THE OMAHA DAILY BEE.

SEVENTEENTH YEAR.

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vir all a

BOTH SIDES ARE RESOLUTE.

President Perkins Says the Company Will Not Arbitrate.

BUT A CONFERENCE IS HELD.

Pinkerton Men and Amunition Arrive in Omaha-One of the Special Policemen at Plattsmouth Arrested For Assault.

A Talk With Chief Arthur.

CHICAGO, Feb. 29.-"There is not a word of truth in them," said Chief Arthur to the Associated press reporter this morning when asked concerning the reports which were so persistently circulated last night that negotiations between the engineers and the Burlington road looking towards a settlement of the strike were being carried on. "We are willing to meet the railway officials half way," he continued, "but we have neither way, 'he continued, 'but we have better made or received any proposition as yet." "But would you concede anything from your demands!" "We would not recede from our position in regard to the 314 cents per mile, but as far

as the other propositions are concerned we are ready to discuss them. The road put us in a false position by publishing the thirteen articles of the men's proposition, and giving the impression that it was on account of their refusal of all these that the men struck. When the third article was reached—the one in regard to the 3½ cents per mile, Stone re-fused to listen to the proposition and there the negotiations ended. The other ten propositions were never discussed. This strike is for 3½ cents per mile and nothing else."

else." "Again we are put in a false light in regard to the United States mails." continued Mr. Arthur. "We never offered to have our men run the engines to carry them. My in-structions to the men were to carry the mails in transit to the end of the Burlington lines. but we never contemplated starting out with mail trains. The Burlington people claim to have plenty of good engineers, yet their super-intendents and the superintendent of the railway mail service came to us and asked us to run the mail trains. Of course we

won't do it." "Mr. Arthur," said the reporter, "you say you are willing to meet the Burlington offi-cials half way, but would you be willing to refer this matter to a disinterested commit-

"Being satisfied that the justice of our demand will be recognized we would be willing to select one man to represent us, to let the Burling-ton people select a representative, and to let those two agree upon a third. We are will-ing to abide by the decision of such commit-So, you see, we are not such unreason-

able people after all." Arthur said, in conclusion, that their men all along the line were firm and confident, and that his advices concerning the running of trains and the general condition of the road were very different from the reports given out by the company here.

Will Not Arbitrate.

CHICAGO, Feb. 29 .- Perkins, president of the Burlington and all its branch lines, is still in the city. When an Associated press reporter called on him this afternoon and reporter called on him this afternoon and informed him that in reply to a question Ar-thur had said that his side was willing to re-fer the questions at issue to a disinterested committee to arbitrate, and asked what the Burlington thought of that proposition, Per-kins said: "Unfortunately there is nothing to arbitrate, because the demands made upon us are of such a nature as to made it imposto arbitrate, because the sto make it impos-us are of such a nature as to make it impos-sible. We must control our property and cannot submit to anybody questions which relate to the best exercise of skill and exper-relate to management in the conduct of the involved, because the managers have offered in their answer to the demands to adjust and equalize wages, and they are ready to take that ques-tion up at any time."

the mileage system and the wages asked were conceded. The ground having been fully cleared an adjournment was taken, Perkins purpose being, it is understood, to consult with General Manager Stone anp consult with General Manager Stone any that of Chiefs Arthur and Sargent to confer with the chairman of the strikers' permanent committee on grievances. The Situation at Chicago.

CHICAGO, Feb. 29 .- The superintendent of the railway mail service said this morning that trains on the Burlington system were running all right in Nebraska, with the exception of the line from McCook to Denver, on the B. & M. All trains are running in IIlinois and Iowa. The train due this morning from the west at 6:55, arrived at 9:45, and the train due at 2 this afternoon from California was three hours late. About forty experienced engineers arrived from the east this morning. To-day an order was issued to

the striking engineers and firemen, which is the same as the one issued last night. It says if the men do not return at 13 o'clock to-day, they will be considered out of the company's service. As far as known not a man has returned. The entire suburban service of the Burl-Incentifie shouroan service of the Barri-lington road was in operation this morning. All trains coming in and leaving from the union depot were on schedule time. The fast mail went out at 3 this morning.

An Engineer Shot At.

CHICAGO, Feb. 29.-Engineer Stern, in charge of the fast mail train reaching here to-night was shot at while in his Aurora depot. It cab at supposed the assailant intended to frighten him off the engine, for although they stood on the platform close to the locomotive, the bullet did not enter the cab. Four men first jumped on the engine and attempted to hire him to desert. He refused. The men jumped off into the crowd and then came two pistol shots and a great hubbub followed. In the midst of the confusion

in keeping silent. Shortly before the train pulled out, the Pinkerton specials boarded one of the cars. The reporter sought to ascertain their desti-Stern pulled out. Telephonic inquiries failed to confirm the statement that Engineer Stern was shot at. It is denied that anything approaching the riotom proceedings described by him actually nation but without success. They didn't seem to know where they were bound for and occurred.

Statement of the Strikers.

seem to know where they were bound for and seemed to care less. They looked as if they were tired, which was likely the case, as it was supposed they had ridden all night. They impressed the stranger with the belief that they were not professional guardians of the pence. Their clothes, fash-ioned like the traditional police blue suit did not fit them. Many of the coats were torn or rinned and all bere testimony to usuace of LINCOLN, Neb., Feb. 29.-[Special Tele-gram to the BEE.]-The following statement was prepared to-day for publication : LINCOLN, Neb., Feb. 29 .- To the Editor of

ripped, and all bore testimony to usuage of other days. None of the officers wore police caps. Each man had a head-covering of his the Omaha BEE: In behalf of the Brother-hood of Locomotive Engineers that have recently resigned their positions on the Chicago, Burlington & Quincy system, we would like, own. Some of the men were old, some young, but none of them seemed particularly through your paper, to reply to some of the statements made by the officials of the "Q" at home in their business. The word to start the train was given by the yardmaster who should out, "Let'er go,

road 1. We will take up the question of pay. The officials say they cannot grant an increase of pay on account of the existing state and inter-state law, poor crops, low rates and a great multiplication of new lines. We will says that the printed annual report of the directors say that after paying all expenses, including the building of these new lines there was left a surplus of something over eight millions of dollars. Still they say that the engineer and firemen, whose life, loss of limb or being crippled for life, is always at stake while on duty, cannot expect the "Q" stake while on duty, cannot expect the "Q" to pay them for their services what other roads consider to be right compensation for

pulled out for the east. The reporter learned in the afternoon that the name of the man who brought in the train was Philback, the yardmaster at Ne-braska City. The conductor was Claude Champion. The train got its crew at Linemployes. Public safety in our own estimation is of more importance than the question of wages, and for their benefit we will give a brief his-tory of the engineers that are at present oln Noon was decided upon by the com-any as the time at which the Noon was decided upon by the com-pany as the time at which the strikers should return to work or else consider themselves not in the employ of the road. At the hour menrunning passenger trains in and out of Lincoln. On Monday, February 27, train No. 92 was brought in from Wymore by a wiper from the roundhouse, who two months ago knew nothing about an engine. They concluded that he should at least have tioned, the men did not go to work and to a BEE reporter many of them expressed a firm resolution to not return to their posts until the strike should be concluded in their favor. A B, & M. official told a BEE man that the officers were daily in receipt of applications for positions from engineers in all parts of the country and would have no difficulty in gatting all months experience, so have taken off and put him back to gradu-Monkey wrench machinists are six i ate. being put on switch engines to get a like ex-perience, say two or three hours, then are sent out with passenger trains. A man here

Omaha since last Sunday, and no switching has been done in the yards since last Mon-day. A Burlington official told a BEE re-porter last night that the road was saving money by not running freights, as owing to the present cut in rates there was no money in it and that other roads that were engaged in the war were under a heavy loss daily. Yardmaster Haves was seen by a HEE repearance and took up retired quarters in a corner of the depot, where, howaver, they were in full view of the platform upon which the men stood. One of them was found by a Baz man straggling along Tenth street, crossing the U.P. tracks and looking for a let-ter how. The mean term directed him to a mail ter box. The reporter directed him to a mail box and endeavored to read the letters upon the silver-plated buttons which ornamented his blue suit. The visiting officer, however, was averse to this attention, and refused to Yardmaster Hayes was seen by a BEE re-porter last night, and he emphatically denied the rumors that his switchmen contemplated

his one suit. The visiting oncer, however, was averse to this attention, and refused to tell anything about his associates as to where they were bound for, and simply said that they had arrived in the morning. At 12:15 o'clock train No. 4 from the west arrived and descended the grade east of Tenth street into the yards amidst a cloud of steam. She went down to the switch and then backed into the depot. By this time every striker and spectator was beside the track, and the two car-loads of passengers which were on the train, found some difficulty in disembarking. There was one express and baggage car and this heavily laden with produce, mainly eggs. Agent Pot-ter, of the Weils-Fargo and American Express company, was on hand on the arri-val of the train, and helped his men in the un-leading of the same. The engine was 111. It was found that it needed water, and Yard-master Hayes ordered it disconnected and the rumors that his switchmen contemplated taking part in the strike on the grounds that they were not to get their pay while they were idle. Mr. Hayes said the men were perfectly satisfied, and that their pay was going right along. As proof he showed his pay roll for the month of February, made up last night, and every one of the forty men under him are credited with full time.

Affairs at Lincoln.

LINCOLN, Neb., Feb. 29.-[Special Telegram to the BEE.]-Governor Thayer this morning emphatically denied the rumor that he had peen called upon to send troops to McCook. To the contrary, he expresses himself that there is not the least occasion for a call of that character, and whatever minor troubles exist he is confidento the local authorities The way form that is needed water, and farther master Hayes ordered it disconnected and run to the tank to get a supply. As the order was about to be executed, three or the B. & M. employes jumped into the cab with the engineer and fireman and can meet. Instead of receiving a warlike message from McCook, as published, the governor late last night received the follow-

Governor Thayer, Lincoln: No necessity for state militia at this point, Not the slight two special policement took up a position on the pilot, probably to notice any displace-ment of rails or other obstacles which might est danger to person or property. (Signed) Selon & Davis, Walsh & Boyd, H. C. Rider, Selon & Davis, Walsh & Boyd, H. C. Rider, L. Lyman & Son, C. M. Noble, James McEuten, A. C. Best, Wilcox & Fowler, John C. Allen & Co., Royal Buck, W. C. Latowertte & Co., J. E. Kelly, J. F. Bab-cock, E. R. Banks, C. W. Knights, F. L. McCracken, J. M. Eward, C. T. Bremer, T. C. McCracken, F. S. Wilcox, W. C. Bullard & Co., Little Bros. & Co., F. M. Kimmel, H. Prowbridge, J. H. Ludwick, F. K. Wanks short time when a line of regular and special policemen and a number of the Union Pacific employes ranged themselves on either side of the locomotive to prevent a repetition of the attempts to cripple the engine which it is said have been made in other citles. The here represent support the gap on The BEB reporter jumped into the cab, en-deavoring to find out the name of the engi-neer, but that functionary declined to talk rowbridge, J. H. Ludwick, E. K. Weeks, McMillan. and his confreres in the apartment aided him

The Burlington road at this point, up to 6 o'clock, had increased their service slightly, so that one-half of their twenty-six regular so that one-half of their nearly on schedule time. A freight consisting of four cars and a caboose started toward Columbus in the morning, but ah effort to move freight has not been made to any extent to-day. The usual number of engines remain dead in the round house, and the number disabled by inexperienced hands has increased. round house, and the number disabled by inexperienced hands has increased. To-day fifty-two special police have been on duty at the depot and yards, and no one but passengers with tick-ets and men in the employ of the company have been allowed on the platform. The dead line exists at the entrance of the depot to the platform, and guards are stationed at each door. The engineers and firemen at this point have not interferred with the road in any way, and interferred with the road in any way, and have not frequented the yards, and the dis-play of authority would seem utterly useless. The company continues its announcement made the past few days that the coming day would see freight moving, but there is little visible to day to warrant any such belief, and the few new men that have been engaged at this point are, as a whole, too in-competent to warrant long service. One of the new men engaged, who of the new men engaged, who has been firing heretofore, his old engineer states, was discharged six months ago for drunkeness. The usual efforts were made to secure men in the city who, with experience as stationary engineers, could be instructed sufficiently to run a loco-

motive. The following dispatch regarding two new men who have been secured for work was received to-day and its contents are an index of the men:

BRADSHAW, Neb., Feb. 29 .- To J. C. Saulsbury, Lincoln, Neb.; Please arrange for transportation for Bradley and Charles Mor-rison and I will send them on No. 42. Mor-rison has been running a farm engine for sov-eral years and he is a first-class No. 1 man.

A. B. W. It has been impossible to ascertain whether A B. & M. official told a Bet man that the officers were daily in receipt of applications for positions from swould have no difficulty in getting all the men they wanted. The latter would be subjected to rigid examination in both Chi-

of the great corporation of which their dewas a notice from Master Mechanic Hawksworth, ordering all engineers and firemen engaged in the strike to report for duty at noon to-day or consider themselves dis-charged. No attention was paid to the notice mands have been made. At 7:35 this morning, under the guard of a squad of police, the first train on the Council Bluffs divison with Engineer Dudley at the [throttle, started out by the men here and it was regarded as a bluff. Another passenger train arrived from Lincoln this afternoon. without creating any disturbance. At 8:20 the Hannibal train, covered with police, left

Strikers Arrested at McCook.

McCoox, Neb., Feb. 29.-[Special Telegram to the BEE.]-By the assistance of some fifty Pinkerton officials who arrived this morning in charge of Captain Fo ley, of Chicago, the company succeeded in getting out three passenger trains -one west, two east. All day these men have patrolled the yard, watching everyone venturing near the depot. District Attorney Pritchard, of Omaha, Deputy United States Marshal Stewart, of Omaha, and Commis-sioner Tanner, of Hastings, came in this

morning to arrest several strikers on the charge of interfering with the United States mail. They were taken to Hastings this afternoon for examination. Everything is quiet among the strikers. No interfering with the company men, but as yet the company has no competent engineers running trains.

At Blue Springs.

BLUE STRINGS, Neb., Feb. 29.-[Special Telegram to the BER.]-The strike at this sked concerning the engineer, said: "I don't know his name. If I did I'd be ashamed to use it in my mouth. We won't interfere with such men as he. We are here to pre-vent members of the brotherhood from runplace shows an unbroken front. Every brotherhood engineer and fireman quit vent members of the brotherhood from run-ning on the road. The company can employ all the men outside of the order they can get, and its a poor set they will have, too." The expineer on the outgoing train was doubly guarded, and not a word was allowed to pass between him and the crowd. It is reported that his name is Dudley, and that he came from St. Joe last night. promptly at 4 o'clock Monday morning. Since that time no trains have been moved, except an occasional passenger train. These have been placed in charge of men who have fired a trip or two, and in some cases men who have never pulled the throttle of an engine before. This causes great indignation with the traveling public, and much comment is indulged in by our citizens to the effect that the Chicago, Burlington & Quincy system has always proclaimed to the public that it employs only skilled workmen in the conduct of its affairs. These incompetent men protest against this, freely admitting their inability to properly and safely handle the engines, yet they are forced to do this or be summarily dismissed. It seems to me that this is a proper subject for the railway com-missioners of the state to take hold of and regulate at once, because if this state of afan occasional passenger train. These have The threatened strike on the Santa Fe does not materialize, and the talk is now of trouble on the Ft. Scott road. While the strikers are very orderly, pre-cautionary measures are being taken and twenty special police were sworn in for duty at the union depot to-day. There is no mis-taking the fact that the Knights of Labor taking the fact that the Burlington when-here are quietly aiding the Burlington when-ever possible, and this is admitted by promi-nent members of the order here. There is regulate at once, because if this state of af-fairs continue the lives of such as are comnot the slightest evidence of weakening on either side. pelled to use the road are constantly in jeopardy.

Condemning The Strikers.

NELSON, Neb., Feb. 29.-[Special Tele-gram to the BEE.]-At a special meeting of crowds which were noticeable around the the board of trade of Nelson, Neb., held this union depot Monday and Tuesday have day, the following resolutions were unanimostly left. The situation, however, remously adopted : mains unchanged so far as it affects the

Whereas, The Brotherhood of Locomotive Engineers and Firemen have, in our opinion, without any just cause inaugurated a strike and abandoned their positions, heretofore held in the employ of the Chicago Burling-ton & Quincy and B. & M. railway system, to the great damage of said company and inconvenience of the public; and Whereas, The officers of the road, manag-

ers in general, and F. S. Granger, train-master of this division, have exerted themselves with untiring energy for the accommo

dation of the public; now, therefore, be it Resolved, That we commend the said com-pany and their officers for the stand taken by them in relation to said strike, deeming it to be just and equitable, and in the best interest of the employes and the people at large. Resolved, That we especially commend the action taken by the management in general

in their efforts to keep the trains moving, and especially that of F. S. Granger, trainmaster of this division, he having taken hold of the

of this division, he having taken hold of the levers in person and run the main passenger trains of this division. **Resolved**, That the secretary spread these resolutions at length upon the records and forward a copy thereof to the management of the system, to F. S. Granger and to the newspapers for publication. newspapers for publication. W. T. BOLTONFIELD, President.

S. A. SAPP, Secretary. At Nebraska City.

Brooklyn elevated roads. Five carloads of NEBRASHA CITY, Neb., Feb. 29.-[Special

GRANT MEN CO TO MADRID.

But No Blood Yet Spilled in the County Seat War.

TWO DIFFERENT STORIES TOLD.

The Grand Army Encampment Selects Norfolk as the Place of Holding the Next Reunion-Other

Nebraska News.

Perkins County Troubles.

is without policy protection. Assistant Superintendent Fish said to-day: "Every-MADRID, Neb., Feb. 29.-[Special Telegram to the BEE.] -Depositions were taken from thing is working as well as possible. I had over one hundred applicants for positions yesterday, and at least fifteen this morning. Grant men to-day in this place to be used in yesterday, and at least fifteen this morning. It will not be hard work to supply the strikers' places. I just received a dispatch that a newspaper editor had proven himself to be a first-class engineer and had been given a position. He is a Missouri editor." The Council Bluffs train left the union depot at 11:15 amid the jeers of a great crowd. Manager Murray, upon being asked concerning the engineer, said: "I don't know his name. If I did U he ashemed the case of B. S. Wise, custodian of the poll books in Grant at the late election. A mandamus was applied for and the hearing set for March 2 at Ogallala. Evidence of such damaging character was brought to light that the mandamus will in all probability be granted. During the latter part of the day, and while the above evidence was being taken, a crowd of hoodlums was organized at Grant who avowed their intention of wiping Madrid out of existence. They reached a hill about a mile from town, held a consultation and made no further advance, as their bravado oozed out in proportion as the distance to their destination lessened. No man from Grant has ever been mistreated in this town, notwithstanding the numerous amount of telegraphic lies that have been promulgated throughout the state by professional prevaricators.

The Grant Side.

GRANT, Neb., Feb. 29.-[Special Telegram to the BEE.]-Four Grant citizens went to Madrid to-day in answer to a summons issued from Judge B. F Hastings' court to give depositions to be used a case pending in the district court at Loup City. The depositions to be taken were in relation to the poll book robbery mentioned some days ago in the BEE. Upon the arrival of the four Grant men they were received in front of the judge's office by a mob of Madrid citizens, and were warned to protect themselves and

that the authorities of the law were poweriess to prevent them from receiving routh usage. Judge Parsons, attorney for the witnesses, said they were there by the order of the court, and demanded protection and as-sured that the first member of the mob who laid a finger on one of the witnesses would fill a pauper's grave. Dr. Wells, a witness, promised six of them death in six seconds, and exhibited the deathly weapon. The nerve of the four determined men had a quieting effect, and as soon as the mob learned that a telegram had been sent for reinforcements from Grant they left for their homes. Steps were being taken to have the leaders of the mob put under arrest. The opinion of a great many is that it was a scheme con-cocted by Madrid men to get Grant leaders

on their own fighting grounds, thereby gain-ing advantage, and that the summons to take depositions was only a decoy. If such is the case the judge will no doubt find himself in a tight box QUINCY, Ill., Feb. 28 .- All is quiet about tight box.

The Grand Army Boys.

LINCOLN, Feb., Feb. 29.- Special Tetogram to the BEE.]-Four hundred delegates reported at roll call to-day at the opening session of the Grand Army encampment and the day was given over to routine business. All resolutions offered were referred to a committee, to report to-morrow, and the election of officers was made a special order of business to-morrow at 10 o'clock. A special , committee was appointed who at that time will report a list of sixteen delegates to attend the national encampment at Columbus,

was so nearly unanimous for Norfolk that Lincoln withdrew and Norfolk was selected

Thayer of

A Conference Held.

CRICAGO, Feb. 29 .- The Times to-morrow will say. Within twenty-four hours possibly the Burlington strike will be ended. It is said President Perkins to-night personally met Chief Arthur and reached a partial understanding. When they separated it was with the agreement that they should come together again to-morrow and resume the consideration of the difficulty between the company and the men, and bring it, if possible to a mutually satisfactory conclusion. The details of the conference wese not made public, but the impression was sought to be created that the strike was largely the result of a misunderstanding on both sides. The only person present at the meeting besides Messrs Perkins and Arthur were Mr. Sargent, of the Firemen's brotherbood, Mr. Perkins' private secretary and a prominent Knight of Labor. It is understood that the latter person, whose name is withheld, was to a large degree instrumental in bringing the meeting about.

Whether the strike is settled to-morrow or Whether the strike is settled to-morrow or not the affair is rapidly approaching a crisis. At the union depot to-night 170 skilled engi-neers arrived from the east under contract with the Burlington road. They are Knights

of Labor from the Reading system. An official of the Burlington road said this evening: "Most all of our passenger trains and some of our local freight trains are being run in Nebraska. In Iowa we are running some freight and most of our passenger trains. Things on the Hannibal & St. Joseph are the same as they were yesterday. ran about thirty passenger trains in and out of Chicago to-day. All of the twenty-four engineers that arrived here last night from New York were examined to-day and found competent. We expect to resume switching, to a limited extent, in the lumber district to-

The officials consider their prospects flattering, and predict a resumption of the enre passenger service within two days. Iembers of the brotherhood so far as ascertained, to a man, ignored the order of the company to report at noon to-day or consider themselves discharged.

General Manager Stone to-day sent a long letter to all division superintendents in which he says the company is extremely anxious that such of the old men as are competent, sober and industrious should come back to the service. The time is at hand, he says n a great deat can be done by persona when a great deal can be done of personal talk to induce good men to give up what must inevitably be a contest full of disater to them if proceeded in. He says the company fully realizes the sutuation; knows the difficulty of filling the places with good men who know the road, and knows the losses of a prolonged conflict. All this has been fully considered and taken into account, but it is simply impossible for the company to yield to the demands which have been made. The general manager have been made. The general manage hopes, therefore, that those holding a posi tion in the service which will enable them to do so will use the utmost exertion to convince the men by persuasion and induce them to come back into the service, satisfied to let the company and its officers manage its own

to-night Mr. Perkins admitted that he had been in conference during the even-ing with Messrs. Arthur and Sargeant. He ing with Messre, Arthur and Sargeant. He declined to say whether any result was reached or who had inaugurated the pro-ceedings. Chief Arthur and Mr. Sargeant were still more reticent. From another source it is learned that the misunderstanding, which was removed lay in the fact that Perkins had declined to meat the statices graven a committee and iny in the fact that Perkins had declined to meet the strikers' grievance committee and had placed the matter in the hands of General Manager Stone. Mr. Perkins, it is under-stood, explained why he could not possibly have come to Chicago at the time. Arthur and Sargent said that, under the circumstances it could not have been expected that he should meet the committee. Then the engineers' demands were some over of interested strikers. The force of four local policemen which was Tuesday on duty was yesterday strengthened by the addition of about a dozen specials in citizens' clothing, each of whom bore a star upon his breast. They paraded the platforms in a modest manner and attracted only passing attention from the environmen. Then the engineers' demands were gone over in detail and Chief Arthur showed where tital concessions could be made providing Pinkerton watch, of Chicago, made their ap-

in Lincoln was yesterday offered an engine who, to use his own expression to an engi-neer within two weeks: "I have seen snakes on the walls six times." Last night a civil engineer took a train to Wymore. When ready to start he opened the throttle and the

lever is to the practical engineer. This we believe is a fair example of the class of men

3. The results. The press has already

house from sixteen to eighteen months for less pay than a man gets for shoveling on the section. Then he has to

on the section. Then he has to fire from three to five years, for which he is paid \$40 to \$60 a month. As

this classification of pay advances, then for one year he must take engines from the train

to the roundhouse, put coal and water in them, and take the fire out for the same pay as he did his fring for. Then he is allowed to switch in

the yards two years at 15 cents more pay than he got for firing, with the responsibility of an engineer attached. From this

than he got for firing, with the response to the second se

engineer from seven to nine years of the best of his life are gone, if he can last this

long without being discharged from the

Stars, Specials and Strikers.

Yesterday was not a very agreeable one

to stand around in the manner in which the

striking engine men of the B. & M. have

been standing in the yards for the past two

days. The atmosphere was moist, and a

persistent mist fell in a volume which

dampened everything it touched. A cold

breeze from the north froze the moisture

upon the platforms and chilled the patient

strikers. Among the latter were a number

of tramps, who seemed to be particularly

happy that in the eyes of the uninitiated

An an early hour the following placard was posted on the walls of the depot and express company's depot, which is -located on the

ground of the B. & M : NOTICE. All persons not employes of the company

The warning was little headed. The bangers-on were as numerous as the day be-fore and sought shelter under the ample ap-merode to the day to the day be-

proaches to the depot, under which they avoided the falling mist.

9:30, its departure being attended by a host of interested strikers.

Train No. 1 for the east left the depot at

they might appear as engineers or firemen.

COMMITTEE.

they have.

and water

service.

[Signed,]

Another batch of engineers arrived in the morning, and after examination will be for engine started in the direction of Plat's-mouth, and had not the train been stopped warded to various points throughout the sys-

it would have probably injured the depot, as they stood on the stub track at the west end of the depot. The engineer either had forgotten in his great excitement or did not know of what use the reverse It was later ascertained that Pinkerton men mentioned above were sent to both Oreapolis and Pacific Junction.

interfere with the progress of the locomotive. The engine ran to the tank and returned in a

Charley." "Oh, his name is Charley, is it?" cried a

ovstander who had witnessed the unsuccess

ful attempt o, the reporter to learn the .en-

"Charley what?" exclaimed a second. "Where does he come from?" asked a third. All of these queries produced hearty peals

An of these queries produced hearly peaks of laughter which the escaping steam was not loud enough to destroy, and with this slight demonstration, the engine loaded with auxiliary men and specials

rineer's name.

pulled out for the cast.

learned that ex-Justice Crawford who made a hasty descent from the bench a short time ago was an applicant for the position of engineer, his experience be-ing, it is claimed about ten months of firing on the Union Pacific. It is stated the company offered him a swith engine, but the exjustice's ambition craved a passenger engine, which, however, could not be obtained.

a. The results. The press has already given the account of several accidents where bodily injuries have been sus-tained. Yesterday it is understood that two engines were burnt for want of water on the crown sheet and LAST NIGHT'S DEVELOPMENTS. The crowds of dissatisfied Burlington engineers and firemen, together with the flues. This is considered by a first-class en-gineer a great disgrace, and the man is al-ways discharged and never an objection tramp element who are beginning to make the platform of the road's depot a loitering 4. We wish to say that the engineers and place, expressed great surprise about night-fall last night over the "mysterious disap-pearance" of the detail of Pinkerton police firemen are determined to remain good, law-abiding citizens. If there is any rioting done abiding citizens. If there is any rioting done it will be done by outside par-ties. We are pledged to not go into saloons. If the saloons depend upon the trade of the engineer and fireman for support Nebraska would be like our sister state, Kansas, "a prohibition state." A great many think an engineer is paid too much money at present rates and has no occasion for quitting the company's service. The public should consider that an engineer must commence at the foot of the ladder and work in the round-house from sixteen to eighteen months for

pearance" of the detail of Pinkerton police who had been on duty throughout the day. It seemed as though the earth had opened and swallowed them, so sudden was their extinguishment. It was learned a little later that they had retreated to the yards, where they were taken aboard of train No 4 bound for the east that left the depot about 7 o'clock, fifteen minutes behind regular time. The engineer and fireman were recent arrivals from Pennsylvania, and the conductor was the regular one.

A few minutes after the departure of the train for the east, and when the dummy from Council Bluffs steamed into the Union Pacific depot, there embarked from the car twenty-eight more Pinkerton police, better uniformed, disciplined and more sturdy in ap-pearance than those who had been in the pearance than those who had been in the city during the day. In the main the twenty, eight were composed of young, hardy looking fellows, and they all wore, besides their uni-forms of blue, wide soft brimmed hats orna-mented with gold cords. They were formed into platoons and marched to the Windsor hotel, where they partook of supper, which was settled for by a man who was addressed as captain, and was attired in the Pinkerton regulation uniform. After supper they re-turned to the Burlington denot and were turned to the Burlington depot and were permitted to conduct themselves as they felt lisposed. They made no acquaintances or confidents, and spoke to no one outside of their own circle. A BEE reporter attempted to win himself into the good graces of several, but was unceremoniously snubbed. The re-porter learned, however, that the twentyeight had come on from a certain point in Minnesota where they had been on duty, and had arrived at the Bluffs in the evening over the Northwestern railway. They carry with them a full stock of Winchester repeat with them a full stock of Winchester repeat-ing rifles, which are carefully stowed away in boxes when not in use, and several boxes of the despription indicated arrived from the Bluffs on the overland flyer over the Union Pacific shortly after 9 o'clock and were transferred to the Burlington depot to wait the appearance of train No. 3 from the east, which was expected at 10 o'clock. It was understood that the twenty-eight men was understood that the twenty-eight men were to journey on towards the west on this train, but their objective point was not made clear. The men themselves said they did not know where they were going, and by way of a joke among themselves said it was either Denver, Chevenne or Shoel. The truth, however, is, as a BEE reporter learned, they will stop off at McCook as the company anticipate

trouble there to day. Train No. 3, the one on which the Pinker ton forces departed, did not arrive until nearly 11 o'clock. It was manned by a non-brotherhood engineer and fireman from Penn sylvania, who had run the train from Platts-mouth. At this point they were relieved by a Pennsylvania engineer and fireman, and it was nearly midnight before the baggage, express and mail cars were emptied and replen-ished, after which the train pushed on towards the setting sun. The Kansas City "stub" out of Omaha that leaves about 9 o'clock every night when mat-ters are amicable has not been put on yet, but the officials claim that the Council Bluffs connection: to this train is running regularly, and that they are prepared to re

ve and carry passengers between Omaha No freighte have been run in or out of

subjected to rigid examination in both Chiother side on the ultimate result. The dis-abled engines are pointed to as the direct recago and Omaha, and only competent men

abled engines are pointed to as the direct re-sult of using inexperienced men, and it was reported at their headquarters that both engines 54 and 55 had been added to the disabled list, the latter being burnt out and having been brought from Roca. During the afternoon a committee waited upon ex-Senator VanWyck, who is in the city.

apon ex-Senator VanWyck, who is in the city, and escorted him to the hall. The senator who is at all times an earnest and honest friend of labor, was heartily received, and in an impromptu talk he urged the men to remain in their struggle the good citizens that they had been and good workmen. He pointed to the corporate power and the wealth of the Boston capitalist arrayed against them. But a principle of right was But a principle of right was worth contending for more than these, and

their honest, law-abiding acts as citizens would win them friends from all classes. After the talk there was an enthusiastic half hour of hand shaking.

Special Police at Plattamouth.

PLATTSMOUTH, Neb., Feb. 29.-[Special Telegram to the BEE.]-The first evidence of a bitter feeling in connection with the strike occurred here this afternoon. Up to noon to-day there was no bitterness expressed, but at 1 p. m. a train from the west brought in a squad of fourteen strong men, clad in the blue coats and brass buttons of the metropolitan police. This party was in care of B. & M. Detective Pinneo. They stopped in this city and huddled together about the ticket office. During the afternoon, it is claimed, they were sworn in by the mayor, who is a B. & M. employe in the store department, as policemen. They also supplied themselves with long hammer handles for use instead of policemen's clubs, with which they patrolled the platform all the afternoon with an air of authority, exciting considerable indignation among the citizens, who deemed it an unwarranted intrusion upon the local police system. Finally at about 5 o'clock this afternoon one of the strikers, a fireman named Zinn, was walking

along the platform and was ordered off. Re-fusing to go, he was seized by the one desig-nated as captain of the squad and forced off the platform and across the track. Zinn pro-ceeded to the police court and procured the fellow's arrest. Officer O'Neil swore out the warrant charging the uniformed special with assault and battery, and he was taken into police court, where he pleaded not guilty and asked for a continuance to allow him to pro-cure witnesses and counsel. This was granted and the cause continued until 10 o'clock to and the cause continued until 10 octock to-morrow, the prisoner entering into a recognizance for \$100 with Dr. Livingston as security. He at first gave the name of John Doe, but finally wrote it for the court, saying that he did not care to have the crowd present hear it. It was Michael Donnelly, and he is supposed to be a Lincoln hack driver. The affair caused great excitement. The placing of these strong looking bullies as policemen in the city is looked at as an effort upon the part of the 'railroad company to incite a bad feeling and trouble where none was anticipated. They are still on duty. The strikers are keeping cool and duty. The strikers are keeping cool and entirely peaceful, but there is anticipation of trouble on account of this movement.

At Hastings.

HASTINGS, Neb., Feb. 20.-[Special Tele-gram to the BEE.]-The continued strike of the Ogineers is exciting a livelier interest here in the condition of affairs, but everything remains quiet. Passenger train No. 1 came in from the east last night at 10:30, pulled by a freight conductor named Miller, who was formerly a fireman. He returned east this morning with No. 6. A freight train arrived from the east at 1:30 this morning, and the first passenger train west on the main line pulled out at the same time, with a man named Moore, not a regular encincer; at the throttle. The train carried a number of Pinkerton men bound for McCook. A number of Pinkerton men are stationed, in this city, although their presence is not needed. Posted conspicuously upon the depot this morning

relegram to the BEE. - There is no ma terial change in the strike at this point. The report from Hamburg, Ia,, regarding trouble and killing of engines at East Nebraska City is denied by the officials. Everything is most orderly. All passenger trains south and west are moving and teams have been substituted for the dummy between East Nebraska City and Nebraska City Junction, and a mule team took the place of the switch engine on the bridge works.

At Mason City.

MASON CITY, Ia., Feb. 29.-|Special Tele gram to the BEE.]-The chief of the brother hood was visited at his home to-night. He said: There are twenty divisions of the brotherhood in the state, numbering 5,000 engineers, and as many firemen. All of these will stick to their brothers of the Chicago, Burlington & Quincy. The matter of classi fication, of which they justly complain, was brought before our last convention and dis cussed and considered unjust. The Burling-ton men wished the classification system abolished to protect themselves, because a preat many firemen were being constantly promoted, gradually reducing the demand for engineers, and when an engineer had run nearly three years and was about to become nearly three years and was about to become entitled to the highest wages he was laid off on the slightest pretext and a fireman pro-moted, to whom they would have to pay less wages. By this scheme the "Q" has kept a force of engineers who were under-paid, and they had no redress. Our men all rccognize that the "Q" men struck as a final resort, and will support them as far as pos-sible when called upon. I do not think that other roads will try to aid the "Q" in its present emergency, but if they do there will doubtless be pretty vigorous kicking all along the line. All of the good and reliable engi neers have always employment, and those who are out of a job and waiting for such a chance as this are men who have been dis-charged and expelled from the brotherhood for drunkenness, burning out their engines or stealing. There are a good many relia le engineers who are not members of the erhood, but their sympathies are with the strikers.

CRESTON, In., Feb. 29.-[Special Telegram to the BEE.]-No changes in the strike situa tion here to-day. Eight passenger trains and two freights have been run over the main line since midnight, and all passenger trains are running on the branches of the west Iowa division. A committee from the broth erhood from Creston are in Des Moines t induce the governor to prevent the railroad company from placing incompetent men in charge of passenger engines. The strikers are standing firm and preserve good order.

At Burlington.

BURLINGTON, Ia., Feb. 29 .- The Burlington road within the past few days has engaged thirty engineers on the Iowa divis ion and is handling nearly all its passenger trains. They will probably begin handling ocal freights to-day. The company posted : bulletin yesterday notifying all engineers and firemen to return to their engines by Wednesday next or their services would no be required.

At Des Moines.

Des Mornes, Ia., Feb 29.-[Special Tele gram to the BEE.]-There has been no material change in the strike situation here to-day. An occasional train crawls in and out of the depot, with conductors or other employes in the cab. Trains are late and no freight is moving.

At Kansas City.

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KANSAS CITY, Mo., Feb. 29.-[Special Tele gram to the BEE.]-At noon to-day the great strike was officially recognized by the Bur lington system, and every striking engineer and fireman in Kansas City was discharged in accordance with the notice issued by the Burlington vesterday. This notice created a great deal of excitement. Many of the notices were torn down by the excited strikers. None of these reported for duty here, and all are now entirely out of the service

the first sector

passed throug rs and firemen the city this morning en route for Chicago. There were 250 in the party and they were nearly all Knights of Labor, and mostly former employes of the Reading road. In an interview one of them said they O. The report of the adjutant general showed 235 posts in good standing, with a membership of 7,164, an increase in the year of 1,100. The quarter master's report showed (6) 1,100. The quarter master's report showed their receipts to be \$5,141.45, expenditures \$4,357.40, leoving a balance on hand of \$282. The question of the location of the next re-union brought out Lincoln, Norfolk and Grand Island as applicants. Grand Island made no particular effort and the sentiment was so nearly unanimous for Norfolk that were not going as Knights of Labor but as individuals. He said they could get work no where else and there are 3,600 men who were

the depot in charge of an unknown engineer

and proceeded without molestation. The

moving of passenger trains to-day was prin-

cipally confined to the Kansas City, St. Joseph

& Council Bluffs. Travel on the Hannibal

& Joseph is much impeded and the plug train

for Cameron was abandoned. The principal

difficulty arises from trouble at Brookefield,

where the strikers are very strong and the road

At St. Joseph.

ST. JOSEPH, Mo., Feb. 29.-[Special Tele-

gram to the BEE.]-The strikers continue

to be very orderly in this city, and the large

various branches of the "Q" leading out of

St. Joseph. The strikers, though quiet, are very determined. The circular issued by General Manager Merrill yesterday, notify-ing the striking employes that neglect to re-

turn to work by noon to-day would be a cause of dismissal, has had no effect on them. General Manager Merrill still declares that

the company will not give in and a prolonged fight is certain, and grave fears are ex-pressed that the fight will extend to other

At Quincy.

the Burlington yards. Fifty special police

are on duty here. The freight embargo is

beginning to be seriously felt and threatens

serious loss to the city's manufacturing in

The Cutthroat Game.

PITTSBURG, Feb.20.-The Knights of Labor

engineers of the Reading railroad have

clearly outlined their policy. According to

an interview with one of the engineers, they

will take the places of the Burlington

strikers and will promise Chief Arthur of

the brotherhood to return to their homes if

he calls his engineers off the Reading and

roads.

terests.

on the Reading who may go to Chicago. William E. Bailey, of the executive board of the Knights of Labor, was a passenger on the same train. He said he was not with the party. He did not sanction their move, but thought they had been badly treated by the

unanimously. The date for the reunion is fixed for August 27 to September I. The next encampment was located at Kearney. One of the features of the day was the brotherhood New York, Feb. 29.-Over one hundred engineers and firemen were engaged this morning in this city to take the places of strikers on the Chicago, Burlington & Quincy an elegant G. A. R. badge voted at their last encampment, the presentation speech being made by Captain Palmer. The badge is an elegant one, of solid gold, set with twelve road in Chicago. READING, Pa., Feb. 29.-Sixty Knights of diamonds, and costing \$150. The governor made an eloquent speech of thanks for the Labor engineers and firemen from Palo Alto

and vicinity passed through here by special car for Chicago at noon to-day. POTTSVILLE, Pa., Feb. 29.—Another party of seventy-five locked out Reading engineers and firemen left this city this morning. They are provided with through transportation to Chicago. The knights' leaders here express no sympathy with Powderly's position, bu favor the action being pursued by the Read

· Wages Raised.

PITTSBURG, Feb. 29 .- The management of

ance, is increased 10 cents per trip. It is

thought the advance will be satisfactory to

BOLD TRAIN ROBBERY.

Bandits Stop an Express in Arkansa

and Make a Haul.

PINE BLUFFS, Ark., Feb. 29.-As the train

on the St. Louis, Arkansas & Texas railroad

north bound stopped at Kingsland about

1 o'clock this morning, three men stepped on the platform of the baggage car

next to the engine. About one mile from

Kingsland the train suddenly came to a

standstill and the conductor stepped to the

door to see what was wrong. As he opened

the door a bullet whistled by his head and he

at once retired into the car, where he remained

during the trouble. The robbers went to the

engine and compelled the engineer and fire

man to throw up their hands. They were then ordered to call on the messenger to open the car. They did as ordered, but he

ing strikers.

he men.

Among those speaking at this campfire was ex-Senator Van Wyck, who was received by the soldiers with much enthusiasm. Despite the attraction at the state house a large number of the delegates occupied the corridor of the hotels working for their cana didates for commander and the contest promthe Pennsylvania road this morning replied ises to be close. to the request of the men for an increase of wages. The pay of employes of the Fort Wayne road and its branches, west of Alli-

gift. To-night the governor and staff, assisted by the mayor, held a reception in the senate chamber, and a campfire followed in repre-sentative hall that was largely attended.

gift.

Happenings at Hebron.

HEBRON, Neb., Feb. 29.-[Special Telegram to the BEE.]-Charles Hopkins, colored, who was arrested last week for stabbing J. Marshall, of Giliad, this county, had his preliminary examination yesterday before County Judge Goodhue. C. L. Richards, county attorney, appeared for the state, and B. S. Baker and T. S. Fisk, of Hebron, for the defendant. After a thorough examination of numerous witnesses, the defendant was held to appear at the next term of district court, his bond being fixed at \$1,000. next term of Measures are being taken by our citizens looking to the putting in of waterworks the coming season. A meeting of citizens is called for Monday evening, March 5, when the committee now having the matter in charge will report and plans agreed upon. There seems to be but one sentiment on the question and that is in favor of the improvements.

Fell From the Train.

COLUMBUS, Neb., Feb. 29.-[Special tele-gram to the BEE.]-About 4 o'clock this afternoon as freight train No. 21 was switching for the fiyer to pass here, R. S. Mansfield, a brakeman, fell from the train between the cars and got from between the track and walked back to the caboose, but suffering internally from the injury he received in falls ing, and while leaning over the rail at the ing, and while leaning over the rail at the end of the caboose fell into another's arms and expired in ten minutes from the time he fell. He leaves a wife and four children, residing at Council Bluffs. The following is the verdict of the coroners inquest: That the deceased, R. S. Mansüeld, came to his death from internal injuries received by a fall in crossing a car of machinery in the dis-charge of his duty as breakman, while in the employ of the Union Pacific railway dom-pany.

pany.

Thu

Bridge Company Incorporated. NEBRASKA CITY, Neb., Feb. 29.-[Special Telegram to the BEE.]-The Nebraska and Iowa bridge company, of Nebraska City, was organized to-day and articles of incorporation will be filed within a few days and stope have been taken to secure the necessary charter for building the proposed wagon bridge across the Missouri, according to the plans of S. N. Stewart, of Philadelphia. The bridge is to be completed the coming summer.

Wahoo's Business Men's Club.

at a comparison

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WAHOO, Neb., Feb. 29.-[Correspondence of the BEE. |-Monday night a large number of the business men of the city met in the city hall and formed a business men's club for the promotion of this thriving oity. An

refused to open the door. Then began a fusilade, which lasted while attempts were being made to force a way into the car. Their attempts were ineffectual, and after setting the car on fire they were enabled to get in. The messenger opened the safe for them and the contents were quickly trans-ferred to a sack, which they carried. The mail car and passengers were not molested. The Between \$5,000 and \$10,000 are thought to have been taken. The sheriff and posse are in pursuit of the robbers.

Morrison for Vice President. TUSCOLA, Ill., Feb 29.-[Special Telegram the BEE.]-To a direct question put to William R. Morrison by a prominent democratic politician of this city as to whether he wanted the nomination for vice presidency, Mr. Morrison wrote to the effect that he thinks the wishes of Indiana should be considered first. If that state presents a good man for the position to the democratic national convention in good and earnest faith, the wishes of the state should not be disregarded. He further says that if the position is to fall to some man outside of that state to consider him a

candidate in the full sense of the word. Th declaration from him is fresh from his pen.

Received His Commission.

RAPID CITY, Dak., Feb. 29 .- (Special Tele

gram to the BEE.]-E. G. Spilman, of this

place, to-day received notice of confirmation

by the senate on Monday of his appointment to be register of the land office at Devit's

Lake, Dak. He will leave for that place in

thirty days.

for some they be

At Creston.