A FURIOUS BLIZZARD.

SEVERAL INCHES OF SHOW CAUSE EX TENSIVE RAILWAY DETENTION.

and Stage Routes Impassable-Telegraphic Communication Greatly Impaired-Everybody Saffering.

During the past thirty-six hours Lan-caster has had an experience that has seldom been equalled in its history. Infrom the world and all this trouble is owing to the severe snow storm of Sunday night, and the high winds that followed, causing unusually large drifts. During the whole of Monday and last night, not one train hed Lancaster from Philadelphia or any other point esst of this city on the Pennsylvania railroad, and the people have almost forgotten what a Philadelphia newspaper looks like. The trouble is not con-ficed to the railroad alone. The telegraph ompanies are also sufferers. The wires of Western Union and Baltimore & Ohio companies were down and it was impossible to get any message to Philadelphia last night. Large piles of messages that had come from the West were stacked in the Western Union office, but they could be handled. The United Lines sicceeded in getting off a few messages. The Pennsylvania railroad company's wires were in a terribly demoralized condition. sages to Philadelphia directly from this city : on this account little could be learned

Men who have been employed on the Pennsylvania railroad for many years say that they have never known the company caused. The difficulty at Downingtown can be traced to the wreck of Sanday night. This caused a blockade and gave the snow a chance to interiore with the trains. During yesterday the only trains that were successfully run were those be-tween Lancaster and Columbia. Others were all late and most of them were annulled entirely. The Pennsylvania station presented a lively appearance all day Monday and in the night. It was filled with people who were anxious to get to towns west of Lancaster, as none had been able to reach here from the east, during the dsy. The large waiting room of the Pennsylpersons slept on the benches, thus keeping out of the cold. The restaurants and hotels in the neighborhood did a thriving trade. Some of the strangers, who became tired waiting for the train, put in the time by getting very big loads of rum on board, which ned to keep them warm and in good

MEN AND BEASTS DISGUSTED. About the most disgusted people on Monday, besides the railroaders, were the backmen, newsdealers and hotel porters. All day they lingered around the station waiting in vain for trains from the east. The horses in the cabs stood and shivered in the pieroing wind until a late hour last night. Most of the hackmen then gave up all hopes and few carriages could be found after 10 o'clock. The men who deal in Philadelphia and New York papers waited patiently until last evening, when they gave up all

Up to Monday at noon the Mt. Joy ich was almost free from snow. The high winds of the afternoon had a bad effect, however, and tremendous drift were the result. The Lancaster Accommo dation, which left this city for Harrisburg at 2:50 in the afternoon, became fast in the drift at F.orin.

Chicago Limited, east, which passes around Lancaster about two o'clock, became fast at Elizabethtown. The first sec tion of Day Express ran down to this point, but was obliged to turn back. The second section was sent by Columbia, and it reached here between six and seven o'clock, drawn by a big freight engine After the first section ran back to Harrisburg it was put upon the Columbia branch Monster piles of snow were encountered on this road and the train did not reach Laneaster until 10 o'clock, being then about five hours late. When this train reache ! here it presented a curious appearance.

In many of the cars nearly all of the windows had been broken by striking against the huge piles of frozen snow. The fine large windows in the Pullman cars looked as though a man had gone along and struck them with an axe. Many of them were broken out so completely that scarcely a piece remained in the frames. Bed clothing, cushions, &c, were piled against the opening to keep out the plercing winds. Passengers who were on this train sa'd that they were greatly frightened at the breaking of the glass, and at times the supposed the train had been telescoped While this train stood in the depot the porters of the Pullman cars swept up and emptied in the streets whole bucketsful of glass which came from the broken windows. Many of the passengers looked very cold and, although the majority preferred to take their chances by going towards train remained here for some time and a it pulled out the conductor cried "This train makes no stops between Lancaster mistaken in this, however, for when they reached Witmer, four miles east of Lancaster it was found that Harrisburg Accommoda tion and another section of Day Express were fast in the snow. Two big "hog" engines and a large crew of wreckers came from delay of several hours the passenger trains managed to get to Leaman Piace, where they yet were this morning. At Ranck's station the snow was very deep on Monday. In the afternoon two large engines ran through the drifts, but in so doing broke every pane of glass from the cabine, and did other damage to the engines.

About 7 o'clock last evening word came that a train for the west had passed Parkes burg and it would be able to reach Lancasthe crowd here, but it failed to come. Thi morning it was learned that it was banked in the snow at Leaman Place. At different points on the line of the road large gange of men have been at work since Sunday shoveling snow, and everybody connected with the railroad is busy and anxious to get rid of the trouble. Sandwiches and coffee in large quantities were taken from this city last night to feed the cold and hungry workmen. On the second Day Express a lot of provisions were sent from this city to feed men at Gap, Frazers and other points. The train did not get further than Leaman Place, and the men likely went hungry unless they whre provided for from some other point.

TROUBLE ON THE QUARRYVILLE ROAD The Quarryville branch of the Reading road was in as bad condition as the Penr sylvania all day yesterday. The trouble was all at the cut north of New Providence. Several engines went down from this city to help out the train, which was due here at 7:30 Monday morning. One of these ceeded in getting the blocked train loose. Both engines then ran through to Quarryville, for water, and were again caught in the drift in seture, They remained near

New Providence all night. An engine which New Providence all night. An engine which left this city with one passenger our at 10 o'clock Monday morning was only able to reach Refton. The remainder of the day and Monday night, to 9 o'clock, was spent in getting back to Lancaster. At that hour the train arrived at King street. The car was full of passengers who had boarded it along the way stations, while many who had gone down with the train in the morning averaging to reach Quarryville, were ing, expecting to reach Quarryville, were brought back. The tank of this engine had about four feet of enow piled upon it, and it presented a cheerless appearance. No progress was made during the night on this road, and nearly every train was an-

LITTLE MAIL REACHES HERE.

The people at the postoffice have had but little to do since Sunday, beyond handling the city mail. There was nothing from the east during yesterday or last night and the last mail from the west came on Day Ex press at 10 o'clock. Nothing came in over the Quarryville railroad, and the only stage to arrive from the country was that from Strasburg; all others were obliged to turn back on account of the drifting snow.

Mattle Vickers was to have appeared in the opera house in "Cherube" Monday night, but she did not arrive. Last week he appeared in Brooklyn and most of her e came here on Sunday. The cor pany was expected to arrive here on Fast Line Monday afternoon, but as nothing was heard from them it is believed that they were in one of the delayed trains between Lancaster and Philadelphia. A notice was placed on the door of the opera house announcing that there would be no performance and people who expected to see the harming little actress were disappointed.

Madame Modjeska was to have appeared at the opera house to night in "As You Like It," but it is doubtful if she will be able to get here. A telegram received from Manager Mishler, of Reading, to-day says that the actress and her company are snowbound between Alientown and Reading and they will arrive in the latter city to-day. Lilly Clay's company was in Reading last night and is booked for York to-night. It is hardly likely that they will be able to make the latter place and they may come directly to Lancaster to-night or to-morrow. FIRST TRAIN FROM THE EAST.

jected to all sorts of questions as the to time when the missing trains will arrive! The first train to reach Lancaster from the East since early Sunday morning, ar-The markets were greatly affected by the rived here at half-past 12 o'clock to-day. It storm to-day. On account of the bitter cold was a combination made up of News and weather and drifted roads few farmers Niagara Express, both of which trains came to town, and as high as 40 and 50 should have been here yesterday morning. ents was asked for butter. This train was first delayed at Downing-Several of the hotels of the city were town, and reached Leaman Place at filled with strangers last night. Some o'clock Monday evening where it remained were unable to get to their homes and all night. It had on board quite a others got off Day Express, preferring to number of passengers, among whom was wait in this city rather than take chances of William Morrin, the well-known tobacc lying along the road. Some of these peobuyer, of this city. A notable passenger was Roland Reed, the actor, who was on ple are from the far West. Among those who laid over at the City botel is Thomas his way to Williamsport, where he was to Collins, the prominent contractor, who was have appeared last night. His company went by way of Easton and he had no

The train left that station at 10 o'clock this

forenoon drawn by four passenger engines.

tered snow drifts of immense size,

On the way to this city they encoun-

at Ranck's station one of the engines

was disabled and had to be left there. When

the train reached Lancaster the engines

were covered with snow and ice from top

to bottom and presented a North Pole ap.

pearance. The engineers, firemen and

others looked fatigued. The train was at

once surrounded by a large crowd of

people and it created as much excitement

as a circus parade. This train brought the

Philadelphia and New York papers of

Monday morning and they were bought up

for some time and after the engines had all

Between 1 and 2 o'clock this afternoon

Mail train, which was due here at 0:35 yes-

terday, steamed into the station with two

At Leaman Piece the railroad company

has 160 men at work shoveling snow, but

they seem to make but little progress, as

the snow blows back almost as fast as it is

addition to those mentioned above had reached Lancaster from the kast, Harris-

burg Accommodation, West, of last even-

ing was at the Gap. The first section of

last evening's Day Express arrived in Philadelphia at 12 o'clock to-day.

It will be some time before all the trains

delayed by this wreck get west. The road

is by no means in a passable condition. No

Columbia or Harrisburg pass

through trains for Philadelphia from

here to-day. Orders have been issued that

no trains are to leave Harrisburg or Phila-

delphia as long as the high wind continues.

The road is clear between this city, Colum

bis and York, and two trains were started

from Lancaster for these places to-day.

Last night the railroad company had but

one wire in operation between Lancaster

and Philadelphia, but to day they have two

THE READING ROAD'S CONDITION TO-DAY.

a worse condition than yesterday. The train due here at 7:30 Monday morning

from Quarryville had made its way to

Pequea station, where it was fast in the

snow. The train which left Lancaster for

Reading at four o'clock Monday afternoon,

is in the snow at Ephrata, where it was

all night. The train which left Reading

for Lancaster at 12 o'clock yesterday, stop

ped at Reinhold's station, where it ran into

track and was not replaced until this morn

ing, when the train ran back to Reading

city to-day. No trains came from Lebanon

to-day. At 12 o'clock a train drawn by two

engires left King street for Manheim and

At 3 o'clock this afternoon the Quarry

ville train was still near Peques and three

engines were working to get it to this city

THE COUNTY MAILS.

The only stages that arrived to-day were

those from Strasburg, Lampeter and New

Holland. The last named had not been in

since Saturday. Billy Stansbury, the

driver, had a rough experience. He lett

New Holland with his stage on time on

Monday morning. After driving two miles

his stage stuck in a drift and he was unable

to get any farther. His one passenge

sought shelter at a farm house and he un-

harnessed the horses and rode back to New

Holland. Knowing that it would be im-possible to get to Lancaster on Monday

he concluded to wait until this morn

left New Holland for Lancaster at an early

hour this morning. He arrived in this city

between 1 and 2 o'clock this afternoon, and

brought the mail with him. He reports

the road between New Holland and Lan-

caster as almost impassable, and in endeav-

oring to reach this city he did not use the

turnpike for over half a mile. He traveled

ANOTHER SNOW STORM.

fall of snow | began and spit viciously until midday, when it let out a link or two,

and from that time until the present (3:30)

About 11 o'clock this morning anothe

principally over fields.

He hitched his borses to a sleigh and

The Lebanon road is clear.

No traits will start from Reading for this

snow bank. The engine jumped the

At noon to-day the Reading road was in

Up to 3 o'clock this afternoon no trains in

taken water it left for the west.

engines.

shoveled out.

on his way east from Ebensburg. One of the most popular places at the knowledge of them. Mr. Reed and a Pannsylvania railroad station is the telenumber of drummers who were on the graph tower, which is full of railroad men train made plenty of fun for the others and others. Johnny Bartley, the obliging during the night. The party was compelled operator, is kept very busy, but sighs for to do without supper, on account of the feareity of provisions. This morning they more wires, as many are yet down. received a good breakfast at Leaman Place

A SAD EVED HOTEL MAN. Landlord Martin, of the Leopard hotel reports yesterday as being the dullest Monday since he has kept that hotel. In all there were only three teams in his yards

INCIDENTS OF THE STORM.

The Thermometer hear Zero, Business Inter-

rupted and Few People Gatdoors. The temperature, which rose on Monday ome degrees above the thawing point, (in

the sun), and enabled many property own-ers and tenants to get the snow and lee off

their pavements, fell rapidly Monday after-noon and evening, and by midnight had

many persons thought this morning the

soldest of the season. It was certainly one

Business men state that very little busi-

ness was done Monday and that very little

s being done to day. The gale that has

been blowing ever since Sunday evening,

together with the loy pavements and cold

weather, kept everybody indoors except the

unfortunate few who were compelled to be

outside; and the blockade of the country

roads prevented country customers from

The Lancaster and Millersville railroad remains blockaded, and the few passengers between the two places are carried through

aleds. A gentleman who made the journey

from Millersville to Lancaster Monday

A high wind was blowing, causing the

snow to drift terribly. The fine snow was blown in clouds through the air so that it

was impossible to see more than a few

yards in any direction, and the sharp illie

snow flakes as they struck the face caused

a stinging sensation like the sting of bees.

The distance traveled was only four miles,

The old fellows who are in the habit of

reading the New York and Philadelphia

papers at the breakfast table are sadly put

out at the blockade which cuts off their

morning indulgence. By scores if not by

hundreds they besiege the newspaper agencies, and insist that the trains must be

through by this time, and when assured

that they are not, the poor agents are sub-

peat the journey for \$25.

morning describes it as being a terrible one

like braving the wintry blasts.

etting into the city even if they had feit

of the most upcomfortable

Candidate John H. Landis had quite an experience. He left his home early on Monday to drive to this city, to be on hand to see the country people who generally get to town on that day. When he arrived near Millersville he could not drive through the drifts, so he put his horse at a farmhouse and walked from there to this city. It was generally remarked that a candidate who would undertake a task of that kind in such weather was making a good can

Monday was the day on which bids were to have been received by the county com missioners for the collection of tax for Salisbury township. As no mails were re eived and nobody could get to town from that section no bids were received. The commissioners will probably open bids on

Jury Commissioner Diller, of New Hol land, could not be present at the drawing of jurors on Monday, not being able to get here on account of the storm. The city lights were affected by las night's storm. Those not burning were 35

electric, 8 gas and 30 gasoline, a total of 78 lights.

Said a prominent railroader to an IN TELLIGENCER reporter : "I never maw anything to equal this. The winter that spent on the South Penn railroad was in my judgment the bitterest I ever experienced. The thermometer was in the neigh porhood of zero all the time, but we did not have the fierce cutting winds which we are now suffering, nor did they continue to blow with the relentless severity that is now felt," and then he swung his arms back and forth scross his breast in the effort to keep out the chilling cold.

An experienced telegrapher in speaking of the telegraphic detention said: "It is Impossible for the linemen to do any effective work while this rigorous cold lasts. As fast as prostrate poles are re-erected they fall again. Men cannot stand the collong enough for continuous work, and to labor in overcoats and gloves is a Sisyphear kind of a job. Put it down as certain that there will be no real telegraphic service

while the bitter cold continues." There is some humor in the situation. A belated party were in the Stevens house lobby last evening all discussing the storm when a voice was heard ringing out "New York and Philadelphia papers." At once twenty hands went into twenty pockets to get the necessary change to purchase the long-looked for journals. But the hope was without foundation, for it was soon found that they were victims of a hoax, the voice proceeding from a weggish member

A milkman on North Dake street at tempted to blow his horn at an early hour this morning, but the sound was awailowed up in the horn, while a weary look came in the milk vender's face.

SHUT IN FROM THE WORLD.

How the Storm Affected Lancuster and Ren dered It Completely Isolated. wall from all outside communication. The INTELLIGENCER, through the superhuman exertions of Mr. S. P. Ayers, the local man ager of the United Press, got a half dozen telegraphic items into the issue of Monday such as the arrival of Sullivan and Mitchel on English soil, the death of Henry Bergh the fatal railroad accident near Huntingdon Ps., etc., but spart from these telegrams Lancaster might as well have been in the moon so far as its knowledge of what was going on in the great world beyond us was concerned. The Emperor Frederick might have died on his arrival in Berlin and Lat castrians would have been none the wiser President Cleveland might have had a fatal stroke of apoplexy and the people of this city would have been totally thereof. For thirty-six hours the city has been cut off from outside communication, except what leaked in from the west by the few belated trains that carried mails.

"Things are not so bad as they might be,"

the fall has been increasing, bidding fair to rival the storm of Sunday. The wind is still high, and the snow drifts greatly as it the wind was so strong that a man was blown against a house with so much force as to be killed." A sudden fall of coal in the hotel stove marked the conclusion of

About the middle of January, 1857, there was a great snow storm that blockaded the Pennsylvania railroad for an entire week. Elias Barr was the agent at that time for the New York and Philadelphia papers. He says that he served the entire week's edition at one delivery. He remembers that there were a party of gentlemen en route for New York who were storm-staid fallen to 12 degrees above zero, and by 6 o'clock this morning was down to 10. Owing to the high wind that prevailed in this city at the time. Among them were some newspaper men, who amused themselves by getting out a little newspaper in which was printed some account of their experiences during the storm. The paper was printed at the office of the old Express

on West King street. Mayor Morton chatted in very interesting fashion about the great storm of 1857 to an INTELLIGENCER representative this morning. He said that the trains were all at a standstill for six days, and the trainmen got up a newspaper dealing with the storm features of the blockade. At that time Mayor Morton was the letter-carrier for the whole city. It was just before Buchanan's inauguration. The mayor recalls how, when three bushel baskets of mail that had b storm-ataid to the president-elect. "Just such a day as this," said the mayor, as he buttoned his great coat around him, president went to take his seat as chief ex-

THE BLOCKADE IN THE EAST

Trains Fall to Reach New York City and the Ferries There Are Inle. NEW YORK, March 13 .- Not a train left the Grand Central depot yesterday and but one came in. The waiting rooms are crowded with travelers who are anxious to depart and persons who are waiting to hear from friends en route to this city. To neither could cfficials give the slightest satisfaction. The only train that got through on the New Haven road was the one which started before the storm began. The Night Express from Boston, due here 6:20 s. m., rolled into the depot five hours late. The train struck the storm which was prevailing in New York a few minutes after leaving New Haven, and from there the progress was slow. The wind decreased the heat in the care, and the passengers began to don their wraps. Those in the sleepers piled their overcoats upon the blankets and swore at the porter. leep was impossible and the trip was a miserable one. This was the only train to reach the depot. The down town business streets showed a smaller population last

night than years before. The railroads at the Jersey City side of the North River ferries have gone out of business, and thousands of suburban residents were refused admittance to the overcrowded hotels. The Weehawker forries ceased to run at 11:15 after several tussles with the blizzard. The Erie ferries ran on half hour time until 4 o'clock when a notice was posted that the road was closed on account of the terrible storm. The Lackswanns road notified the ferrymen at noon to stop and notify their patrons that the road was closed until the storm ceased. At Cortlandt street ferry the same story was told. No trains were running over the Pennsylvania road. At noon the Chicago limited and Fiorida the meadows and cannot be released until the storm abates. "All trains are abandondoned until further notice," was the sign on the walls of the ferry house of the Jersey Central at the foot of Liberty street. Boats were run as near as possible every three, quarters of an hour. The forry house was thronged with passengers. Travel in Whitehall, Wall and Fulton fer ries is the lightest known for years, the Brooklynites preferring to stay in New York. The Staten Island road put doubleheaders on all trains and worked hard to run their ferries on schedule time, but at 11 clock the task was abandoned and the road was closed. So terrible was the blizzard at St. George that the horses attached o carriages at the ferry were taken out of their shafts and brought into the waiting

room to protect them from the cold. The railroads centering in New York were utterly demoralized. President Da. pew, of the New York Central, said : "It is terrible. Old men on the road say there has not been such an experience since 1854 There are now eighteen trains stalled between here and Yonkers. Snow has drifted into the cuts and settled down into solid ky bank six and eight feet deep. have been directing all my endeavors all afternoon to getting food to people who may

have remained in the cars." The West Shore road is more fortunate, there being but one passenger train stalled in the snow, but no attempt was made to send one out. The Ling Island road is at a standstill. Its president, Mr. Corbin, was a passenger on a snow bound train from Sag Harbor.

THE THEATRES WITHOUT AUDIENCES. New York, March 13,-Five plays new to the city were to have been seted at as many theatres last night. Circumstances over which theatres had no control caused a postponement of all these "first When Barnay, the eminent German actor, appeared at the Acad emy of Music he found scarcely twelve persons sitting in the body of the cuse. The Fifth avenue, Wallick's, Harrigan's, Fourteenth street, Niblo's and Pastor's were closed. At the Star a small gathering witnessed Irving's performance. Daly's had an audience of 150 people Little Corrinne appeared at Dockstader's o a good-sized house. These were the on y Broad way theatres open.

The hospitals report a great number o patients severely bruised and overcome by yesterday's storm. Fifteen of the sufferer among whom is Editor Bauman of the News are in a painful condition. The bodies of two men and one woman were found on streets and taken to the morgue.

Telegraphic communication with Boston has been lost since an early hour vester day morning. Latest news from that city was to the effect that business was at a standstill ; that streets are filled with telegraph poles and whee.

Business was resumed to some extent to day. The traffic on the elevated railroads is much larger. The street car lines are abandoned on account of the condition of the streets. Hundreds were compelled to plod through the snow to their work It is reported that the Western Union has only four available wires for to-tay's work. These are between New York, Buffalo and Chicago. City business was disposed of by tube. There is no infor-

BROOKLYN, March 13.-None of the steam roads which terminate at Green wood cemetery attempted to run trains yesterday. The funeral of a man named Hillyer took piece in the afternoon. The process sion was blocked by snow, and in dejosit ing the remains in the vault the under aken and son of the deceased were overcome by the cold. After several hours' treat nent they were restored and taken home.

TRAINS SNOWED UNDER.

FREEHOLD, N. J., March 13.-The worst storm of fifty years is raging here. 9 feet high block the streets. Railroad trains are blocksded on all roads. A train said a veteran, "I remember reading that in the winter of 1870 71 in Dover, England, here and Jamesburg. On the Pemberton with two ongines is snowed in between

and Highston road thirteen locomotives are snowed under. Two trains passed M*. Holly yesterday morning but are both mowed under near Moorestown.

THE STORM STILL RAGING. ALBANY, N. Y., March 13.-The storm which set in Sunday is still raging at noon to-day. Its equal was never seen in this vicinity. The atreets are completely blocked and it is impossible for teams to get through. There are but 23 members out of 260 of the legislature present, and probably it will be Thursday before the session will be called. The street cars are unable to run. The public schools are closed. The court of appeals is enjoying an enforced rest.

TROY, N. Y., March 13 .- The snow continues, having now fallen here without a moment's cessation for twenty hours. The average depth is four feet, and some drifts in the streets are twelve feet high. All travel is suspended. There is little business in the schools, and the local papers appear as usual.

THEY DID NOT STARVE. ROCHESTER, N. Y., March 13.—A special from Schnectady, N. Y., says: Train No. 6 left Rochester at 10:20 yesterday morning s still anowbound four miles east of Schenectady since 5 p. m. yesterdsy About fifty members and senators are in board. No provisions could be obtained until morning. The nearest house is about forty rods away, nothing could be had there except ham and potatoes. A Rochester millionaire and Buffalo statesman cooked for the hungry passengers until all were provided for. This morning a relief train took passengers to Schenec pecis of getting out to-day. A stock train is snowed in ahead of No. 6. The stock all froze to death last night.

Snow 1 wo Feet Deep, PITTSFIELD, Mass, March 13.-The greatest storm of the year raged yesterday. Snow fell twenty hours, and at sunset it was nearly two feet deep. In some places it drifted from six to ten feet deep. The business of the town is entirely suspended. The courts adjourned without transacting business. Trains on the Housatonic road were abandoned early in the day. On the Boston & Albany road the passenger train due at 11:40 was snow-bound east of here. It is not likely that trains on that road can

THE TELEGRAPHER'S LOT.

It Is Not a Happy One When a Great Storm S'arts I's Career. That the lot of a telegraph operator is no lways a happy one is frequently illustrated by such atmospheric wars as that which has cut off Lancaster from the outside world. It has been said by eminent electrical authority that operators who once pass through the effects of an able-bodied storm without exhibiting decided signs of insanity are truly phenomenal. The outside public can scarcely realize the amount of worriment and actual hard work there is in one small telegraph wire in stormy weather. To pass over the technical questions, which would hardly be understood by others than electrical men, it might be interesting to times of tribulation. When a storm such as has visited this and other sections of the country strikes the wires, accompanied by snow and sleet, the result is that down goes everything. The sleet freezes on the wires hard and bears them down, and there being such a strong tension they are snapped off completely. It frequently happen when a strong wind is blowing, that the poles go with them, such being the force of wind, combined with the wires now made doubly heavy by the addition of ice. Line repairmen are at once notified and sent out to repair the wires, and they must go no matter how it storms. Meanwhile the chief operators are figuring how to get off the accumulated which amounts in a short time to enormous proportions. Extra help is retained, and business is sent to different

points, in order to get around the trouble.

Thus messages originating in Chicago may

be sent to Cincinnati, thence to Kansas City

and other points in order to reach Omshi

or St. Paul, which is a route covering a dir-

tance twice as far as the messages would

cover in a direct line. All of this makes

extra labor for the operators and they

sit and toll day and night until they

have cleared away the business or the

trouble has been repaired. Obcasionally a

point is completely isolated, and in order

to overcome this messages are sent to the nearest point to the break, and thence transferred to trains entering the catra cised city on an express car, in place of a And, it may be added, the wires that are standing, work so badly that the operators are compelled to guess and worry along until they, to use a peculiar phrase of the craft, "are turning gray." All this means a heavy financial loss to the telegraph com pany, and people who receive mersages this way cannot fully grasp the idea why their telegrams should thus be subjected to such delays, and read the rick act to the corporation. It is amusing to the operators to write telegrams stating that the sender will be in such a city at 4 o'clock to day, when the time the message is received at the point where it is to be put on a train is probably 9 o'clock at night, and the telegram will probably reach the person to whom address or so after the sender has arrived at this destination. But such is the irony of tele-

graphic life on days when "Old Probabilities" sees fit to create a disturbance. Emperor Frederick III Reaches Berlin-The BERLIN, March 11.-Prof. Hartmann, as sisted by Drs. Von Lauer, Leuthold and Thiemann, conducted to day the post mortem examination of the emperor's body They found a calculus the a ze of a pigeon' egg which must have caused intense pain.
Dectors Von Lauer and Leuthoid cut the
calculus and each took possession of onehaif of it. The examination insted an hour
and a-haif. The dectors' report will be presorved in the state archives. The features of the dead monarch still retain the expression of genial kindliness which character

ized them in life. 2 A. M -The remains of the late emperor have been transferred to the cathedral. The whole route along Unter den Linden was lined with silent crowds. The throng was so dense that the police and military, who bore torches, had difficulty in effecting a passage. The cathedral bells began to toil at midnight, when Emperor Frederick arrived to visit the remains. The removal of the body was delayed on account of the emperor's arrival, until a quarter to

The Heading BERLIN, March 13. -It is reported that

the emperor's proclamation will be promulgated in Aissee and Lorraine with the following heading : " We, Frederick, Emperor of Garmany, in the name of Conlederated Germany." Large Numbers Droward

LONDON, March. 13,-Extensive floods prevail in Austria-Hungary, bridges being swept away and large areas converted into lakes. Dozens of houses collapsed. Several villages are submerged, and large numbers drowned.

Rev. Daniel A. Brennan, one of Philadel phia's most accomplished and popular

TOBACCO BUYING BRISK.

LARGE QUANTITY OF NEW LEAF SECURED BY LOCAL PACKERS,

The Average Prices Paid for the seed Variety. Heavy Receipts at the Warehouses-Condition of the New York, Philadelphia and Other Distant Markets.

There was a great deal of new tobacco bought the past week, mostly seed leaf, but both buyers and sellers keep their individual sales very quiet and it is hard to get hold of the prices paid. The general average for seed leaf is said to be from 12 to 4 cents for wrappers, 4 to 8 for seconds and for fillers. Large quantities of baled tobacco, princi-

pally seed leaf, were received at the city warehouses last week. Among those who received 50,000 pounds and upwards were Skiles & Frey, Frank Pentlarge, Jacob Mayer, Joseph Mayer's Sons, and R. H. Brubaker.

Following is a partial list of the purchases made by John H. De Haven, Honeybrook, Chester county, for M. Greenspecht, of 191 Pearl street, New York. He has bought in all this season 1,000 cases of seed leaf and Hayans :

In East Earl township, from John H. Weaver, 4 acres seed leaf, at 10c. through; Ell W. Martin, 2 acres, 9c. through; David W. Martin, 2 scres, 10c. through ; Samuel Lausch, 2 acres, 123/c. through ; Sol. Statford, 114 seres, 10a, through ; 2 seres 12e ; Levi Styer, 2 acres, 10, 4, 2; Jacob M. Bowers, 2 acres, 8c. through; Jacob Noner, 2 ores, 10c. one acre at 7c. through; Benj. Getz, 1 scre, 8a through ; John Burkey, acre, 10c. through. Earl Township-Isaac Witmer, 1 scre,

10c. through; Christian B. Stoltzfoor, 4 acres, 914 through; I sere, Havana 18c. through; John Biank, 2 acres, 123, through; scree, 10c. through; 1 acre, Havana 18c. through; B. F. Kinzer, 2 acres, 10c.

Salisbury township-Adam Sollenberger, 2 scres 103 through, 1 scre 85 through Vm. Martin, 314 acres, 14, 4. 10; Wm. Henry, I sere, 10: through ; Jacob bowers acre, Se through, I acre Havana, 22, 5, 2e Levi Unble, 2 acres, 80 through ; John Ech, 2 acres, 10c through ; C. E. Fisher, 1 acre, 3, 4, le ; Henry Eby, 1 sore, 14, 4, 2a. Intercourse and vicinity-Emanuel Rus-

ter, 3 scres, 14, 4, 2; Christian Shenk, 1 acre, 10 cents through; D. H. Weaver, acres, 14, 2, 2; A. H. Hoover, 2 acres, 12 cents through; Edward Graham, 2 acres, 10½, 4, 2; Henry Kulp, 2 acres, 13, 4, 2; Christian Barr, 1 acre, 11 cents through: John B. Senger, 11/2 acres, 12, 4, 2; E. S. Beller, 2 acres Havans, 18, 4.

Carnaryon township-Jas. R. Reifsnyder, 2 acres Havans, 21, 5, 2; 1 acre seed leaf, 10c. through ; B. K. Smith, 4 acres, 8c. through ; Milton Yohn, 1 acre Havans, 21, 5, 2; John Thompson, 1 acre Havans, 18, 2; Amos Kern, 21/2 scres, 10a through Levi DeHaven, 3 acres, 83. through.

Honeybrook township—George Given, 5 scres Havans, 23, 5, 2; James Given, 2 scres seed, Sc. through ; Rees Given, 2 scres Sc. through; L. L. Lemmon, 2 acres, 8c. through; Peter Dampman, 2 acres Havans, 20, 5, 2; 3 acres seed leaf, 8c. through; Amos Suplee, 4 acres Havans, 22, 5, 2, Harrison Schnader 4 acres seed leaf 10c. through; John M. Hindle 3 acres 13, 4, 2; acres Havana 20, 5, 2 ; C. H. Swayne 1 acre Havana 2), 5, 2; 4 acres seed leaf 8 a through Worth, 414 scres, seed leaf, 7c. through H. M. Ludwich, 1 acre Havana, 20, 5, 2; 1 acre seed leaf, 7c. through ; James McCon nell, 1 acre, Havans, 18, 4, 2; 1 acre seed leaf, 7c. through.

The following sales of old tobacco are reported: B. S. Kendig & Co. bought 322 cases and sold 136; Skiles & Frey bought 50 cases and sold 125, mostly seed leaf. Speaking of the unusual excellence of the seed leaf crop of 1887 as it appeared in the neld before harvesting, one of the heaviest buyers of it said this morning that a great part of it, now in bulk, has a rather shabby appearance, and unless it improves in the aweating process, it will by no means prove to be a first-class crop.

The current number of the Littiz Record says: The tobacco market is looming up somewhat in this section, though not to the extent all would be pleased to see it. Here and there cheap lots are being captured by Littiz buyers, who are on the lookout for bargains in seed lest. On Saturday last Horses Shelly, of this place, received a considerable quantity at Stauffer's warehouse on Broad street, for which he had been paying on an average of about 6 and 7 cents. John F. Evans has also entered the field and received some, which he is having packed at his father's warehouse near Lutz's butchery. He may buy as much as 300 cases if he can get it to suit him in price and quality. Bricker & Snavely are also buying some, but to what extent they will venture we could not say. John McCloud this week started out to buy no less than 100 cases for John H. Stauffer, of this place. The current number of the Little Record John McCloud this week started out to buy no less than 100 cases for John H. Stauffer, of this place, Uriah Adams, of this place, and a lot of seed leaf tobacco at 10, 2, 1; Jacob Workman, at 10, 2 and 1; Damet Burkholder, 3 acres Havana at 11, 3, 2—all to Reuben Becker, of Littiz, Harry Brubaker, ½ acre seed leaf at 6½; Isaac Shoemaker, 1 acre at 6; Samuel Reedy, 1 acre Havana at 6—all to Long Brothers of Manhelm, Daniel Archart, 1 acre at 6, to John F. Evana, John Shreiber, 1 acre at 8, 3, 2, to D. Mayer & Son, Lancaster.

Son, Lancaster. From the Tobacco Journal.

The leaf market has been anything bu active during the past week. The agitation about the tariff and internal revenue bills b begining to show its effects on the market. Buyers are withholding their orders as they are partly uncertain about the outcome of the cigar tax which, if it should be removed in spite of the ways and means committee' proposition to the contrary, would derange the entire cigar industry, and partly because they are under the impression that the uniform rate of 35 cents duty provided for in the new tariff bill would give them chesper Sumstra later on. Transactions, therefore, are mostly for supplies from hand to mouth. A lot of a couple hundred cases of '86 Pennsylvania has been gobbled up, chiefly for filler purposes at 10% centa Little Dutch is also in fair demand at 105 to 11 cents. New England tobacco is sought for principally by some old lovers of quality tobacco while the movement in state seed has come almost to a standstill. Wisconsin holds its place for export purposes, The transactions have hardly reached the aggregate of 700 cases. Havana - Transactions are likewise

slacking up. If any other commodity would be as short in the market as Havana there would be an immense rush for it at any price. That the rush is not in Havana may be due to the many substitutes which are offered to the unsuspecting smoker as the genuine article. Prices for old Remedios average about 80c.; new Remedios, 85c.; Vacitas from 95o. to \$1.05. Sumatra — Is moving slowly in small parcels. The sales amount to about 350 pales at from \$1.45 to \$1.90.

Phila lelphia Markot The Philadelphia Commercial List and Price Current reports as follows: The general market for seed leaf continued quiet, though fine wrappers sold fairly and ruled firm, under light offerings. Sumatra

Other Leaf Markets.

Reports from Edgerton, Janesville and Deerfield, Wisconsin, show that the market s dull for new goods, a few crops being picked up at 7@10 cents. Scmp '80 goods have been sold on private terms. A report from Miamisburg, Ohio, states

that fully one-half of the crop of '87 Little Dutch has been purchased, at about 71/68 cents. The best Spanish has sold as high as 12 cents.

The Boston Commercial Bulletin says: There continues to be a steady market, as the conditions are changed in no particular since last week. The crop is short. Dramand is good. This combination keeps up prices. Havanas are steady and in good call.

The Havana, Cubs, market is reported dull; the crop in the province of St. Jagode, Cubs, is reported a failure on account of drouth. The cigar market is dull; the cigarette trade fair.

cigarette trade fair.

In Connecticut tobacco is still selling; some fine lots were sold law week. The sentiment among growers is decidedly in favor of protective tariff. Sumatra must be kept out or the business of raising is practically ruined. Now is the time to let the political leaders know what is wented, and when election day comes, drop party ties and work for the men who will promote the business interest of the latoring men in our own section.

Letters Granted by the Register.
The following letters were granted by the register of wills for the week ending. Tuesday, March 13:

day, March 13:

ADMINISTRATION,—Jacob Rupp, deceased, late of Mauheim township; Emanuel W. Rudy and Benjamin R. Landis, of Manheim, administratora.

Annie Sandere, deceased, late of Marietts; W. B. Given, Columbia, administrator.

Elizabeth Rider, deceased, late of West Donegal; Henry Shonk, West Donegal, adsizinistrator.

Donegal; Henry Shonk, West Donegal, atministrator.

Priseach Weldman, deceased, late of Clay
township; John K. Weldman, Ephraia,
administrator, d. b. B.

Mary Weldman, deceased, late of Clay
township; John K. Weldman, administrator, d. b. n.

Samuel Weldman, deceased, late of Clay
township; John K. Weldman, Ephraia, administrator, d. b. n. township; John K. Weldman, Ephrata, administrator, d. b. n.
Elizabeth Weldman, deceased, late of Ephrata township; John K. Weldman, Ephrata, administrator.
George K. Weldman, deceased, late of Ephrata; Jacob R. Keller, Ephrata, administrator, d. b. n., c. t. s.
Anna E. Holfman, deceased, late of Lancaster city; Stephen Hoffman, city, administrator.

istrator, Elizabeth Zieger, deceased, late of East Donegal township; Jacob Zieger, Mt. Joy, administrator. administrator.

Sus in Huber, deceased, late of East Drumore township; B. H. Huber, East Drumore, administrator.

John K. Fisher, deceased, late of Manheim borough; Jacob Farmer, Manheim,
administrator.

TESTAMENTARY—Joseph F. Bhirk, de-ceased, late of West Cocalico township; Jacob Smith and B. B. Flickinger, West Cocalico, executors.

David E. Barnes, deceased, late of Man-beim borough; Samuel Kready, Penn, ex-

Samuel Hackenberger, deceased, late of Conoy; Simon Ackerman, Conoy, executor.

Mary Allabach, deceased, late of West Lampeter; Samuel H. Cassel, West Lampeter, executor.

Daniel Hankins, deceased, late of Mt. Joy township; Magdalens Hankins, Mt. Joy, and David Hankins, Manor, executors.

Jacob M. Baker, deceased, late of Len-caster city; Susan Baker, city, executrix. Constantine Eireman, deceased, late of Lancaster city; George Hegerich, city, ex-

WILL NOT HANDLE "Q" CARS.

Employee of Several Roads Refair to Maul a freight train of the Milwaukee & St. Paul road yesterday was discovered in the yards of the company in which were a number of Burlington cars received for shipment. The engineer and firemen refused to hall these cars. When the suptendent insisted they should the men left the engine and departed from the yard. It is announced that all the men on road will follow their example and have determined to render no assistance to the Burlington road in the present emergency and would stand by the strikers at all hazards. On the Western Indians and Belt lines the men are equally in earnest. A report is received that the engineers emphatically refused to handle any cars of the Burlington. It is the Burlington are standing along the Western Indiana road, and not a man can for further encouragement the men stated that General Manager Carson had not in-sisted upon moving the cars, as it is underatood that other roads were not requiring their men to haul "Q" cars pending the

legal settlement of the vexed question.

During Saturday and yesterday sixteen of the dissatistied engineers on the Bur-lington came into headquarters and were furnished transportation to their hor the East. At eight o'clock last night a Burlington train was atoned at Union atreet crossing. Several windows were broken. It is not known whether stoning was done by sympathizers with the strikers or not.

DETROIT, Mich, March 13.-The Michigan Central railroad company this morning refused to take freight billed to points on the Chicago, Burlington & Quincy. Notices were given by telephone and not in writ-

Mitcheli's Fatth to Kilenin LONDON, March 13.-Mitchell, in an interview with a United Press represents tive, said : "Now that I have proved that I can fight I have decided to quit the ring. I will not claim the championship as I confident that my friend Kilrain is able to secure the championship of the world within six months."

Passenger Train Goes Through a Trestie WINNIPEG, Man., Mar. 13.—It is reported that a trestie has given way at North Bay, throwing the Canadian Pacific passenger train into a rocky chasm. The report is not confirmed. North Bay is 232 miles due north from Toront

OMAHA, March 13.-On account of Vice President Potter's funeral the injunction against the Union Pacific officers and employes, compelling them to accept and transport the Burlington business, which

was to have been argued yesterday after-

BERLIN, March 13.—Emperor Frederick on meeting Prince Bismarck, was about to speak to the latter, but suddenly remembering the injunction of his physicia is to not use his voice he took some paper and began writing. Prince Bis-

coursed down his cheeks. Thos. Kelly and Henry Waller were sent to jail by Alderman Barr this morning for three days each for drunkeness and dis orderly conduct, and Thos. Campbell to the same institution for five days.

Anthony Seers, who was drunk and disorderly on Saturday afternoon was sent to jail for five days by Alderman Deen.

Esto Perpetus Lodge No. 2,624, Colored Old Fellows, of this city, will celebrate their third anniversary in Love and Charity hall, on Low street, Friday evening next, and they expect a good time.