conclusion meant the expenditure of millions of dollars, and such strikes were invariably knocked out. Perfect unity of action is necessary to achieve desired ends. We feel that we are in the right, and that's a winner. Ever the grand masters acknowledge that unity is necessary to success. This was E. E. CLARK, O. R. C. P. H. MORRISSEY, B. of R. T. The above also bears the company's their belief two years ago, at least. All the Great Northern men have been rest ess under the cut forced upon them, and they will follow the A. R. U. policy This is better than to remain in neutrality. When they fully understand mat-

ters they will become interested, and will come our way. "James J. Hill is a shrewd diplomatthe shrewdest on this continent-and we know this fully. He is a good fighter, too, for the carrying out of his ends This compels our admiration, but we have the same rights as himself, and h should not deny to us the same privilege he himself assumes, for we will make a similar record for ourselves. Mr. Hill's company knew that the cloudburst was coming. Had they not known of it before Organizer Hogan's message was received by General Manager Case, on receipt of it they should have investi- are members of the A. R. U., the strik gated the report at least. Their ground that the message, coming from an outsider, should necessarily be neglected is

from one of his own employes? The claim of ignorance will not go.
"The A. R. U. dislikes a strike on gen-

eral principles as much as any railway company can do. I sincerely trust that a time will come when a strike is an impossibility, or, at least, when the idea can only be entertained by a perfect unity of organization among all branches of the service in the United States. This will be when intelligence and cool judgment shall prevail.

"The Great Northern strike originated at Butte, on April 13. Organizer Hogan, of the A. R. U., solicited a chance to be heard, but was refused audience. The Great Northern people knew that the strike was impending and made preparation for this. In the interior wired out over the line. the Brotherhood of Railway Train"I find that the general sentiment of men were voting whether they would accept a cut or the American Railway union was unwarranted. We cannot tell yet what not idle during this time. They gathered the employes into organizations of tend to St. Paul in certain branches of the A. R. U. The time had come, and the service, but I do not think it will the men knew it, that they could not get help from the B. L. E. or the B. L F. The committees from these brother hoods had already signed the new schedules presented, but with reluctcomes with very poor grace from men who have at every opportunity prowas proper, and the A. R. U. took the from men who state unqualifiedly that initiative. April 14 the strike was the A. R. U. will supplant them all. ordered east to Minot, and to Grand Forks the day after. It is marching onward to St. Paul, and may even go as far as the head of the lakes."

Vice President Howard said that no strike will occur today. "We are not in any haste," said he. "We realize the momentous import of such a move. We do not care to crowd Mr. Hill. We can afford to wait. Should the brotherhood men declare against us, we will not quit the struggle until we gain the concessions asked -and that is a full restoration of wages. We believe in equality to all, and special privileges to none. We shall never accede to anything that will tend to any division among employes, as we desire to bring about perfect unity. We do not believe in caste or aristocratic distinctions. "The regular brotherhoods can

never amicably federate. Let us see why. The B. L. E. have a rule requiring a new engineer to undergo one year's service-a probation-before he is eligible to membership. These naturally come from the B. L. F . Many rebel at this and are not devoted in loyalty to the chief of the B. L. E. At present there are 10,000 engineers in the firemen's brotherhood under the above rule. There is no probability of reconciliation, as the B. L. E. desires to acquire all the engineers possible, and it they are sincere in the theory of class organization, they should have these members, but they have not been able to get them after a thirty years' effort. The B. L. F. will not forsake any member that is made an engineer. An effort to make the B. L. F. stronger than the B. L. E., is ever in progress. In many places, had the latter the power, they would wipe out the B. L. F. So it is clearly evident how

the grand masters and chiefs can con-

gregate and pose under the guise of

froternity, unity, brotherly love, and erly love cannot be a fact. The same sort of struggle is going on between the Brotherhood of Railway Trainmen and the Order of Railway Conductors. In the latter order there is an established rule that a conductor must have a two years' experience on a steam surface railway to entitle him to membership. The B. R. T. tries to hold back men from joining the other order. This latter naturally resists, and the struggle has quietly been going on for twentysix years, and so on with the other on posing orders. Where two opposing brotherhoods are thus striving, no amity is possible. Now with the American Railway union all classes are included. This is like a tree, and each order is a branch. When we become firmly established each branch will be ken but on matters of common interest we can unite, as what hurts one member of this massive railway organization will affect all. We have one constitution

for all branches. "Hogan is a practical man. He has been a brakeman, a switchman, a con-"There has been no strike on the Northern Pacific yet that we are informed of, and there will be none, unless made necessary. The sentiments expressed show that they are in our

favor.
"We never did and never will do anything to antagonize the railway brother-This evening Vice President Howard will address a meeting of rallroad men at Hedman's hall, on Rice street.

President Clough drily re-"Under the circumstances our business is very dull. There is no change in the situation from that existing Sun-day. We have no reports to give out,

as none have come to us." As nearly as could be learned, the strike is uncomfortably near St. being within one division—the Breck inridge-of this city.

Register Today-9 a. m. to 9 p. m.

NO STRIKE Reported on the West End of the

Northern Pacific. In answer to inquiries made at the office of the general manager of the Northern Pacific relative to the wire's reports of a probable strike on the western terminus of that road. Assistant General Manager Pearce said that the company had no intimation. This matter is probably a sensational rumor, or, at best, if it should ever occur, it is too remote a possibility for general con-

Register Today-9 a. m. to 9 p. m. STRIKE REACHES ST. CLOUD They Went Out at Midnight-

Property Protected.

ST. CLOUD, Minn., April 16 .- After session lasting from 7:30 until 11 o'clock this evening of the railway employes of the Great Northern, the American Railway union decided to join in the strike inaugurated on the Western divisions, and the men will go out at 12 o'clock tonight. Although not all the Brotherhood men ers will no coubt be joined by them in the morning, and everything will be tied up. The meeting last evening was Case. We were in conference an hour from 11 to 12 noon. They explained to us the situation as they understood this bridges was on fire, would he pay no attention to it because it did not come the minds of the striking men



AN OBJECT LESSON.

sion of violence or destruction of property. The mayor telegraphed the following message to James J. Hill:

"Send no scabs here. It will only tend to create disturbance. Railroad property protected and men orderly.' EARLIER REPORT.

St. CLOUD, Minn., April 16.-A strike was ordered on this division of the Great Northern by James Hogan, organizer of American Railway union. The men, however, did not obey the order but sent a message to President Hill, giving the company until 9 o'clock this morning to accede to the demand for a restoration of the former wage schedule. The strike is that of the American Railway union. So far the federated committee, as it is known, has taken no hand, but in case the American Railway union men here go out on a strike, the Brotherwill not work with scabs, and if the company attempts to fill the places of the union men there would be a general strike. Threats were made to go out on a strike at noon today, but they were not carried out, and such step is now being held in abevance until Eugene V. Dobbs, president of the national organization of the American Railway union, reaches St. Cloud. He was expected last night and arrangements were made for a meeting for him at 10 o'clock this morning, but he failed to arrive. A meeting, however, was held just the same, and the matter was adopted by the Sunday meeting were read and indorsed. The hall was crowded, and a number of speeches were made condemning the company. It was decided the question of strike should be left with the local branch officers

The branch is now enrolling railread men in St. Cloud. At the meeting this morning about 100 joined the new or ganization, and if a strike is ordered gent in issuing an order not to strike. Brotherhood of Locomotive Firemen

results are not made public. morrow morning all the men will be

Register Today-9 a. m. to 9 p. m.

AT GREAT FALLS. The Men Withdraw and the Sheriff Must Protect Railroad Prop-

here, but that this step will also bring at 1 o'clock this morning. He will not into their line the St. Paul men and tie talk much, but is examining the situaup the entire system. The strikers are | tion, but has no authority to settle. quiet and unostentatious, and propose Chairman Riker, of the employes' adto continue so until the trouble is set-justment committee, received dispatches tled, and the sympathy of the citizens from union officials representing emhere is with the men, who will aid them as much as possible in obtaining Chicago, Burlington & Northern offertheir demands. A great deal of anx- ing to go out if it would assist the striklety is manifested by everybody to see ers in gaining their object. Riker sent the trouble amicably and satisfactorily dispatch to President Hill this aftersettled, and the hope is expressed on all sides looking to short duration of the strike. Mayor Bruckert tonight said he would appoint an additional force of special policemen to protect the property of the company, although there is no immediate reason for an apprehenmail, but passenger coaches will not be allowed to move. Currier says upon this point that he awaits instructions. Everybody expects something new by

> Special to the Globe.
> GREAT FALLS, Mont., April 16.—Supt. Currier has received a telegram from General Manager Case that no mail will move for the present unless with regular passenger trains. The sheriff was notified by Currier this afternoon that authorities would be expected to protect the company's property tomorrow morning after the guard of employes is

Register Today-9 a. m. to 9 p. m. EXTENDS TO GRAND FORKS. Trains Tied Up and Employes

Determined. GRAND FORKS, N. D., April 16 .- No trains moving in any direction on the Great Northern today. Sheriff Fadden is swearing in fifty deputies to protect officials in getting out a train this afternoon. No attempt has been made yet. Fully 300 railroad men are at the denot, and say that no train can go out or come in until their demands are granted. The strike now extends to Barnesville. ATTEMPT TO MOVE ABANDONED.

Everything is quiet here tonight Great Northern officials gave up the attempt to move any trains. Strikers are more determined than ever. President Debs, of the Railway union, is expected here tomorrow. There are rumors that Northern Pacific men will talked over again. The resolutions go out tomorrow, but nothing definite can be learned,

Register Today-9 a. m. to 9 p. m. SITUATION AT SEATTLE. All Quiet and All Silent in the

Railroad Yards. SEATTLE, Wash., April 16. - Despite

the statement of the officials that the strike on the Great Northern does no everybody will step out. Firemen are extend further East than Minot, N. D., ndignant at the action of Chief Sar the leaders here say that the claims of James Hogan that the whole system is At meeting this morning it was re-ported that the Willmar lodge of the among the strikers, and are also heard tied up are correct. Rumors are affoat among the Great Northern officials, tha had thrown up its charter last night, the Northern Pacific is to be tied up and the brotherhood here may follow, on Tuesday, and that every road west and join the new organization. The A. of the Mississippi, with the possible R. U. held a secret meeting this after-exception of the Union Pacific, will renoon, as did the B, of L. F., but the ceive the same fate. Word has been received from Hogan, at Butte, tha President Dobbs, of the A. R. II., is Supt. Currier, of the Montana Central expected this evening and another has started in a buggy from Helena for mion meeting has been called for 7:30 Great Falls, a distance of 100 miles. He tonight. The men, however, are very also instructed Secretary Adams, of the reluctant to go on a strike. If local lodge, to furnish men to protect possible they want to settle the company's property here if neces the difficulty by a conference sary, and Adams made the offer to Supt but they claim that the arbitrary reduc- Copeland, of the coast lines, but no distion of wages is unwarranted, and that order is feared. The mail car of the the company is placing them in a posi- South Westminster and Vancouver train tion where they have no other alterna-tive, and it is possible that before to-at 9:11, but the officials refused to let it go without the passenger cars, and it was left on the track.

The strikers then took out the Can-

adian Pacific cars which run on this train, and transferred them to the and transfer the state of tracks, at the Lake Shore & Eastern tracks, or which they went to Sumas, coucting there with the Canadian Pacific. jecting there with the Canadian Pacific. The strikers have a kindly feeling for e Canadian Pacific because it form-ly submitted a dispute to arbitration its own engineers, and when the or its own engineers, and when the Great Northern car cleaners' wages were reduced to \$1 per day, and they struck, last March, the Canadian Padivision, arrived overland from Helena Continued on Fourth

SENATOR MILLS PROMINENT.

Northern and Eastern Men Think the South and West Have Undue Prominenca - This Sentiment May Help Hill or Vilas -What the Sealskin Catch May

WASHINGTON, April 16. - There is already more or less quiet talk about the senate as to Mr. Vance's probable successor on the finance committee Conversations with a number of Demo cratic senators today develop the fact that a majority of them are of the opinion that the choice will fall upon Se ator Mills, of Texas. He is considered especially eligible because of the attention he has given for years to financia questions, and the fact that he was chosen for this post temporarily in the absence of Senator McPherson during the preparation of the tariff bill now before the senate, would seem to put him in line for the permanent membership at this time. It is possible that Senator Mills' claims may be contested by the Northern and Eastern Democratic senators, who, as is known, have not been entirely satisfied to have so large a preponderance of Southern and Western men on the committee as is now the case. If they should make a success ful effort to secure the appointment the choice would probably fall upon either Senator Hill or Vilas. Senato Brice's name has been mentioned in this connection, but owing to the fact that Ohio already has in Senator Sherman a member of the committee, it is con sidered improbable that he would be selected. There is also a possibility that the far West may ask for ship on the committee and Senator White, of California, has been mentloned as a possibility. Friends Senator Mills call attention to the fact that Mr. Vance was a Southern man and contend that it is proper that he should be succeeded by a senator from the same section. It is possible that Mr. Mills may not desire the appointment. He is known to regard the com mittee as one imposing onerous duties mittees were reconstructed a year ago There is a little doubt that Senator Gray, who stood next to Senator Vanc on the committee on privileges and elections, will surrender his chairman ship of the committee on patents to ac

cept that of privileges and elections. Register Today -9 a. m. to 9 p. m TWENTY THOUSAND SEALS.

Secretary Carlisle Will Permit This Limit to Be Executed. WASHINGTON, April 16 .- Secretar, Carlisle has not vet reached a decision as to the number of sealskins the North American Commercial company should be permitted to take during the coming season, and at the request of counsel for the company has decided to give hearing of the subject at an early date. The exact date for this hearing has not yet been agreed upon, but it is expected to take place within the next few days, as the sealing season is now so near a hand. Last year the secretary acceded to the insistent contention of the British government and limited the catch to 8,500, barely enough to supply the natives with food, but there reasons for belief

number will be materially increased for the approaching season. It is believed that the operations of the company under last year's limitations were conducted at a financial loss, and it is thought that the secretary is willing the number which may be taken this year be increased if he can do so without seriously interfering with the natural increase of the herds. It is Register Today-9 a. m. to 9 p.

The many possibilities.

VACANT PLACE UPON SENATE FINANCE
COMMITTEE.

the opinion of some persons interested in the matter that as many as 30,000 skins will be permitted to be taken this year, but this is hardly probable in view of the fact that the government agent at the seal islands has reported that, in his opinion, 20,000 is the very highest number that can safely be authorized. The general opinion is that this number (20,000) will likely be finally settled upon.

Register Today-9 a. m. to 9 p. m. CHICAGO HEADQUARTERS. Synopsis of the Indian Appropria-

tion Bill for 1895. WASHINGTON, April 16. - The bill Be-Indian Appropriation Bill. making appropriations for the Indian by a subcommittee, was laid before the | said: "While nothing except taxation full commtitee on Indian affairs of the house today. The total amount carried by the bill is \$6,455,866, as against estimates submitted by the secretary of the interior, aggregating \$6,931,756, and an appropriation for the current fiscal year of \$7,125,396. The bill abolishes the of-fice of superintendent of Indian schools, reduces the special agents from five to three and the inspectors from five to two. Attached to the bill is a provision for ratifyinz, with certain modifications, the agreement with the Yankton tribe of Sioux Indians in South Dakota. The sum of \$35,000 is appropriated to pay the expenses attendant on the purchasing of goods and supplies for the Indian service, and it is provided that the office for purchasing goods and supplies and the principal depot therefor shall be established at Chicago and the bids are to be opened there.

> Register Today-9 a. m. to 9 p. m. THE TRAITOR SENATORS May Make Trouble for Capt. Har-

ries. WASHINGTON, D. C., April 16.-There is talk here that the nomination of Capt. Harries will be held up in the senate pending an investigation as to whether

he is one of the Democratic association which last week issued the celebrated address stigmatizing certain senators as Benedict Arnolds.

Register Today-9 a. m. to 9 p. m. Quorum-Counting Rule.

WASHINGTON, April 16.-After a ses sion of two hours today the Democratic members of the house committee on rules agreed on the new quorum-counting rule, and thereupon sent for Messrs. Reed and Burrows, the Republican members of the committee. It is understood that the rule provides for ascer taining a quorum by counting members present and not voting, and also for ining members who absent themselves from the house. The new rule will probably be presented to the house tomorrow.

Register Today-9 a. m. to 9 p. m. West Duluth Postmaster.

WASHINGTON, D. C., April 16.-The appointment of a West Duluth postmaster is daily expected. Mr. Coplias will be the lucky man, he having succeeded in satisfying the postmaster general that he never handled budge since he resided in West Duluth. His appointment had been held up because he was accused of having been a saloon keeper.

Register Today-9 a. m. to 9 p. m Personal.

pecial to the Globe. WASHINGTON, April 16 .- E. F. Dodson, of Minneapolis, who has been so journing in Washington the past week, leaves for Minnesota today. Thomas Cochran, of St. Paul, was at

Minnesota delegation regarding the canal appropriation. Register Today-9 a. m. to 9 p. m.

the capital today, consulting with the

Pensions. Special to the Globe WASHINGTON, April 16. - Pensions:

Additional, Elijah T. Sexton, Buffalo;

Fletcher C. Harvey, Dakota.

REBEL ROUT COMPLETE.

NO. 107.

DE MELLO BECOMES A HUNTED FU-

PEIXOTO WILL SOON HAVE HIM.

Uruguayan Authorities Refuse to Harbor the Insurgents - Rebel Loss at Rio Grande City Six Hundred-State of Siege Until June - Racy Account of Da Gama's Surrender and Flight.

[Copyrighted, 1814, by the Associated Press.] MONTEVIDEO, April 16. -As exclusively cabled to the Associated Press Saturday afternoon, the rebellion of Admiral de Mello against the government of President Peixoto has completely collapsed, and the capture of the rebel admiral by the fleet of President Peixoto is looked upon here as being only a question of a tew hours.

As told in these dispatches on Sature day, Admiral de Mello, after suffering a severe defeat at Rio Grande City, losing from 400 to 500 men, succeeded in putting to sea with the Republica and transports, and attempted to make a landing in the department of Rocha, Uruguay, intending to surrender his whole force to the Uruguayan authorities. But at the last moment a disagreement took place between the rebel admiral and Gen. Salgado, and the latter, accompanied by 400, disarmed, sick, wounded and almost starving men, landed upon Uruguayan territory, and tendered their submission to the Uru-guayan authorities. After Gen. Salgado sent an officer to surrender to the Uruguayan authorities if the latter would guarantee not to surrender him to the government of Brazil. The Uruguayan officials were unable to give this pledge, and consequently Admiral de Mello remained on board the Republica. The war ship afterwards went to the province of Rio Grand do Sul, according to report received here, and attempted to make a landing. But the rebels were driven back to their boats by the forces of President Peixoto, and the whereabouts of the Republica is now unknown.

The Brazilian government fleet, after taking possession of the Aquidaban, formerly the rebel flagship, at Desterro, is said to have captured that city, and the state of Santa Catharina is also reported to have returned to its allegiance. These reports, however, lack

Register Today-9 a. m. to 9 p. m. DA GAMA'S PLIGHT.

At the End of His Burlesque Attempt at War.

[Copyrighted, 1891, by the Associated Press.]
New York, April 16.—The following letter was received by mail today, per steamship Coleridge, from the Associated Press. ated Press correspondent at Rio de

Rio de Janeira, March 14, 1894.-Writaking appropriations for the Indian ing from here some three weeks ago, rvice for the fiscal year 1895, prepared the Associated Press correspondent -not even bloodshed-is certain in a South American revolution, nevertneless, it may fairly be said that the revolt in Brazil is dead. But the wake over the corpse may be lively."

The "wake," however, was very lively. Twice yesterday, for one hour or more each time, the government batteries thundered away at the rebel ships and forts, which, without their knowledge, had been absolutely deserted by the rebels during the previous night. It was a fitting burlesque termination to a burlesque war.

Sunday, March 11, President Peixoto sent notices to the diplomatic corps that at noon Tuesday, March 13, forty-eight hours after the date of notice, he intended to open fire on the insurgents from the city batteries. This led to the most complete desertion of the city, and when night fell the police took charge of the town. During the day Da Gama sent a proposal for surrender to the government. It was transmitted to the foreign office by Count de Pavalay, secretary of the Portuguese legation, the Portuguese minister being absent. The secretary commenced by saying that he therewith transmitted a properly for surrander free this world posal for surrender from "his excellency, Admiral Saldanha da Gama, com-manding the fleet of liberation in the harbor of Rio." Da Gama's terms, briefly, were absolute surrender on promise of a general amnesty, all offi-cers being allowed to leave for Europe after swearing never again to make war against the Brazilian government.
President Peixoto refused to consider this for a moment. He insisted on ab-

solute unconditional surrender. When morning dawned the bay presented its usual appearance. From all the insurgent ships and islands fluttered the white ensigns of the rebels. If any persons suspected that the ships and forts had been deserted during the night they were not curious enough to night they were not curious enough to take risk of investigating the matter, but this was just what had occurred. During the night every ship was searched and every fort was evacuated, but the rebelsailors and marines were grouped on the hospital islands. Many of their officers had already gone to sea on merchant ships. The rest did the on merchant ships. The rest did the same before the day was over. The only officer known to have stayed with the rebel rank and file was Dr. Mon-teiro, who remained on Enchanday island in order to provide for the

wounded. Admiral da Gama, unwilling to meet the fate to which he led so many of his countrymen, went with the other rebel officers on board the French man-of-war Magon, which put to sea with them. Some say he has lived only to slay De Mello for deserting him, but most people believe that he has pre-ferred to save his life at the expense of At noon precisely the bombardment

Register Today-9. a. m. to 9 p. m

Brazilian Congress. PARIS, April 16.-Private telegrams received here from trustworthy sources. dated Rio de Janeiro, say that the Brazilian congress will probably not meet at the time appointed, May 30, and that the state of siege will last until

Register Today-9. a. m. to 9 p. m.

German Empress Incognito. VENICE, April 16 .- The empress of dermany and her sons have arrived here on board the German warship Von Moltke. The empress and her party will maintain strict incognito during her stay here and will reside on board