# THE OMAHA DAILY BEE.

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## TRAFFIC AT A STANDSTILL.

### The Great Strike on the Burlington Fairly Inaugurated.

### PERISHABLE FREIGHT REFUSED.

### Both the Engineers and the Company Preparing For a Long Struggle—Interviews With Leaders on Both Sides.

#### Horns Locked.

CHICAGO, Feb. 27.—[Special Telegram to the BEE.]—The greatest railroad strike that ever occurred in the west is "on" along all the lines of the Chicago, Burlington & Quincy railroad. There were probably more men involved in the Missouri Pacific strike of two years ago than are now "out," but the lines over which that strike extended were not so long, nor as important as these of the road now affected, and a strike of the engineers and firemen on a railroad is a much more important matter than a strike of switchmen and similar employes. A prominent official connected with another line said: "The fight between the Brotherhood of Locomotive Engineers and the Chicago, Burlington & Quincy officials is likely to be a very bitter one. I know the former is conceded to be the strongest, most intelligent and conservative organization of all the skilled labor associations, and they cannot afford to lose this battle. I know Henry B. Stone, too, as general manager of the Burlington road. He will be the general-in-chief and will conduct the maneuvering in the interest of that company. He is not a novice in the strike business by any means. During the switchmen's great strike at East St. Louis a year or two ago he managed the affairs de combat for all the roads running into that town, and showed, in doing so, a degree of fearlessness that in some cases bordered on recklessness in the minds of his friends. Stone, you know, is a practical man. He began service with the "Q" in the machine shops at Aurora as an apprentice, and worked his way right up to the top. He knows pretty much all there is to learn about a locomotive engine, and can pull the throttle and reverse the lever with the best of them. When the strike was on at East St. Louis above referred to, the city of St. Louis suffered a coal famine, brought about by the action of the strikers in refusing to allow that class of freight to enter the city. All efforts to run a train across the bridge were looked upon as simply suicidal, and none of the engineers could be prevailed upon to undertake such a task. When all other means had failed, Henry B. Stone mounted an engine and with John Besler, the general superintendent, as fireman, hauled the first train load of coal over the bridge, virtually breaking the back bone of the strike, and bringing relief to the famine-stricken city. This was done at the imminent risk of his life. Mr. Stone is a young man—probably not over 35 years old. Pluck and determination are two of the ingredients in his composition that have gained for him so high a position at such an early age."

Those whose curiosity attracted them to the yard of the company this morning, saw little to repay them for their trouble; in fact nothing, save long lines of freight cars side-tracked, and here and there a road hand repairing some little flaw on the track. In the switchmen's shanties little knots of idle employes assembled and hugging the stoves as closely as they could, discussed the situation. In the shanty just outside the Twelfth street roundhouse two policemen roasted their shins and congratulated themselves on the comfortableness of their assignments. Every once in a while they would walk over to the roundhouse to see that everything was all right and then walk back to the shanty. In the roundhouse supreme quietness reigned and not a thing was to be heard or seen moving except a wreath of white smoke rising from a locomotive smokestack.

At the general office the superintendent's room was crowded all day with men seeking work as firemen and engineers.

"We have had no correspondence with the Reading railroad engineers as a body, nor with the Knights of Labor," said Solicitor Goddard. "We have been in correspondence with many engineers, but only as individuals. Our superintendents of motor power at each terminal point have been in telegraphic correspondence with men in railroad centers all over the country ever since we determined to make a fight. In each place we have had a man whose business it was to seek out men with practical experience as locomotive engineers and tell them they could probably find a good job by going to Chicago. As a result we have more than fifty men here now, most of whom are competent to handle an engine. Some of them are men with ten to twenty years' experience on the road, and there is no doubt, I think, but that we will be able to get a full force of thoroughly competent men. One thing is certain: None but men who are absolutely trustworthy in every respect, both with regard to mechanical ability and good character and habits, will be accepted. This will be our rule of action, win or lose."

"We have arranged," said Mr. Morton, the general passenger agent, "with the Alton road that they should take care of our southwest business, and with the Milwaukee & St. Paul that they will take care of our west and northwest business. They will honor our tickets that are already sold or exchange our tickets for tickets of their own issue. The idea is to subject the passengers to as little inconvenience as possible by arranging with competing roads running out of our union depot, at Peoria, to cover the line of business from the middle of the state. The Alton will take the Indiana, Bloomington & Western at Bloomington, and the Rock Island will take the western business out of Peoria. The lines of the system west of the Missouri river have made similar arrangements with their competitors. Tickets reading over the B. & M. between the Missouri river and Denver will be honored by the other lines. This will cover all the Pacific coast business. Of course all our interior competitive points we will probably arrange with proper lines as occasion requires. That will rather adjust itself. By these arrangements the entire territory traversed by lines on the system will be available by other routes, except, of course, strictly local points. The Chicago, Burlington & Northern may complete arrangements by which their trains will run in and out of Chicago, but until that arrangement is made we shall do a through business with the Northwestern. We can not say yet how this will effect the two daily trains out of Illinois Central depot at Lake street. Our contract requires us to furnish engines for their trade, so unless some deal is made the engines can not be furnished. Probably they will use their own engines."

"We have notified all our agents at all points to refuse all perishable freight absolutely," said the general freight agent, "and to accept other freight subject only to delay. In any freight that we are able to send out we shall, of course, give the preference to freight to local points at which no competing road touches; after that we shall try to handle freight to junction points, where it can be transferred to other roads, and by them conveyed to its destination. For the present our through business will be at a standstill, and our agents have instructions not to receive any through freight of any kind except subject to delay."

At 10 o'clock this morning 250 engineers and firemen of the Burlington road met in Division 258, lodge hall, at Fourteenth and Jefferson streets. The strikers will meet there every morning in order to receive instructions from headquarters. Assistant Chief Hill told the men to remain firm. One of the grievance committee told a reporter that "in case the company does not concede to our demands, it will be a long and hard struggle as the men are determined to fight it to the end." Another engineer said: "It will not only affect the Burlington, but all the roads in the country." An old gray-haired veteran who has faced dangers for many years, said: "I was never in favor of strikes; in fact I did not believe in them; but as the present one will settle the wages of engineers and firemen on all the roads, I will stick to the boys."

Chief Arthur, of the Brotherhood of Locomotive Engineers, said: "The strike did not occur because the schedule we offered was not adopted, but because, when the question of wages was reached Mr. Stone refused to do anything at all. The fight is purely a question of wages. We receded from our first proposition and offered to accept 3½ cents, which Mr. Stone refused in the most positive manner. He made no propositions to us at all, and the fight now is purely on the question of pay."

"Mr. Stone says," continued Mr. Arthur, "that we want to put unskilled labor on the engines on any road in the United States. Does Mr. Stone mean to say that he has unskilled engineers on any part of his road? Would he go into court, in case of a damage suit, and swear that he had? Would Mr. Stone like to have the public believe that the engineers on the branch lines are inferior to those on the main lines if one of the branch engineers would offer to run one of the big trains on the main line? Now the company would be very glad to secure his services. If the engineer who runs the limited express is willing that the engineer who runs the accommodation train should receive the same pay that he does why should the company object?"

Mr. Arthur was asked what attitude he expected the Knights of Labor to assume toward the engineers during the strike.

"I don't see," he said, "why the knights should be hostile to the Brotherhood of Engineers, and I have no information that they will try to assist the company in any way."

"It is claimed that you sent men to take the place of the Reading strikers."

"That's a lie. I don't know what individual members of the brotherhood may have done, but I never interfered in any way with any strike of the Knights of Labor. I wouldn't do it. At the time of the Missouri Pacific strike I simply told the Brotherhood Engineers that we had a contract with the company and to keep out of the strike. If a contract means anything at all, then we pursued the right course."

General Worthy Foreman Richard Griffiths, when asked about the attitude of the Knights of Labor toward the strike, said: "Let the brotherhood and the road fight it out between themselves. There is no very good feeling between the Knights of Labor and the Brotherhood of Locomotive Engineers. They have always prated about the friendly relations between labor and capital and how easy it was to get along without a strike. None let them see how they like it. Whether they did it at Chief Arthur's orders or not I don't know, but it is a fact that brotherhood engineers took the places of Knight of Labor Engineers in the Missouri Pacific strike two years ago, and thus defeated the strike. Arthur ordered all the Brotherhood Engineers to leave the Knights of Labor or be expelled, as he wanted no 'entangling alliance.' That stopped the progress of the Knights of Labor among the engineers on the Wabash railroad. Then this Reading matter was something like the Missouri Pacific. The strike was outside the general office, but we knights took it kindly. When he Knights of Labor Engineers struck the brotherhood men went in and took their places."

"What will be the attitude of the Knights of Labor in this strike?"

"As an order, it will be neutral. If Knights of Labor Engineers want to fill places left vacant by the brotherhood men they are free to do so. If the Knights of Labor Engineers from other roads can make more money working for the Burlington they may. This is none of our fight. The brotherhood did not help us in the Missouri Pacific strike. They need expect nothing in theirs."

[Press.]—A couple of suburban trains were the only ones to come in over the Burlington road this morning. Master Mechanic Howland was in charge of one engine and Superintendent Rinthe ran the other. After the arrival of these trains the depot master said he did not expect another suburban train before noon, and there was no engineer and fireman to man one and until the general superintendent could secure some engineers and firemen he would be unable to say whether there would be another train in during the day. The only train that left the depot up to 10 this morning was the fast mail which departed at 3 o'clock and was manned by the regular engineer and fireman from the brotherhood.

"We are just about where we expected to be," said General Manager Stone, of the Burlington when asked what the situation was on his line. "We brought in all our suburban passengers pretty much as usual. Our principal train which brings the most of the business men and clerks, was only ten minutes late. The engineers and firemen on these trains were drawn from our force of mechanics, yard foremen, etc. Each train was manned with a double force of brakemen and conductors so that if any difficulties were encountered we should have plenty of help."

"Did every one of your 1,600 firemen and engineers strike?" asked the reporter.

"Yes, all but one man, an engineer near Galesburg."

"What was the matter with him?"

"Nothing. Napoleon used to say 2 o'clock courage was a rare thing. I guess 4 o'clock courage is equally unique. There are doubtless a number of other engineers among our ex-employes who do not belong to the brotherhood and who did not wish to strike, but they lacked "four o'clock courage." Not the slightest trouble has been reported from any point so far and I do not anticipate any violence or obstruction from any source. The strikers did not bring their engines through to the end of their runs, but left them at the nearest point when 4 o'clock came. Thus, all our passengers from the Missouri river were dumped at Galesburg and those we take from the Illinois Central at Forest were left at Aurora. From the latter point we were able to bring them in without much delay, but at Galesburg the passengers were obliged to wait until 10 o'clock before we could start them in."

The superintendent's office and lobby leading to it were crowded with men who were applying for the positions vacated. They were put on through examination by the superintendent of motive power, and if they were found competent were taken to the yards. Before 11 o'clock this morning about fifty of the applicants had been accepted.

"You see there are apparently plenty of men ready for the places," said Stone, pointing to the line.

"Who are they, and where do they come from?"

"We don't know."

"How about your conductors, brakemen and other employes—are they going to trouble you?"

"No, we have reason to believe that they are all with the company, and generally believe that the firemen and engineers are liberally paid, in comparison with other employes. Engineers get more than the conductors. All we have thus far called on have promptly responded. How it is with the freight conductors and brakemen I can't say from actual experience, as we are not attempting to move any freight. We shall start our noon trains to Kansas City and Missouri river points as usual."

The Burlington is the only road that has access to the lumber district, but having no engineers on their engines an attempt was made to have the Chicago & Eastern Illinois engineer switch his train into the lumber district. He refused on the ground that it was switching for the Chicago, Burlington & Quincy and no further attempt has been made, up to noon, to switch into the lumber district.

The Burlington to-day sent out the following notice to all connecting lines: "It will probably be a week or more before this company will be able to receive freight from you, and it will therefore be advisable and for the public interest for you to deliver all freight consigned to us and destined to competitive points to such other roads as in your judgment can conveniently and most promptly take it to its destination. We shall also be obliged for a few days to decline to receive freight for local stations, but as soon as we are able we will give this the preference, and will first serve those places that are wholly dependent on us. You will be duly advised of our ability to handle our freight."

The Illinois Central, which has been using the Burlington lines between Chicago and Foreston, Ill., for business destined to points on its Iowa system, has made arrangements with the Northwestern to take its perishable freight to a junction with the main line at Dixon, Ill., and will haul its own heavy freight by the way of Kankakee, as long as the strike is on.

This afternoon 600 of the freight handlers of the Chicago, Burlington & Quincy line were laid off, and every freight office in the city shut down in consequence of the engineers' strike. These are the same men who obtained work during the freight-handlers strike of 1886, and are all said to be loyal to the company, but have to be laid off, as no work remains for them to do.

#### The Situation in Omaha.

Yesterday morning at 4 o'clock the threatened strike took place, nearly all the engineers and firemen on the B. & M. in Nebraska left their posts of duty, or as soon thereafter as the end of their divisions was reached. No hardship was experienced by the traveling public for the reason that at that time nearly all the trains all over the Burlington system had about reached their destination.

AN ENGINE DITCHED.

At 1:30 o'clock the train from Chicago arrived in this city after a delay of about six hours. It was brought in by a freight conductor named Miller, who, it is claimed by the striking engineers, is not a member of the conductors' association. The delay was occasioned at Pacific Junction, in Iowa, where an accident occurred. I seems that the master mechanic in the Bluffs took out the Kansas City stub from that place, which meets the regular train for the latter place, which leaves here, at Pacific Junction. When the crossing was reached it was found that a switch engine stood in the way. The stub has always made a practice of stopping north of the intersection, but yesterday, it is claimed, the stop was not made and the stub struck the switch engine, derailing and turning it around so that several hours' work was required to get it out of the way.

Train No. 4 for the east left the B. & M. depot yesterday at 10:22, the engine being handled by a conductor named Chamberlin, who, it is also asserted, is not a member of the conductors' association. When train No. 1 arrived at the depot here in the afternoon several passengers who were ticketed for the west demanded the price they had paid for the remainder of their trip and the demand was promptly complied with.

VIEWS OF AN ENGINEER.

The strikers manifested the greatest reluctance to talk but one engineer was at length found, who said that the difficulty between the B. & M. company was that the latter was giving the worst of it to the branch lines. The engineers and firemen wanted the same pay for those on the branches as for those on the main lines. They wanted it understood that when a man became an engineer he was entitled to engineer's wages, no matter on what part of a railroad system he might be employed, in fact, whether his experience was only that of forty-five minutes or of forty-five years, he was entitled to the wages which had been demanded. The speaker had no doubt that the strikers would succeed. There was an organization of 28,000 behind them, and if the company should stand out a month the strikers would, in the end, gain their point.

OFFICIALS' VIEWS.

A BEE reporter yesterday had a talk with Manager Holdrege and General Passenger and Ticket Agent Eustis concerning the situation. From the latter was obtained a pamphlet addressed by General Managers Stone, Holdrege, Merrill and Judson to the engineers and firemen of the system comprising the Chicago, Burlington & Quincy; the B. & M.; the Hannibal & St. Joe; the Kansas City, St. Joe & Council Bluffs, and the C. & I. This was a reply to a schedule presented the company by committees of engineers and firemen on February 15, providing a new basis for the pay of engine men. The principal changes suggested by the committees were: 'Pay to be governed solely by the number of miles run without regard to other conditions or circumstances; a large average increase in existing rates of pay; the abolition of any classification based upon length of service, age or experience. Reduced to a few important details, Mr. Holdrege said that the demand meant the paying of 3½ cents per mile for passenger, and 3¾ cents per mile for freight engineers. "Our present basis," said Mr. Holdrege, "is preferred, and is in force upon many important railroads in the country, and is the best to fairly provide for differences in the amount of labor, time and responsibility required of enginemen upon different runs and divisions. A branch passenger engine hauling two or three cars where there are two trains each way daily, is more easily handled than an important main line passenger engine where there are twenty or more trains each way. A branch freight engine hauling eight or ten cars, with easy and regular hours and by daylight, demands less labor from enginemen than an engine on the main line with a heavy freight train, although the mileage may be the same. The trip basis, in view of all the varying conditions, covers value received. An arbitrary mileage basis disregards the value of the service rendered, and in the long run, we fear, would be unsatisfactory to the men and to the company. For example: On the Galesburg division of the Chicago, Burlington & Quincy railroad, an engineer on a light passenger run of two cars between Buda and Vermont, under the present schedule earns in twenty-six days $123.50, and the fireman $74.10. Under the schedule which the committees propose the engineer would receive $171.08 and the fireman $102.64. Upon the first division of the Cheyenne branch on the B. & M. railroad a passenger train of three cars, requiring six hours and ten minutes daily, is paying under the existing schedule to engineers $144.00 per month. Upon the demanded schedule it would pay $189.00 per month.

"It would be so in general on all our lines. The men who would really do all the very heavy work, the freight enginemen on the main lines would be left where they are now, while the lighter worked men would have a raise. That's all there is to it. I know there is a number of our men who are opposed to the strike, who are satisfied with what they have been getting, and have gone into the strike because of certain leaders. There are plenty of these here who will come back to work for us in a few days."

Mr. Eustis told the reporter that the strike in one way or the other affected the whole system which comprised nearly 6,000 miles. Upon this system were employed about 2,000 enginemen, of whom there were probably 200 in Nebraska. The strike would of course have a temporary effect upon the business, but the road would be all right in a few days. It had a train now running on every one of its divisions. There was one going from Atchison, one from Broken Bow, one from Columbus, one from Wymore to Lincoln and No. 1 from this city would go out on No. 5's time. These trains were run by engineers who did not join the strike and by others, conductors and engineers who had been out of employment. Sunday there had been a meeting of conductors at Lincoln who adopted a resolution to stand by the company to a man. Some of these conductors knew how to handle an engine and also knew the road, so that there was no question but that the company's trains would be kept running. Besides, other engineers were coming in from abroad, some of whom had applied for positions and whose applications had been placed on file. Some of these had been ordered to report and would soon be here. Mr. Eustis went over the ground taken by the company, which is epitomized in the interview with Manager Holdrege given above, adding that the idea of paying a new engineer who had yet to be tried and found competent and trustworthy as much as was paid to an old and reliable man was not in accord with the principles of the business world and worked injustice to the older man whose experience was thereby shown to have no practical benefit either for himself or his employers.

Harvey Hall, the manager of the local ticket office was seen by the reporter and said that he had not been selling tickets during the morning except to those who expressed a desire to take them after having been notified of the state of affairs as outlined above.

THE SITUATION LAST NIGHT.

Burlington officials in the city worked hard all day yesterday and last night "to keep things moving" in the face of the big odds they had to contend with. All freight traffic in and out was completely abandoned, and a death-like stillness prevailed in the yards. With the exception of a small amount of switching done yesterday morning there was not a move apparent among the yard engineers, firemen and switchmen, who stood around in idleness and discussed the situation throughout the afternoon and last night.

Passenger trains east and west were dispatched with the greatest irregularity, and when they did move it was many hours after the regular scheduled time. One train was dispatched to the west at 1:30 p. m., several hours behind the regular time. Two went towards the east, one at 9:50 a. m., and the other at 8:10 p. m. The latter train should have departed if everything was running smoothly at 6:15. All of these trains were taken out by non-brotherhood engineers and firemen. On the last train out, however, a brotherhood conductor presided, and there were but few passengers aboard.

Train No. 3 due from the east about 7 o'clock daily had not arrived at 11 o'clock last night. It was expected in at that hour and some disappointment was expressed among officials for the unexpected tardiness. Hopes were advanced, however, that it would arrive in the course of an hour behind the anticipated time. This train has an important connection with a train that usually leaves about 8 o'clock daily for the west, stopping at all local points. In consequence a large number of passengers who had tickets on that run for waystations had to undergo the vexatious wait. The Kansas City train was abandoned altogether, but the officials set up the plea that they could have found plenty of engineers to run it if they so desired.

One official told a BEE man at a late hour last night that the road expected that the engineers would think better of their action by to-day, and return to duty. He maintained that engineers on the main lines of some of the eastern and western divisions had already come to this conclusion and had again returned to their engines.

#### The Situation in Lincoln.

LINCOLN, Neb., Feb. 27.—[Special Telegram to the BEE.]—The strike of the Burlington locomotive engineers and firemen came early this morning as predicted and the local brotherhood in this city announced that not an engineer or fireman on the Nebraska line of the road who were working yesterday are on duty to-day. The morning passenger from the west arrived at 8 a. m. as usual, but when Engineer Clark left the footboard at the close of his run from Hastings there was no engineer and fireman to take his place. The company met the emergency by putting Conductor Chamberlain at the throttle and securing F. W. Ensign, formerly connected with the city fire department, for fireman. In this way the train moved on to Pacific Junction, and since that time no train up to this hour has arrived or departed, and none are expected except Nos. 1 and 5, consolidated, which are announced to arrive at 2 p. m. From this point Master Mechanic Salisbury, of the round house here, stands in readiness to pull the train on to the west. In the Burlington yards but two switch engines are moving, they being manned by men whom the brotherhood say are without experience. Superintendent Calvert has little to say concerning the situation. He holds that the system in vogue on the road is better for the men than what they ask. He holds that there is no cause for the disturbance and expresses the company's ability to fill the striking men's places with new men if intimidation is not used.

The question of the number of engineers and firemen belonging to the brotherhood has been unknown heretofore to the road. One of the men states that fully 95 per cent of the engineers and firemen belong and that the brotherhood have employed the balance, so that not a single former employe in the locomotive service is now at work. Charles Sanborn, of the general committee of the brotherhood, arrived in this city last night from Chicago where he has been the past ten days. Mr. Sanborn states that the committee used every effort to secure an adjustment and offered to compromise on a basis that would still leave the Burlington men receiving lower wages than paid on other roads. These being ignored the men had no recourse but to quit work quietly and on their part there would be no intimidation or violent efforts used to prevent the road filling the vacant places if they could. In regard to the brotherhood being the first to violate the agreement of 1886, Mr. Sanborn said there was no positive agreemdnt, but left questions open to arbitration and the brotherhood had in all causes sought arbitration as the best means of settlement.

Through the day the headquarters of the brotherhood in this city were open and a large number of the engineers and firemen who reside in this city were assembled there discussing the situation. In every instance the men called out for duty this morning failed to appear for duty, and up to this time the strike is complete. The uncertainty of both position and pay under the present system in vogue is given as the principle cause of grievance.

There is an ominous silence to-night around the Burlington yards, depot and round house. The two yard engines that were kept moving through the day laid by at night, there being absolutely nothing to do, and the twenty special police placed on duty roamed around as desert a spot as could be found in the state. No trains arrive, although several were reported on the road. It was stated that the Atchison & Nebraska train from the south and the Grand Island train, both due in the afternoon, were on their way to the city, and midnight was set for the arrival for the train from the east. Superintendent Calvert, who has been almost constantly on duty for twenty-four hours, was not at his office, and it looked as though the opening excitement had passed, and that the siege had set in. On the morning train that left here at 6 p. m., two hours late, three special officers were sent out, and it was stated that officers sworn in for the purpose would accompany other trains as they went out. The special circular that was to have been issued in the afternoon announcing that the men would be considered as having left the employ of the road, under advice from General Manager Stone, was not issued, but is expected to-morrow. To-night the brotherhood are holding no meetings and all have retired from sight, apparently awaiting developments. One of the engineers stated that not as many trains were moved to day as they expected. In fact, several men that they had not counted on were with them. They believed they would win. A number of them watched all incoming trains and reported that the inexperienced men were handling the engines, as they expected, and that the engine from Nebraska City was disabled when it reached the city. It was also reported that the round house man that brought in the train from Concordia has disabled an engine on the road. A rumor was afloat that there had been trouble at McCook, but it was not generally believed, and the action of the men here is all in evidence of their desire for a peaceful settlement.

#### An Engine Disabled By Strikers.

MT. COOK, Neb., Feb. 27.—[Special Telegram to the BEE.]—The strike of the engineers and firemen on the B. & M. system, this division, occurred this morning at 1 o'clock. As the trains pulled in the engineers and firemen left them on the track, the yard being filled with passenger and freight trains. The company made no effort to move the trains until about noon when one was sent west, a freight conductor named Burnett going as engineer. There was no effort made by the strikers to stop it. In the afternoon the company made an effort to start east, but it was stopped, the engine taken possession of by the strikers, run a mile down the track and there "killed."

The excitement is intense, hundreds of people filling the company's yard watching every move of the company and strikers. No mail has gone out of here east to-day. The engineers' committee waited on the postmaster this morning and told him they stood ready at any time to carry Uncle Sam's business. Your correspondent made an effort to get some informatiyn from B. & M. Superintendent Campbell, but when questioned had nothing to say. No effort will be made by the company to run out any trains until morning.

#### At Beatrice.

BEATRICE, Neb., Feb. 27.—[Special Telegram to the BEE.]—The two Burlington trains which start from here did not leave the yards to-day, but the officials expect to get them running to-morrow. Agent Dwyer to-day refused to receive perishable property for shipment and sold tickets to passengers at their own risk of getting through. A few trains went through to-day, the engines being manned by shopmen and hostlers. Several engineers who refused to take out their trains were discharged here to-day. A number of the Burlington men were sworn in as deputy sheriffs to guard against trouble.

#### At Nebraska City.

NEBRASKA CITY, Neb., Feb. 27.—[Special Telegram to the BEE.]—All railroad business in this city as far as the Burlington system is concerned, is at a standstill. Several attempts were made to secure engineers and fireman but all efforts were futile. The passenger west this morning went out with Roadmaster Philbrick as engineer and Conductor Cox as fireman. No other trains went out and none are expected in.

#### At Kearney.

KEARNEY, Neb., Feb. 27.—[Special Telegram to the BEE.]—All B. & M. engines running into Kearney quit this morning. Conductor Willis, of the passenger, pulled his train out this morning. He is an old engineer. Freight trains lie in the yard. This gives a big business at this point for the Union Pacific. All is quiet.

#### At Palmer.

PALMER, Neb., Feb. 27.—[Special Telegram to the BEE.]—No trains are being run over the B. & M. system on either the Burwell, Greely or St. Paul branches. Palmer's coal supply is already exhausted.

#### At Des Moines.

DES MOINES, Ia., Feb 27.—[Special Telegram to the BEE.]—This city has only a branch line of the Chicago, Burlington & Quincy, and so is not very much affected by the strike. There are two feeding lines here, one tapping the main line at Albia, the other at Chariton, but nearly all the engineers live outside of this city so that their strike is not much felt here. The strikers quit work at 7:30 this morning. The passenger from Kansas City came in on time at 5:30 a. m., but when it should have returned at 9 o'clock the engineer switched off the passenger cars and said he was willing to take the mail car but nothing else. Superintendent Maxon thereupon ordered Conductor Drake to take the engine and run the train. Drake did so, and started out very cautiously, creeping along about as fast as a man could walk.

At the Diagonal crossing, half a mile from the depot, the old engine stopped and the conductor couldn't make it budge. He was afraid something might burst if he crowded matters very much and so let it take its time. Pretty soon it came to and moved slowly on, reaching Avon, eight miles from the city, in just two hours. The passengers for Albia also started out this afternoon with an engine in charge of a conductor and, so far as heard from, is crawling along safely. No freight trains have been moved on either branch to-day. There have been no attempts to interfere on the part of strikers, and everything has been quiet and orderly about the depots.

#### At Creston.

CRESTON, Ia., Feb. 27.—[Special Telegram to the Bee.]—At this place, which is a division station on the main line of the "Q," all members of the Brotherhood of engineers and firemen quit at 7 this morning. The city is as quiet as Sunday. The brotherhood men are registered as fast as they arrive, and they will draw pay from the brotherhood. While idle members of the organization say they will use all persuasive means to prevent work being done by new men, no force will be used. No effort is being made to move freight. The company is hiring new men constantly and promoting non-brotherhood firemen to be engineers. All business is at a standstill. A long time without trains moving would cause great suffering and want all along the line of the road, as coal and other supplies are short.

#### At Blue Springs.

BLUE SPRINGS, Neb., Feb. 27.—[Special Telegram to the BEE.]—Twenty-five engineers and as many firemen on the B. & M. struck here to-day. All the engineers except three belong to the brotherhood and all of them refused to work. They took a wiper out of the shops to run the noon train to Lincoln. The strikers say they will stand firm. The brakemen are not in sympathy with the strikers as the engineers did not sympathize with the brakeman when they went out in times past. Only two of the regular engineers will work. All freight traffic has been abandoned and they are transferring what is in the depot to the Union Pacific road.

#### At Albia.

ALBIA, Ia., Feb. 27.—[Special Telegram to the BEE.]—Engineers here refused to take their runs out on the branch for Des Moines and the mail train was sent out with Conductor Erbacher in the cab and with a brakeman as fireman. The regular engineers stood around and looked on but offered no resistence. It is not thought that any violence will be used. There are about thirty men employed on the Albia branch who have quit work.

#### At Ottumwa.

OTTUMWA, Ia., Feb. 27.—Not a wheel turned on the Chicago, Burlington & Quincy to-day The last freight went west at 9 p. m. last night. The last passenger went east at 7:15 this morning, manned by two conductors on the engine. No mail on the road today. There are thirty-four engines inside and outside the roundhouse, and 200 men thrown out of employment. No freight was received except at shippers' risk. All quiet.

#### At Burlington.

BURLINGTON, Ia., Feb. 27.—All the brotherhood engineers and firemen here went on a strike this morning at the hour set. The company abandoned all freight traffic, but with the aid of outside engineers and other employes moved all passenger trains, most of which were behind time. Superintendent Brown took out a train east and brought in the fast mail. There has been no disturbance of any kind.

#### A Wreck at Pacific Junction.

PACIFIC JUNCTION, Ia., Feb. 27.—[Special Telegram to the BEE.]—At 10:45 a. m. while Yard Master E. E. Young was running engine No. 110, he collided with the southbound passenger train, doing considerable damage to his engine. It is said the whistle was not sounded, neither did the other engine stop for the crossing. Warrants were at once sworn out for the arrest of Yard Master Young and the engine crew on the K. C. engine.

#### Scenes at Kansas City.

KANSAS CITY, Mo., Feb. 27.—[Special telegram to the BEE.]—The strike of the Brotherhood of Locomotive Engineers on the Hannibal & St. Joe and Kansas City, St. Joe & Council Bluffs roads was begun at 4 o'clock this morning. The order for the strike then was not unexpected here, where about one hundred engineers and firemen connected with the Burlington reside. Chairman Murray was up all night, and at 4 o'clock this morning was on hand to issue his orders for the men to quit their engines and he was at once obeyed. He established headquarters and appointed trusty lieutenants to look after the incoming and outgoing trains.

Great interest was felt in the first passenger train that was to leave this morning at 8:10 o'clock. The platform around the engine was crowded with strikers anxious to see who would take the engine out. All anxiety was set aside when she came into sight with Master Mechanic Thompson at the lever and a "cowboy" with the shovel. Engineer Sam Moore and three others boarded the engine as she pulled out of the depot at 8:17, seven minutes late. They rode out as far as the bridge and then returned to the city. Said Engineer Sam Moore: "The fireman was a cowboy and sat on the left side of the engine. I don't believe he had ever been on one before. He had on a sombrero and a leather belt. I guess they picked him up on the depot platform. I said to him: 'Friend you are doing us wrong by going out on this train. We are in favor of fair wages. Ain't you?' He said he was. Then I asked him to get down. He said: "I guess I'll make this one trip.'"

"As a favor to me leave the engine. I'll see that you get your board and if you are out of money I'll give you some, but don't make this trip. You'll get us all down on you. He said: 'I'll have to go this time.' I said: 'You don't have to do anything of the kind. No man has to go.'"

"He would have got off if Thompson hadn't said something to him that I didn't hear. I said to Thompson: 'Jim, the boys have always been good friends of yours, but you are making enemies by taking her out this trip. This is no kind of work for you to be engaged in.' Jim felt ashamed and said: 'I can't help it. I'm one of the officials of the officials of the road,' and then we got off the engine."

The union depot was almost deserted although three trains on the Burlington lines had been prevented from leaving the city. The officials of the road asked assistance from the police and a squad of six patrolmen was stationed along Union avenue opposite the depot ready to answer a call upon an instant's notice. Squads of striking engineers and firemen engaged in whispered consultations could be seen at different points around the depot all morning.

At 11:40 an engine was attached to a train and slowly steamed into the depot. A rush of members of the brotherhood attracted attention to William Davis, of St. Joe. Davis is not a member of the brotherhood and was recognized as a freight engineer by several of the strikers. Luther Harrington, formerly a schoolmaster of Waldron, was seated in the cab and had acted as pilot between St. Joe and this city. He has been acting as freight conductor on the Burlington roads. A committee invited them to a conference, and a great deal of loud talk ensued until the train was moved toward the yards. The strikers followed in a body, becoming more excited and apparently almost on the verge of committing personal violence.

At 1:20 a freight train of nine cars was started out by the Burlington. The engineer was a man named Farrington, a gripman on the Ninth street cable line. He had as a fireman another cableman. They had no trouble in getting out of the city. The following was bulletined at the Burlington office: "Notify conductors that trains No. 5, 10, 19 and 20 have been abandoned and will not be taken from the yards."

The "Elli" was reported at Minneville, nine miles out, and will be here a little late but it will get here.

As train No. 1 was leaving the depot yards at 11:30 some one pulled the line connecting the air brake and stopped the train. This was repeated several times and it was noon when the train got over the crossing. It is now safe in the yards. No attempt is made to handle freight.

A dispatch received from Chicago, the company's office, was to the effect that the road was practically blocked and that stock was being unloaded at Quincy. Several applications for employment were made, but the office of Superintendent Fish is closely watched by a committee of strikers who warn men not to seek employment there. The presence of two police sergeants and a squad of police around the office is the only thing that betokens anything out of the usual run. The strikers are sober, well dressed and good natured. The company officials say that all trains will be running in a few days and that no trouble is anticipated.

The train from Omaha over the Kansas City, St. Joe & Council Bluffs came in to-night pulled by engine No. 15 in charge of Engineer Douglas, who is a member of the brotherhood. The engine of the regular Chicago train to-night was badly disabled, but it is not known whether it was done by strikers.

At 4 o'clock this afternoon the men running the Rock Island freight engines were called out by an order from Chicago. This is caused by the fact that Rock Island engines have been used to move Burlington freight cars.

To-night everything is quiet but both strikers and officials seem impressed with the idea that a long and bitter fight has been inaugurated.

#### At Denver.

DENVER, Colo., Feb. 27.—The situation regarding the Burlington strike remains unchanged to-night. One passenger train, scheduled to leave here at 10 a. m., finally pulled out at 2 o'clock in charge of a non-union engineer who consented to run the train to McCook where the company have arrangements to have it taken through to Omaha. The company is advertising for engineers.

#### At St. Louis.

ST. LOUIS, Mo,, Feb. 27.—This morning about forty engineers and firemen on the Chicago, Burlington & Quincy road, with the platform men and brakemen, struck in compliance with orders from Chief Arthur. No freight trains were moved this morning.

No freight was moved on the Chicago, Burlington & Quincy road at this point to-day. Passenger trains, however, in this vicinity run as usual. Every engineer and fireman quit but the officials were in a measure prepared. Superintendent Levy, of Keokuk, Ia., telegraphs that passenger trains are moving all right on the Keokuk line with new men and that he hopes to keep them going. The Burlington officials here and in East St. Louis say they hope to get the freight traffic in fair shape in a few days as they expect to pick up enough men to man the trains of this division. The strikers incline to the belief that their expectations will not be realized.

#### A Green Engineer Causes a Wreck.

NAPIERVILLE, Ill., Feb. 27.—The first accident to occur following the commencement of the strike took place here this afternoon. No one was killed, but results could hardly be called trifling. Six men were more or less injured.

Passenger train No. 2, on which C. F. Geyre, general foreman of the Burlington shops at Aurora, was acting as engineer, ran short of steam about 3 p. m. The engine was cut loose from the train to run ahead, and then in coming back to again couple on to the train became, to a certain extent, unmanageable on the down grade and collided with the cars. Engineer Geyer had his nose cut, and the temporary fireman, a man named Parsons, was cut on the shoulder and leg. George Clark, mail clerk, had his face cut and back injured; William Stenson, mail clerk, ankle injured; J. T. Burten, mail clerk, knee bruised; T. Foster, a trainman of Aurora, arm and knee bruised. The rolling stock was severely rattled but none of them derailed.

#### At Quincy.

QUINCY, Ill., Feb. 27.—The Burlington strike has caused an almost complete suspension of business on that system in this locality. Quincy is the center of five divisions of the road and the traffic on them has been nearly at a standstill to-day. No effort what ever has been made to move freight trains. Two or three passenger trains have been sent out with engines manned by master mechanics, road masters or division superintendents. General Superintendent Crance of the Hannibal & St. Joe brought in the morning express from the west and took out the night express to-night.

#### At Aurora.

AURORA, Ill., Feb. 27.—At 4:30 this morning the shut down on the Chicago, Burlington & Quincy road was complete here. All operations ceased even before the hour set for the strike. Several trains came in just previous to 4 o'clock, and as they arrived in yard one by one each was quietly abandoned by the train men. The early mail train from Chicago had gone through on time and when the appointed moment came for a strike nothing was stirring, and the company's premises were as silent as a cemetery.

#### At Rock Island.

ROCK ISLAND, Ill., Feb. 27.—The Chicago, Burlington & Quincy tie-up is virtually complete here. The engineers allow an engineer and fireman to each mail car, so that the mails need not be interrupted. But no passenger cars can be attached. A full train got off for Sterling this morning, however, the conductor, who had been an engineer, running it out.

#### At Peoria.

PEORIA, Ill., Feb. 27.—No trains left this city on the Burlington road to-day, but the mail and express arrived this evening from Galesburg and will return in the morning. George Courtney, who is not a brotherhood man, was engineer.

#### At Cheyenne.

CHEYENNE, Wyo., Feb. 27.—[Special Telegram to the BEE.]—The Cheyenne & Burlington engineers and firemen at this place quit work this morning and the entire business of the division, which extends from Holdredge to Cheyenne, is at a standstill. The fires wer drawn from the engines and neither freight or passenger trains were taken out.

#### Sentiment of Chicago Knights.

CHICAGO, Feb. 27.—At a meeting of district assembly No. 24, Knights of Labor, the controlling district assembly of this section, to-night, a resolution was adopted deprecating the report that the Knights of Labor would aid the Burlington road in its fight against their engineers. The resolution says, in part: "Without going into an examination of the truth or falsity of the charges