## ENJOINED FROM STRIKING.

Judge Dundy Issues an Order to Union Pacific Engineers.

MUST HELP THE BURLINGTON.

Incompetent Men at the Throttle Cause Two Serious Accidents-The Rock Island's Attitude-Statements of Engineers.

Enjoined Union Pacific Engineers. Yesterday in the United States court the Chicago, Burlington & Quincy railroad company, through its attorney, C. J. Greene, secured an injunction against the Union Pacific railway company, its officers and agents, and particularly its engineers, restraining them from refusing to perform their duties under the inter-state commerce law; also against the engineers of the Union Pacific railway to restrain them from striking or from organizing or combining to direct a strike. The bill sets out that the Union Pacific railway companyandits employes have refused and still refuse to haul, handle or deliver traffic originating on or destined to any point on the Chicago, Burlington & Quincy system or passing over any part of it in the transportation of which it has any interest. This action on the part of the men is the result of a combination entered into by them and other members of the Brotherhood of Locomotive Engineers for the purpose of crippling and destroying the business of the Chicago, Burlington & Quincy, and thereby forcing it to discharge from its employ the engineers now in its service and compelling it to replace them with members of the brotherhood. Such action is a violation of the inter-state commerce law, and the Union Pacific railway company and its employes in refusing to handle the traffic of the Chicago, Burlington & Quincy, lay themselves open to punishment under that act. The engineers being fully aware of the unlawfulness of their purpose in refusing to interchange business with the Chicago, Burlington & Quincy, and knowing that they can be proceeded against for refusing the same services to the Chicago, Burlington & Quincy that they give to the traffic of other lines, and anticipating any action that might be taken against them for such unlawful refusal by the Chicago, Burlington & Quincy or any business man, or other inter-ested person, have combined, con-spired and agreed upon as individuals and as members of the Brotherhood of Locomotive Engineers to strike the moment the aid of the courts should be invoked to compel them to desist from their unlawful refusal, or the moment their employes, the Union Pacifile railway company, should authoratively and positively command them to re-ceive and command them to handle the Chi-cago, Burlington & Quincy traffic.

The bill then goes on to ask that the en-gineers be enjoined and restrained from thus

striking in order to carry out the uniawful purpose in refusing to handle Burlington freight, viz: to force the discharge of the en-gineers now in the employ of the Chi-cago, Burlington & Quincy, and their replace-ment with an equal number of members of the brotherhood. This, says the petitioner the brotherhood. This, says the petitioner, is probably the first instance of the power of the court being invoked to restrain men from striking. It may seem very much like com-pelling a man to work when he does not want to, but that is not the real effect or purpose. The order of the court simply says that men who, as members of a vast order, have resolved and agreed upon among themselves as such members and as individuals to take the extremest measures in their power in order to destroy and damage the property of an employer for the sole reason that such employer has in his service men who are not members of such order, and thereby force their discharge and replacement with members of such order, they will be enjoined from carrying out such unlawful purpose. And if, for the more effectual accomplishment of their purpose. pose by the destruction of their employer's property they declare what amounts to a boycott upon its business, and to carry out such purpose threaten to strike, they will be enjoined from this just as they would from any other unlawful means for accomplishin their purpose. The orator does not at all involve the idea that an individual will or can be made to work by a court when he does not wish to, but simply that a number of men cannot combine and conspire together to cease from work at one time when having no complaint or grievance against their employers, they do so only to destroy the property of another and thereby damage the whole business interests of the country. This is the theory advanced by Mr.

The injunction was granted by Judge Dundy, and next Monday was fixed as the time to enlarge, restrict, modify or dissolve such injunction.

Court Proceedings Postponed. CHICAGO, March 9 .- All court proceedings by the Burnington railroad against Chief Arthur and the Wabash railroad were brought to a sudden halt by Judge Gresham this after noon. He announced the whole matter would be postponed until Monday. The reasons for the delay is ostensibly to give the attorneys for the Wabash time to answer, but the Bur-

lington did not particularly oppose postpone To an Associated press reporter Judge Gresham explained that Robert T. Lincoln, counsel for the Wabash company, had said that he had been in consultation all morning with Receiver McNulta, endeavoring to wade through the mass of documents filed by the Burlington, and prepare a suitable answer. They had found it impossible to do so in a short time, they said. Judge Gresham there-

fore, in the absence of any serious opposition to the delay by the Burlington, had decided to let the whole matter wait until Monday. According to St. John. CHICAGO, March 9 .- In the correspondence between General Manager Stone of the Burlington and General Manager St. John of the Rock Island railroad, r given in these dispatches last night, there was one letter that was missing. Stone's first letter was under

date of March 6. To this the Rock Island people replied the same day as follows: "H. B. Stone, general manager Chicago Burlington & Quincy railway—My Dear Sir: I have your favor of March 6, and must state in reply that your company in the present condition of things should not insist, or even suggest that the Rock Island or any of its adjuncts should receive freight from, or deliver freight to your company, until a better condition of things exist. To do so would joopardize our entire interests, which at this popardize our entire interests, which at this moment we are not willing to do. Our position is no different from that occupied by other Chicago lines, and you should have, I think, no feeling concerning such setion on our part, which is only one of self-protection. You may be assured that the Rock Island is always glad to aid the Chicago, Burlington & Quincy when it can do so without getting itself into serious trouble. Our past action is proof of that, as you well know. We believe it to be equally in your interest, as well as ours, that the position which we and others assume, should for the present at least be maintained.

Yery respectfully,

Very respectfully E. St. John, General Manager."

Running to Distruction. ATCHISON, March 9 .- A collision occurred yesterday on the B. & M. railroad. The through Denver passenger that left this city in the morning was standing on the track at Humboldt, Neb., when the south-bound local passenger from Lincoln, in charge of a Reading engineer, dashed into the station at the rate of ten miles an hour. The fireman, confluctor and brakeman were more or less in-Mrs. Edmund, of Lincoln, was badly bruised and injured internally. A travelman, whose name yet known,

ret known, was seriously injured.

LANCOLN, Neb., March 9.—[Special Telegram to the Bgg. |- The Atchison & Nobrasks passenger that left here yesterday at noon, when near Humboldt, the brakes reused to work for the scab engineer. The train ran into Humboldt at the rate

ten miles an hour. The passenger train west bound was standing on senger train west bound was standing on the main line and the collision occurred. Both engines lost their pilots and were bruised badly. Fireman Hall jumped and bruised his knee. Brakeman Barris was in-jured. Conductor Lyman was thrown over a seat and bruised. Miss Ed-munds, of this city, was bruised and had a knee injured. N. T. Brooks, a traveling man for a Boston house, was thrown against a door and suffered injuries to his

traveling man for a Boston house, was thrown against a door and suffered injuries to his head. None of the coaches were devailed. This is the report practically as furnished the B. & M. headquarters in this city.

A PHOT CONDUCTOR SCALDED.

CRESTON, In., March 9.—The west-bound train due here at 4:20 a. m. had not arrived at So'ctock and there was no telling when it would get in, owing to the incompetency of the engineers, a fact which is openly talked of here. No attempt is made to run on schedule time. The same is true of the freight use time. The same is true of the freight service. Authentic news of an accident comes from a Burilington passenger conductor who from a Burilaston passenger conductor who was on the engine piloting a new engineer. The latter got his boiler so full of water that the water, instead of exhausting and going up the smokestack in steam, ran back through the flues into the fire box. An explosion followed which blow the door of the fire box off, and the pilot conductor, who stood in front of it, was so badly scaled in the face that it is feared he will lose his eyesight.

Proves Their Incompetency. LINGOLN, Neb., March 9.- [Special Telegram to the BEE.] - The wreck on the Atchison & Nebraska branch between two passen ger trains is a fair index of the competency of the Burlington road, and in whose hands the lives of those who travel is placed. B. & M. travel has greatly fallen off, and a gentleman, a resident of Orleans, who reached this city after many tribulations, relates an experience that goes to show that the present service in eastern Nebras'ta is magnificent, compared with what the people get in the west. He states that the few uniformed hired Pinkerton men from Chicago parade around the depots at junction points, and the parties who risk themselves to the care of the new engineers have an experience in making the trip over the road that would compare well with railroading fifty years ago. The later news from the east adds to ago. The later news from the east adds to the confidence of the engineers and firemen at this point. The accidents on the road and the mutilation of the rolling stock contribute evidence to the statement made by the brotherhood that such results would be found forthcoming. A day ago in the yards in this city two passenger trains collided, and while the facts were suppressed as much as possible it was in evidence that the green man sible it was in evidence that the green man hauling passengers was incompetent. The brotherhood keeps a watchful eye on the rolling stock of the company. They report the following additional engines damaged in the last few days: No. 13, hind end collision. Nos. 28 and 82, side collision with considerable damage. No. 148, back ends of tank stayed in six No. 148, back ends of tank stayed in six No. 148, back ends of tank staved in, six crown sheets weakened. No. 38, branch, frozen and bursted. Nos. 75 and 63, head end collision. They also report fifteen sets of grates put in engines on account of being burned out. The brotherhood has also de-voted a great deal of time to ascertaining the antecedents of the new men running engines, and in this a number of the Reading men who returned home contributed valuable informa tion. The men assert that of the imported engineers, at least one-half of them are men who have been discharged for drunkenness

or incompetency. "Notice to the Public." LINCOLN, Neb., March 9 .- [Special Telegram to the BEE. ]-The B. & M., through heir reports to the Lincoln papers, assure the public that their trains are running regularly and safely. To disabuse the public and our traveling brothers of such deceptions, we hereby state that we have waited in the B & M. cars for two hours for simply local train service, during which time our engine is reported off the track at one end of the yard while at the same time a passenger engine at the other end of the same yard has been to tally wrecked, besides mashing up a passen

ger coach.
If this be "smooth running," and "regular service," and "competent engineering," we deem it necessary to inform the boys, through the columns of the BEE, the true effect of "scab" engineering. Respectfully, and in the interest of public safety,
[Signed] L. C. Hill,
J. L. Webber,
Jack D. Fangker,

JACK F. GARRETT, WILL G. CAMPBELL, J. A. HURD, R. N. PRICE, C. A. MCCARGAR, C. B. CARTER, W. O'NEILL.

Attitude of the Brotherhoood. CHICAGO, March 9 .- "The attitude of the brotherhood at this juncture," said Chief Arthur this afternoon, when, sometime subsequent to Judge Gresham's postponement of the action, he was asked to define his posi tion. "It is practically identical with this statement, which has appeared most opportonely." Mr. Arthur held in his hand, as he spoke, an editorial clipped from a morning paper which has heretofore opposed the stand taken by the engineers. This article strongly favored a resort to arbitration to avert the threatened great injury to business.

submit the whole matter to three disinter ested persons for settlement." "But Mr. Morton, speaking for the company, claims there is nothing to arbitrate,'

"Now," said Mr. Arthur, "the point is that

the brotherhood is and has been ready to

said the reporter. "That is a question of fact." said Mr. Arthur, dryly, "of which we must allow the people to be the judge. If Mr. Morton's claim s correct, how is it that the Burlington com any, with many hundreds of miles of coun try dependent upon it, is not doing 30 per cent of the business it was when the strike began! The position is manifestly absurb. began? The position is mamiestry assured.
Not only in our own interest, but the interest of the public, who, so far, have been the principal sufferers, we say there is ample ground for arbitration. I want it to go on record before the public that we are now, as we have been, willing and ready to arbi-

All Quiet in Omaha. Yesterday and last night were featureless in the great Burlington strike, and the threatened walkout of engineers and firemen of other roads centering in Omaha failed to occur. Brotherhood men moved about with but little show of concern, and when spoken to replied that there was nothing to reveal. Whatever action may be taken in the next twenty-four hours will be known only to themselves, and will not be given to the public until the inevitable is reached. The resorts of the strikers and their sympatizers were deserted by them last night, and consequently no new developments were forth-

A Bas reporter chatted with two different Union Pacific engineers relative to the effect the injunction applied for by the Burlington in the United States court would have or their acts. Both replies were that it would carry but little weight, as they believed that no court on earth could compel them to re-main on their engines if they were not so disposed. Interviewed as to the correctness of the rumors that there would be a general walkout on the Union Pacific Saturday night

the gentlemen refused to speak.

The passenger trains on the Burlington were all several hours late yesterday, and explanations for their tardiness were not forthcoming from the local authorities, who forthcoming from the local authorities, who have all at once shown an apathy for reporters. The train from the west due here at 5:45 p. w did not show up until 8:10 last night, and in consequence the train for the east that departs at 7 o'clock did not get out until nearly 9 o'clock. No. 3, from the east, was reported several hours behind time at 7 p. m., when it was due. It was after 10 o'clock when it steamed in. Several freights o'clock when it steamed in. Several freights were in and out yesterday, and a train load of stock was forwarded to South Omaha

Stand by Your Colors.

LINCOLN, Neb., March 9 .- [Special Tele gram to the BEE. ]-The speech of Mr. L. C. Hill before the union meeting of the Brotherhood of Engineers and Firemen, representing the temper of the traveling public on the strike now in progress on the "Q" system, was listened to by a large audience last night.

Mr. Hill was introduced to the boys by Vice

Whereas. The Chicago, Burlington & Quincy railroad company, in its effort to crush organized labor, has imported into the strike now in progress on the "Q" system,

during the day.

Grand Master J. J. Hannahan, as a veteran in brotherhood matters of years age, representing now a commercial line as a traveling salesman. Mr. Hill spoke as follows

Gentlemen and Enginemen-It is with pleasure that I accept your invitation to speak to you to-day, and it is with pride that I greet you as brothers in a triple sense-first as brother men, second as fraternal brothers of years gone by, and taird as brothers of a common danger, namely, "The wrecks of the roads." Into your hands the 200,000 commer cial travelers of North America have placed the risks of life and lime, and 1 speak feelingly and knowingly when I say those self same commercial travelers rise with their hats off to thank you as brotherhood engineers for the faithful fulfillment of your pledge. "Industry, sobriety and a benevolence" has been to you a good watchword, worthy your calling of danger and worthy the approval of all honest men, and I believe Ivoice the sentiment of every traveling man when I say: God speed you in winning an

My experience in your legislative halls has taught me that you have ever been a con-servative body, willing to bear many intigniservative body, willing to bear many indigni-ties before you would seek redre's in extreme measures, and from personal knowledge I feel that you have glorified yourselves by your moderation for so many years against the unust discrimination against you as to the question of grade and pay that you have received from this corpora-tion known as the "Q," and when forbearance has been your watchword for so long, now that you have spoken, let your speech bring you victory. I feel that the un-willing, mercenary newspapers of the day speech bring you victory. I feel that the un-willing, mercenary newspapers of the day have misrepresented you. Perhaps some have done so from the reason of threat or bribe. For such I feel an unutterable con-tempt, for in misrepresenting you they strike a blow at the freedom they claim to repre-sent so fearlessly. They frequently crack jokes at the expense of some "trust" that makes a corner on our staples and defend the principles of co-operation; but as soon as the skilled engineers and firemen of the brotherhood turn to protect their individual homes and welfars, they change and say those men, those engineers change and say those men, those engineers and firemen, must not tamper with the interests of the people. They must beg to be taken back as abject slaves. They must do this and not allow themselves to protect their own interests because the public demands they should hear up under smarting grient. they should bear up under smarting griev-aucos in the interests of commerce and trade. "Commerce and trade," and the public, if memory serves me right, or even the people, have never put up a dollar to warrant such a show of brotherly love from the engineers; and if I am allowed to judge, I would say that these enginemen are in much

better shape to get along without the people than the people are to get along without them. And I will go still further and say, when the people will as willingly put forth a few days loss of facilities to travel as they few days loss of facilities to travel as they will of the loss of unjust discriminations of corporations like the one with which you are now treating, I will unhesitatingly say that these self-same enginemen will be glad to donate one-half their income to the people who love liberty and fair play so well, and back it by some actions other than by "newspaper talk." I have, for instance, noticed newspaper headings this past week, saying "the B. & M. is running regular trains on time and are receiving freight for all points:" If experience is any rule to go by such reports are lies, "manufactured out of whole cloth." Again they say their passenger engines are manuel they say their passenger engines are manned with competent engineers, and only two days ago I saw in a distance of less thau one hun-dred miles on a local branch of this self same road, four dismantled and broken down en-

gines, and kept my seat on a train in constant fear of a collision. Owing to a total disregard of meeting points or side tracks by the "scab" who was trying to carry two gauges of water in the stack, the passenger coaches of a train we met looked as if they had set beside a tar manufacturing lishment, In this connection I would pay my respects to several papers. Most notable in this locality is the Omaha Bee, which has acted

locality is the Omaha Bee, which has acted fairly and squarely with you, and I believe it will never have cause to regret its honesty and fair dealing. Some writer has said that "in mystic characters our features bear the motto of our souls." Is it be true "the mystic" or whatever kind of characters are stamped on the features of some of these "imported scabs" I have seen, I assure you they would discount the Five Points or the Bowery in their palmiest days, and if the people could see their photographs in line alternating beotographs in line alternating be tween the brotherhood boys who have struck for honest pay, for honest service, I believe for honest pay, for nonest set vice, that the public would need no stronger proof that the public would need no stronger proof that the public would need no stronger proof.

of the justice of your demands. "United you stand, divided you fall," and I defy any country to produce a parallel of your unity moderation and faith in each other. Surely the heads of your respective organizations must be proud of you. As a traveling man I greet you and I believe I voice the sentiment of every one of these when I say, "God speed you," with their moral support and if need be with financial aid.

In conclusion all I have to say to you is sustain yourselves in the future as in the past, and be sure you are right. Obey the advice of your executive officers and do not let the hierlings of an underpaid corporation defeat you in your just de-mands, even if every newspaper in the land says this road is manned with skilled engineers. You know better, for honest moral, sober men are recognized as Brother hood men and Brotherhood men only United they stand as a bulwark against drunkenness, intemperance and injustice, and unequalled by any other fraternal organization in loyalty to their country, homes and occupation. Nothing can turn the tide against you if you remain steadfast and true, and when victory perches on your banners, and you resume your old accustomed places, none will welcome you back more sincerely than the traveling men.

Wymore Applauds the Brotherhood. LINCOLN, Neb., March 9 .- [Special Telegram to the Bee. ]-A large and enthusiastic meeting was held at Wymore yesterday afternoon by the brotherhoods of engineers and firemen for the purpose of receiving Vice Grand Master John J. Hannahan. The citizens learning of his presence in town, requested a public meeting in order that they might better understand the situation on the Burlington system. The Rev. J. V. Dimond presided over the meeting and an apic and eloquent address was delivered by Dr. Craig, which was received with great applause. Mr. Hannahan was then called and stated that the brotherhood were perfectly willing the people of the entire country should become fully acquainted with the present condition of affairs and why they prevailed. He then gave a statement in full, carefully reviewing all that transpired from the beginning until the present time. He was attentively listened to and continually applauded. At the conclusion of his remarks the Rev. Dimond, desired to know the feeling of the meeting and requested all who believed the brotherhood had done properly to please arise. The meeting unanimously endorsed the action taken by the men. Mr. Hannahan was then called and stated

Resolutions of Sympathy.

Resolutions of Sympathy.

David City, Neb., March 9.—[Special to the Brr.]—At a meeting of the Knights of Labor of David City, held at their hall on Wednesday evening, March 7, the following resolutions were adopted:

Resolved. That the Brotherhoods of Locomotive Engineers and Firemen in their fight with the Chicago, Burlington & Quincy rallway system have our entire sympathy, and we will aid them in every way possible, and our earnest wish is that they may succeed in their struggle for right and justice.

Resolved. That in our opinion any person who voluntarily takes the place of the members of the brotherhoods of locomotive engineers and firemen in their struggle for the right is no friend of justice, and is a scab in every sense of the word.

right is no friend of justice, and is a scal in every sense of the word.

Resolved. That we are opposed to the importation of any armed body of Pinkerton's thugs or any other armed force into Nebraska as uncalled for, and tending to create trouble rather than in protecting property.

Resolved, That copies of these resolutions be sent to the brotherhoods of engineers and fremen, the Omaha Bez and the Omaha Truth.

Knights of Labor Resolutions NEBRASKA CITY, Neb., March 9.—The following resolutions were passed by Foster as-sembly No. 8248, Knights of Labor, of this city, this evening:

strikers: of the Hannibal, the Kansas City, St. Joseph 1

state of Nebraska large numbers of 'armed men known as, 'Pinkerton detectives', and, Whereas, This action of the aforesaid road is an insult to the manhood of the state of

is an insult to the manhood of the state of Nebraska, is contrary to the spirit of our laws and a public assertion that we are not capable of administering our laws; and,

Whereas, The brime object of the above invasion of the state of Nebraska in a time of peace by the hired mercenaries of the Chicago, Burlington & Quincy was to incite law-abiding citizens to resentment and possible violence; therefore be it

Resolved, That we the representatives of organized labor in Nebraska City hereby require those in power, and charged with the execution of our laws, to take immediate steps to rid us of these villainous parasites known as Pinierion detectives; and be it further

Resolved, That we again tender our warmest sympathy to the striking engineers and firemen of the Chicago, Burlington & Quincy system and sideerely hope that the day of victory is close at hand.

Resolved, That a copy of the foregoing be forwarded to the Omaha BEE and furnished to the local press for publication.
FOSTER ASSEMBLY NO. 8,248,
Knights of Labor.

The Real Sentiment at Nelson. NELSON, Neb., March 9 .- | Special to the BEE. |-At a meeting of the board of trade on the 3d inst., the following resolutions were

adopted: Whereas, In an issue of the Nebraska

Whereas, In an issue of the Nebraska State Journal, of March 1, 1888, appeared a set of resolutions purporting to come from the Nelson board of trade. Resolved, That we, the members of the board of trade of Nelson, do hereby disclaim all knowledge of said resolutions and deeply censure the action of three of our citizens who took this method of gaining chasm note. who took this method of gaining cheap noto

riety and a renewal of their passes.
Resolved, That we extend to the striking engineers and firemen our hearty sympathy and approval of their course during the present difficulty, and express our earnest wish for their final success.

Resolved, That these resolutions be spread

at large upon the records, and a copy sent to the different papers for publication, and a copy also sent to P. M. Arthur, chief of the Brotherhood of Engineers. E. S. KENNEDY, chairman. JOE REICHARD, secretary, pro tem.

Engineers' Wages. HASTINGS, Neb., March 9 .- To the Editor of the BEE: As the BEE has shown a disposition to give both sides in the present railroad troubles a fair showing, I desire to pre sent to you a few facts and figures which I feel certain will be interesting reading to all fair-minded citizens. These I have prepared in the form of comparative rates of pay to engineers on stated distances. At one time ! was an engineer on the B. & M. road and ulled their flyer for \$3.071/2 per day. While m that position I appealed to the B. & M. authorities to place their engineers upon an equal footing with those of other roads; and these same figures were presented to the officials of the road as a local grievance in March, 1887. At that time the present tie-up was predicted if the B. & M. did not accord to their men the same justice and recognition shown by other roads. Under most circumstances comparrisons are odious, and the present instance, will not prove an exception to the rule—in the eyes of the friends of the B. & M. Let the figures speak for themselves. The following is the amount paid by the various roads to their engineers for the distance as illustrated by the following: following:

PLATTSMOUTH INCTION TO HASTINGS.

Distance, 162 miles. Union Pacific, \$6.25;
Chicago & Northwestern, \$6.00; Chicago,
Milwaukee & St. Haul, \$6.00; Atchison, Topeka & Santa f.e., \$5.65; Missouri Pacific, For the same distance the present pay of

Por the same distance the present pay of the B. & M. is \$5.45.

BASTINGS TO, M'COOK VIA RENESAW.

Distance, 132 miles. Union Pacific, \$5.10; Chicago & Northwestern, \$4.95; Chicago, Milwaukee & St. Paul, \$4.95; Atchison, To-peka & Santa Fe, \$4.75; Missouri Pacific, \$4.75

Distance 160 miles. Union Pacific, \$5.15; Chicago & Northwestern, \$5.95; Chicago, Milwaukee & St. Paul, \$5.95; Atchison, Topeka & Santa Fe, \$5.65; Missouri Pacific, \$5.65. Present rate of the B. & M. is \$4.00. Present rate of B. & M., \$4.25.

M'COOK TO HASTINGS VIA RED CLOUD. Distance 162 miles. Union Pacific, \$6.15; Chicago & Northwestern \$5,95; Chicago Milwaukee & St. Paul, \$5.95; Atchison, Topeka & Santa Fe, \$5.65; Missouri Pacific, \$5.65.

Present B. & M. rate, \$4.80. Distance 170 miles. Union Pacific, \$6.45; Chicago & Northwestern, \$6.20; Chicago, Milwankee & St. Paul, \$6,20; Atchison, Tooeka & Santa Fe, \$5.85; Missouri Pacific, Present rate of B. & M., \$4.30.

MCOOK TO ARROY.

Distance, 143 miles. Union Pacific, \$5,45;
Chicago & Northwestern, \$5,25; Chicago,
Minwaukee & St. Paul, \$5,25; Atchison, Topeka & Santa Fe, \$5.00; Missouri Pacific, Present rate of B. & M., \$4.30. AKRON TO DENVER.

Distance, 112 miles. Union Pacific, \$4.25;
Chicago & Northwestern, \$4.10; Chicago,
Milwaukee & St. Paul, \$4.10; Atchison, To-

peka & Santa Fe, \$3.90; Missouri Pacific, \$3.90. Present rate of B. & M., \$3.50. ATCHISON TO WYMORE, Distance, 129 miles. Union Pacific, \$4.65

Chicago & Northwestern, \$4.50; Chicago, Milwauke & St. Paul, \$4.50; Atchison, To-peka & Sunta Fe, \$4.25; Missouri Pacific, \$4.25. Present rate of B. & M., \$3.90. ATCHISON TO LINCOLN.

Distance, 145 miles. Union Pacific, \$5.55;
Chicago & Northwestern, \$5.40; Chicago,
Milwaukee & St. Paul, \$5.40; Atchison, To-

peka & Santa Fe, \$5.15; Missouri Pacific \$5.15. Present rate of B. & M., \$4.00.

Distance, 120 miles. Union Pacific, \$4.95;
Chicago & Northwestern, \$4.70; Chicago, Milwaukee & St. Paul, \$4.70; Atchison, Topeka & Santa Fe, \$4.45; Missouri Pacific, \$4.45. Present rate of B. & M., \$3.75.

Distance, 120 miles. Union Pacific, \$4.55; Chicago & Northwestern, \$4.40; Chicago, Milwauke & St. Paul, \$4.40; Atchison, Topeka & Santa Fe, \$4.15; Missouri Pacific \$4.15.

Present rate of B. & M., \$3.85.

Many more comparisons could be made, each of which would show that in every into its engineers is much lower than that paid by the B. & M. road to its engineers is much lower than that paid by the competing and surrounding lines. The above rates I have given as the pay of a B. & M. engineer are just 8%c more than the Union Pacific payada its firemen. If figures show anything these tall an interesting tale show anything these tell an interesting tale of the generosity of a great corporation. S. SNELL.

The Strikers Win Another Point. DES MOINES, Ia., March 9.—[Special Telegram to the Beedro The house this afternoon passed to engressment the bill introduced at the request of the striking engineers on the Q. It forbids any railroad company from employing ady man as engineer of a passenger train who has not had at least one year's experience ins engineer of a freight year's experience as engineer of a freight train. It is intenfied to prevent the com-panies from putting in place of the striking engineers firemen of other employes who have not had extended experience in the cab. The vote for the bill was light there being many absence, so that it is not certain that when it comes the total reading it will when it comes up on third reading it will carry.

Strikers Solid to a Man Kansas Ciff, March 9 .- [Special Tele gram to the BEE.]-The strike situation here grows more complicated daily. To-day the grievance committees of the different roads have been in session here discussing the interchange of freight, but with what result is not known. The Union Pacific fireman's committee also held a conference this afternoon. There have been no further attempts made by the Rock Island to operate its switch engine, and the Burnington is doing the switching. Considerable Burlington freight was handled by the Fort Scott & Gulf to-day, but not in Burlington cars. The following is the long expected letter from the

To the Locomotive Engineers and Firemet

American manhood have gone by, and thus far, be it to their eternal credit, not a man of our noble band of Spartan heroes has turned his back to the foe. The broad intelligence and wise leadership of the locomotive engi-neers and firemen of the United States, Canada and Mexico has made the success of the determined struggle in which we are now engaged with the managers of the Chicago, Burlington & Quincy railroad, almost cor-tain Eleven days of war, nearly 2,000 men engaged, not a traitor in the camp, not a coward in the field. Brothers, let us congratulate ourselves upon this splendid array. Letters received to-day from Gales-Source, Aurora, Quincy, Des Moines, Creston, Keokuk, Council Bluffs, Burlington, Platts-mouth, Lincoln, Brookfield and Hamibal re-garding the condition of affairs are of the most encouraging nature. The men are united and unyielding in their purpose to crown their efforts with victory. The managers of the Burlington and their sympathizers are daily dishing up the same old chestnut—Reading men and the inter-state commerce law. Had Reading men been as pleutiful in 1861 to 1865 as in 1888, the forces of Lee instead of surrendering to the silent cantain would have lowered their colors to a of Lee instead of surrendering to the silent captain would have lowered their colors to a Reading mob, and Appomattox would not have found a place in history. Thanks to that great champion of liberty and the emancipation proclamation, human slavery was abolished a quarter of a century ago. The ediet of Lincoin robbed the inter-state commerce law of its terrors and left the locomotive engineers and firemen the right to act as American freemen. The Burlington officeals claim to have all the engineers they require to man their engines efficiently. officials claim to have all the engineers they require to man their engines efficiently. If this be true why have they established kindergarten schools at Aurora and other points to teach their new men the business. We do not believe them, neither will we until their scabs haul more trains, make better time and stop burning the engines which we left nearly two weeks ago for principle and to establish our circle as men.

ple and to establish our rights as men.
Fraternally yours in the cause,
J. T. MURRAY,
W. H. ROBERTSON, MICHAEL SHERLOCK, Committee for the Brotherhood of Locomo MICHAEL STEVENS,

Committee for the Brotherhood of Locome tive Firemen. S. M. STEVENS, Acting in behalf of both organizations,

Situation on the Gulf Road. KANSAS CITY, March 9. - General Manager Nettleton, of the Kansas City, Fort Scott & Gulf road, in an interview with an Associated press reporter to-night, said he did not anticipate a strike, as a settlement on the wage question was satisfactorily made last week. When asked if the company was handling Burlington cars he said they were, and did did not know why they should not. He had no official notice from the grievance commit-tee of his road regarding the matter. When the committee comes to him with a complaint he will consider it. The strikers say the Fort Scott grievance committee will consider the matter to-morrow, and if the rumors are found true, they will wait on Mr. Nettleton. The strikers are still firm and as confident as ever of the victory.

Satisfactorily Settled. Stoux Ciry, Ia., March 9 .- [Special Tele gram to the BEE.]-The trouble raised last night by Engineer Harrington, of the Chicago, St. Paul, Minneapolis & Omaha company, refusing to haul a Burlington car, was satisfactorily arranged. The company has posted notices in the train yard directing that no Burlington cars be handled. The trouble arose in this way. Station "A' Burlington car loaded with hogs was hauled to Sloux City. The engineer not being aware of the car being ordered to haul the car to one of the packing houses refused and was premptorily ordered to leave his engine in the round house. The matter caused a good deal of excitement for a time, but when it was understood an engineer switched the car, and the company posted the notice.

The Santa Fe Notified. Topeka, Kas., March 9.-The grievance committee of the Santa Fe road to-day notified the officials that on and after Sunday the engineers will refuse to handle, receive or transfer any Burlington freight, or any passenger traffic in the interest of that system. The officials of the company reand said the matter would be referred to the president and board of directors in Boston for action. A member of the committee says there will be no general strike, although ny engineers may quit rather than handle Burlington cars.

A Traitor to the Brotherhood. SEDALIA, Mo., March 9 .- [Special Tele gram to the Ber. ]-Considerable excitement was created among the brotherhood engineers here this morning over the receipt of a letter by Mrs. John Bough, from her husband, who is at work at Galesburg, Ill., for the Burlington company. Boughton was a member of the Sedalia & Denison division of the Broth erhood of Locomotive Engineers, and when the strike was inaugurated on the 'Q.' road he left his engine here and went to work for the boycotted company. He wrote to his wife here and told his friend. an engineer on the west end of the Missour Pacific and a member of the Kansas City di-vision, that he (Boughn) was saving a job for him on the "Q" road, the division on which he was working needing only one or two more brotherhood men to complete the number required by the commany. A special meeting of the Sedalia division has been called and Boughn will be expelled.

The Strike Spreading. St. Paul, Minn., March 9 .- President Fisher, of the St. Paul & Duluth, notified the Brotherhood of Locomotive Engineers that his road would handle "Q" and Burlington & Northern cars. The St. Paul & Duluth engineers say the men on that road will strike within twenty-four hours.

Laid Over for a Week. WASHINGTON, March 9 .- For over an hour

to-day the house committee on commerce discussed the White resolution looking to congressional inquiry into the strike on the Bur-lington road, but the point of action was not reached and the matter went over until next Many Communications.

In the past three days the BEE has received over one hundred communications regarding the strike, with facts and arguments on both sides of the case. While many of these have been worthy of publication, still it has been impossible to print them on account of lack of space. The BEE prints all the news regarding the strike, and prefers to give the fresh developments rather than arguments,

Iowa Legislature. DES MOINES, Ia., March 9 .- In the morning session of the house, Custer, of Jasper, by request, offered a joint resolution to amend the state constitution, granting universal suffrage to women. After some debate the resolution was ordered engrossed.

A joint resolution was adopted to memorialze congress in favor of the Des Moines river land bill introduced in congress by Senator Mr. Dobson introduced a bill to prevent

dealers in petroleum and its products, coal, lumber and linseed oil, from forming pools or trusts, and to prevent members of pools or trusts from doing business in the state.

A joint resolution was adopted requesting Iowa congressmen to vote for measures before congress for the relief of ex-prisoners of A motion prevailed to reconsider the vote

by which the bill prohibiting the playing of base ball, foot ball and croquet on Sunday was passed. An effort was made to strike out foot ball and croquet, but no vote was taken when the house adjourned. At the morning session of the senate Mr. Young introduced a bill equalizing the valid-ity of mechanics liens as between contractors and sub-contractors.

The bill passed giving to mayors of cities organized under special charters the same powers accorded mayors of first and second daes cities.
Of the Sweeny railroad bill section 5 was idepted to prevent long and short haul discriminations.
In the afternoon session the house refused

& Council Bluffs, and the Burlington & Missouki—Gentlemen and Brothers: Eleven days of the great contest for justice and American manhood have come by, and thus majority on passage and was lost. A bill passed to legalize the ordinances of the incorporated town of Griswold, Cass

The bill was ordered engrossed, providing that locomotive engineers must have an ex perience of one year on a freight before tak ng charge of a passenger train.

The bill was ordered engrossed, changing

the time of meeting of local boards of health from May and April and November to Octo-In the senate the Bohemian oats bill was

lost on passage—yeas 40, nays 38.

In the afternoon session of the senate discussion on the Sweeney bill was continued.

No amendments were made to section 7. Several were offered to section 8, but no action before adjournment.

Can Play Sunday Ball Now. DES MOINES, Ia., March 9.- [Special Tele gram to the BEE. |-The house to-day reconsidered its position on Sunday ball planing. It had engrossed a bill prohibiting ball playing on Sunday, and an amondment was tacked on to make it include foot ball and croquet. Some one tried to add poker playing, but the members, for some reason, shut it out. To-day when the bill came up for final passage the house went back on its moral proclivities and voted it down. The base ball season will proceed without interference from this legislative in any way.

Sued For Libel. Sioux City, Ia., March 9.—[Special Telegram to the BEE.]—Rosa Nelon, to-day, instituted in the district court, a libel sust against the Sioux City Tribune. The damages are laid at \$5,000 dollars. The matter complained of is a charge of drunkenness and on account of the woman's appearances in the police courts. She is the recent di-vorced wife of James Nelon, chief of police.

TWO ELOPERS CAGED. An Interesting Couple Corralled By the Police. "Give me \$100 and full possession of these

two diamond rings and the silk dresses you gave me, and I will go back to Chicago.' "Not by a long shot. I want you to go to California with me, but if you are bound to go back to Chicago, I will give you \$25." "No sir. I'll agree to no other terms than those I propose. You promised me if I came to Omaha you would marry me, but this you

do not seem disposed to do." This colloquy was carried on between a good looking, attractive appearing and well dressed young woman of twenty-two years and a strikingly appearing man of about thirty, in the waiting room of the Missouri Pacific railroad depot last night. The room at the time was crowded with passengers in waiting for the train, and the conversation of the pair becoming rather loud and animated attracted more than passing attention. The woman was determined and the man some-what stubborn. Her voice became shrill and demonstrative, and she refused to heed his pleadings for silence. She upbraided him for his insincerity and duplicity, and as a row between them was imminent an officer was called in and arrested the pair on a charge of disorderly conduct. They were escorted to the central station, where the gave their names as J. H. Graham, age thirty years, a physician, and Jessie Knight, twenty-two years, a book-keeper in a laundry, and their homes Chicago. Plied with ques-

tions the man and woman made confessions

of a startling character.

The woman said that she was already mar-ried and that her husband's name was James Emmett, but they have lived apart for some time and he is now enjoying connubial felicity with another woman at Bloomington, Ill., to whom it is supposed he has been wedded in strict disobedience been wedded in strict disobedience to his previous marital yows. Mrs. Emmett, fully aware of this, has not, however, en-tered an objection, but has been self-sustam-ing from her salary as bookkeeper in a laundry. Some time ago she became acquainted with Graham, who, too, is a married man, and they entered into unlawful relations. He spent money on her with a lavish hand, and supplied her with costly dresses and expensive jewelry. Several days ago an elopement was planned, and he agreed ago an elopement was planned, and he agreed that when they reached Omaha they would get married. They arrived here on Tuesday of this week, and registered at the City hotel. As the hours and days sped along, Graham exhibited no disposition to carry out promises, though being continually reminded of them by Mrs. Emmett. Yester-day he agreed that the bans would be olemnized last night, after which they were to take a train for California. This promise pacified her until the time appointed for the ceremony had expired, and Graham insisted on another postponement. To this she entered strong protestations, and kept pro-testing all the way from the hotel to depot where the climax was reached.

Graham defends himself by saying that he

Graham defends himself by saying that he was induced to change his mind on account of the fickle and flirting disposition of the woman. While in Chicago he learned that Mrs. Emmett made love to other men, and even went so far as to give an admirer a handsome finger ring he bought for her. Since their arrival in Omaha she has carried on firstations with other men, and has been on flirtations with other men, and has been disposed to smile on dudes she met on the streets in their nightly promenades. The eloping husband seems highly disgusted with his undertaking, and stung with remorse and a heavy heart, be laid himself down on the bench and cried lik a child, when the grated door of his lonely cell closed behind him with a bang. He denounced his incarceration as an outrage, and considered police interference as uncalled for. His companion was also considerably overcome, and went into hysterics when told that she would have to remain in durance until furthernotice. AMUSEMENTS.

A Bunch of Keys at Boyd's Draws Large Audience.

Charlie Hoyt's "Bunch of Keys" attracted a very large audience at Boyd's opera house last night. The play has been changed considerably since it was last presented here. and although a number of new songs and new gags have been introduced, not much, if any, improvement is noticeable over the original form. However, the funny siliva-tions with which it bristles kept the audience in an almost continual peal of laughter, and the gullery was particularly dem-As far as the company is concerned there is no call for commendation, and the least attempt at individualization the better. As a whole they manage to fill the bill after a fashion, and that is as much as can be conscientiously and

scientiously said. International Copyright Bill. WASHINGTON, March 9.—The senate com mittee on patents gave a hearing this morning to gentlemen interested in the pending international copyright bill.

## THE PATRICK LITIGATION. The Big Land Suit Brought in United

States Court. The Patrick addition litigation, which incolves nearly a million dollars worth of North Omaha property and casts a cloud on the title of over 1,400 different propertyholders, was carried into the United States circuit court yesterday afternoon. The surf is brought by Pierre, Elizabeth, Dennis and Margaret Felix and Louis and Harriet Robinson, heirs of Sophia Felix, against Matthewson T. Patrick, Thomas C. Bruner, Julius Peycke, the Omaha Horse Railway company, the Omaha Real Estate & Trust company, L. V. Morse and twenty-seven others. Only the principal holders of property in the disputed ground are made defendants. There are 120 acres in the disputed track, and it was formerly the property of Sophia Felix, a half-breed squaw of the Sioux Sophia Felix, a half-breed squaw of the Sioux tribe of Indians, now stationed near Mendota, Minn, The plaintiffs in the present suit are her descendants. Besides the Patrick additions there are included in the disputed property Durant Place, plat Clarendon Frederick's addition, Marson Place, Van Beurca Place, Wilson's addition to Kountzo Place, Flack's sub-division and Pope Place. The defendants based their claim on a government land scrip issued to Sophia Felix, mother of the plaintiffs, in 1830. The plaintiffs claim that in 1860 "some person on pertiffs claim that in 1860 "some person or per-sons to your orators unknown, by certain wicked devices and fraudulent means, procured the said Sophia Felix, then Sophia Gar-nell, together with her husband DavidDarnell, to execute a certain power of attorney in blank, also a blank quit claim deed." The scrip came into the possession of Matthew-son T. Patrick and he located the land in question. It is also claimed that Sophia Felix

question. It is also claimed that Sophia Felix never parted with her interest in the scrip and that the land located under it is held in trust for her heirs, the plaintiffs. This, it is claimed, Patrick "at that time and at all times well knew, and the said location inured wholly to the benefit of Sophia Felix, although she had no knowledge that Patrick had procured the possession of the scrip or that he had located the same." They claim that Patrick, in securing possession of the scrip, procured the same with the intent to appropriate it to his own use and defraud appropriate it to his own use and defraud Sophia Felix out of it. That November 21, 1861, Patrick secured the two blank papers above mentioned, and "shortly after procur-ing the same caused the said pretended power of attorney to be filled out, with a de-scription of Sophia Felix' scrip, and caused to be written in said power of attorney the name of William Ruth as the person having authority to execute the same and to convey and sell the property. An in furtherance of the scheme to secure the property Patrick also caused to be filled out a pretended quit claim deed purporting to be a conveyance by Sophia and David Garnell of the property." Prior to this it is claimed that Patrick had attempted to acquire title to the disputed property by pre-emption, but failed. The plaintiffs ask that all parties holding possession of this now valuable land, do surrender the same to the plaintiffs. They have a formidable array of talent on their side, being represented by General J. C. Cowin and Charles Ogden, of Omaha, J. H. Parsons, of Birmingham, Ala., and Shipman, Barlow, Larvegue & Choate, of Now York etc. of New York city.

TO MEET HIS WIFE.

That's the Object of Hon. Patrick Egan's Visit to Omaha. Hon. Patrick Egan arrived in the

city last night from Lincoln and registered at the Millard, When approached by a BEE reporter the gen deman was engrossed in the perusal of the columns of the evening edition of the paper, and upon being questioned Mr. Egan said his visit to Omaha was for the purpose of meeting his wife and one of his children, who are on their return from a four months tour of Ireland and a visit to a married daughter who resides in Dublin and will be the control of the columns. who resides in Dublin, and will reach Coun-cil Bluffs to-day.

Mr. Egan said there was nothing new to be

said relative to the Irish National league, which is now in the heyday of its prosperty and influence. Referring to political matters and influence. Referring to political matters
Mr. Egan informed the reporter that he is a
delegate from one of the republican clubs at
Lincoln to the state convention, which convenes in this city next week. He continues a firm and enthusiastic
Blaine man, and says that by the
time the national convention assembles in
Chicago matters will have moulded themselves in such a way that the plumed knight. selves in such a way that the plumed knight will be nominated for the presidency and will accept, notwithstanding his recent letter of

Of the Burnington strike Mr. Eagan was averse to speak. He, however, deplored the fact that imported armed men were al-lowed to strut through the state, and said that the citizens of Lincoln were on the verge of applying to Governor Thayer to purge the capital of their unwelcome presence when they gathered up their arms and pushed on further to the west.

BROKE A LEG.

Freight Agent Miller Meets With a Painful Accident.

Thomas Miller, the general freight agent of the B. & M. railroad, met with a painful accident last night that will confine him to his room at his residence, No. 2221 Dodge street, for some time. While in the act of alighting from a cable car at the corner of Dodge and Twentieth streets, one of his legs came in contact with a frozen projection in the ground with such force as to break sev-eral bones. After falling he was unable to rise, and laid in the street for over an hour before he was discovered, during which time he suffered greatly from the cold and the effects of his injuries. As soon at possible he was conveyed to his home and medical aid

Bought Terminal Grounds. DULUTH, Minn., March 9.- Special Telegram to the BEE. |-The Duluth, South Shore

& Atlantic railway secured fine termine1 grounds with unequaled dock privileges in West Superior, Wis., to-day. Their terminal purchase will aggregate over \$1,000,000.

At Rapid City.

Rapid City, Dak., March 9.—[Special Telegram to the Bes.]—Snow fell to a depth of eight inches here last night. A strong wind to-day drifted snow badly. The country roads are blocked, but railroad trains are on time. The weather is not cold, but the night is clear and the cold wave flag is displayed at the signal office.

Burned to Death. Oconto, Wis., March 9 .- J. H. Mugrey was burned to death in a lumber camp on Pesthigo brook late last night, George Mc-Cartney, his partner, was badly burned and will die from exposure.

Spring Hood's Sarsaparillals the most popular and successful Spring Medicine.

Nearly Medicine.

Nearly Medicine.

Sarsaparilla to expel the impurities which have

keep up strengto as the warm weather comes

accumulated in the blood during the winter, to



digestion. Try Hood's Sarsaparilla this spring and you will be convinced that it does possess superior and peculiar merit.

A Good Appetite

"When I began taking Hood's Sarsaparılla I was dizzy in the morning, had a headache, and appetite; but now I can hardly get enough oked to eat." EMMA SHEPARD, 1 Coral street, Worcester, Mass.

"Last spring my whole family took Hood's Sarsaparilla. The result is that all have been Sarsaparilla, my child. See that they do not cured of scrofula, my little boy being entirely give you anything else. You remember it is free from sores, and all four of my children the medicine which did mama so much good look bright and healthy as possibly can be.

a year ago—so reliable, beneficial, pleasant I have found Hood's Sarsaparilla good for ca-

tarrh." WM. B. ATHERTON, Passale City, N. J. Hood's Sarsaparilla

by C. I. HOOD & CO., Apothecaries, Lowell, Mass. by C. I. HOOD & CO., Apothecaries, Lowell, Mass.

100 Doses One Dollar | 100 Doses One Dollar