

THE CITY.

The county treasurer yesterday sent \$82,009.65 to the state treasury, being the amount of state taxes collected in April and May.

The case against John Sandahl, the foreman of the waterworks company at Florence, charged with being the father of Rosa Schultz's illegitimate child, was settled yesterday, when Sandahl led the wronged woman to Judge Shields' court and made her his lawful wife.

G. Barth yesterday gave a bill of sale of his meat market, at 2121 Leavenworth street, to Claus Sievers, the considerate being \$400.

A bill of sale was yesterday executed by Helen Matthewson to Emma Mattson, for \$800, on a sealskin sacque and furs and a varied collection of rugs, curtains, etc.

Personal Paragraphs.

J. B. Drake, of O'Neill, is at the Paxton. C. P. Edwards, of Auburn, is at the Millard.

George R. Davis of Forfork, is at the Murray.

H. M. Wilsey, of Blair, is staying at the Murray.

W. A. Bridgess, of O'Neill, is a guest at Millard.

J. A. Campbell, of Paxton, is registered at the Millard.

Governor John M. Thayer will be in the city to-day.

R. S. Maloney, of Humboldt, is a guest at the Paxton.

S. P. Davidson, of Tecumseh, is staying at the Paxton.

C. P. Leigh and wife, of Nelson, are guests at the Paxton.

Henry St. Rayner, of Sidney, was at the Paxton yesterday.

C. M. Lamb and W. M. Kennedy, of Chariton, are at the Paxton.

George H. Schumann, of Grand Island, is staying at the Millard.

George F. Milbourne and wife, of Minden, are guests at the Millard.

L. Wessel, Jr., and W. C. Salmon, of Lincoln, are at the Murray.

Mrs. George Armstrong and daughter Ella have returned from the east.

Carl Morton and wife, of Nebraska City, are registered at the Murray.

S. P. Reeder, of Greeley, and Frank Walker, of DuBois, are at the Paxton.

P. M. Green and E. J. Hunter, of Aurora, were in the city yesterday at the Paxton.

Zach T. Leitwich, wife and daughter, of St. Paul, Neb., are guests at the Murray.

W. R. Fuller, F. H. Smith and A. W. Todd, of Albion, are staying at the Paxton.

W. R. Reese, C. L. Williams, H. E. Duckworth and wife, of Wahoo, are at the Millard.

Theodore V. Day and C. F. Hall, of Nebraska, were among yesterday's arrivals at the Paxton.

C. A. Patterson, of Stratton, and F. C. Martin, of Hastings, are registered at the Paxton.

W. R. McAllister, E. H. Leib and L. A. Payne, of Grand Island, are registered at the Millard.

A. L. Towle, James L. Cooley and Vac Randa of Niobrara, are staying at the Paxton.

H. J. Whitmore, of Lincoln; W. E. Kinnar and J. G. Goldsmith, of West Point, are at the Millard.

W. C. Long, T. E. Saunders and A. W. Hands, of Lincoln, were among yesterday's arrivals at the Millard.

Mason Gregg, J. W. Deweese, Fred DeWeese, of Lincoln; J. W. Walder, of Beatrice; Wm. Patterson, of Central City, were at the Paxton last night.

Frank S. Heath, Washington correspondent of the Bee, is in the city and will remain several days. He is on his way west, which will extend to the mountains, Yellowstone park and the Dakotas.

Mail Superintendent.

L. L. Troy, assistant superintendent of the railway mail service, Chicago, is a delegate to the A. O. U. W. convention and called on the Omaha boys yesterday morning. Mr. Troy has the name of being the best man in the service.

Seventy-five Pounds.

Councilman Davis Says No More of Them Should Be Made.

"What has been done with the subway railway question which sprung again at the last meeting of the council?" was asked of Councilman Davis by a Bee reporter.

"I got the papers only yesterday. There are two phases. One is an ordinance in favor of the Omaha Subway company, and the other is a resolution in favor of the electric companies. They want the city to put down the street, and then lease it to them at a fair rental."

"What action will be taken on them?"

"Well, I suppose some of them will be acted upon very soon. I think the action will be to submit to the people the question of voting whether to build the subways. I think the city can give away about all the franchises it ought to."

"Who compose the Omaha Subway company?"

"The old Dorsett party, with Dorsett's name left out. If the ordinance is passed, the company will lay the Dorsett system, as it stood to do before."

Mrs. Balbach has placed in Raymond's window an oil painting of hers which is to be raffled for the benefit of the Johnstown sufferers. Tickets are on sale at the Excelsior office and Raymond's jewelry store at \$1 each.

THE GRIEVANCE COMMITTEE.

Result of the First Conference With the Union Pacific Officials.

Yesterday General Manager Kimball, of the Union Pacific, received a telegram from Vice-President Holcomb and President Adams, in which he was delegated with authority to represent the company in the controversy between the latter and the Brotherhood of Locomotive Engineers over the scale of wages to be paid the engineers on the Kansas Central. The grievance committee was accordingly notified, and a meeting was arranged to open at the headquarters at 3 o'clock yesterday afternoon. About five minutes before the time set Chairman Vroman invited the president and the headquarters, followed by all other members of the committee. The knights of the thistle were cool, but openly evidenced determination.

At 3 o'clock the committee and Messrs. Kimball and Dickinson, the latter two prominently, were fully assembled. The engineers submitted a plain statement of their side of the case, and the proposed remedy. Mr. Kimball was very attentive, and Mr. Dickinson coolly listened to the status of the opposite side.

Mr. Kimball and the engineers had given their views, took occasion to unravel the difficulties which resulted in the misunderstanding. In the first place, he informed the engineers that traffic was exceeding light and money short, they (the engineers) should exercise economy in their expenses; but that the establishment of the reduced scale was prompted by the dullness in business.

To this the engineers replied as follows: "You bear in mind," said one of the committee, "that stagnation in business has its reaction in our case as well. When there is no work, we have to pay men to stand by and you do not ask us permission to reduce the number of trains, either. When you reduce your train service you reduce our wages correspondingly, and in many cases we are thrown out of work in this way; so you can really afford to be more economical." This affects the engineers as well as the company.

To this the engineers replied as follows:

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