

CHIEF ARTHUR IS GOING

Prospects that Chief Clark of the Conductors May Also Visit Omaha.

LATEST DEVELOPMENTS OF U. P. DISCORD

George Vroman, Chairman of the Engineers Grievance Committee Talks—What He Has to Say About the Brewing Trouble.

Chief P. M. Arthur, the venerable head of the Brotherhood of Locomotive Engineers, will receive by mail tomorrow a statement of the existing troubles on the Catskill branch of the Union Pacific railway.

The eminent chiefs have, therefore, been appealed to and may accede to the request. They are expected Friday or Saturday of the present week.

Mr. George Vroman, chairman of the general grievance committee of the Order of Railway Engineers of the Union Pacific system looking at peace with all the world, talked with a representative of THE BEE regarding the facts in connection with the discharge of five trainmen on the Catskill branch of the Union Pacific.

In Mr. Dickinson's recent interview published in THE BEE, the inference is made that both National brotherhoods represented here upon the occasion of drinking while on duty. Now that is an unfortunate mistake, because drinking while on duty is prohibited by the fundamental laws of both the National brotherhoods of engineers and conductors.

Superintendent Egan Criticized. "Another fact which goes far towards strengthening the cause of the men in my eyes, is found in the manner of their suspension and the efforts used by Mr. Egan, the division superintendent, to force the quit upon the crew.

When four miles out of Trinidad on June 12, they were informed by telegraph to report at the division superintendent's office on their return. Each man was taken into the office of Superintendent Egan and asked as to all the details of the drinking on May 29, with the result that everybody told the same story, even to the fireman, who was not discharged, and these men could not have fixed up a story in time to tell Egan, especially when they did not know what they were called for. It is a fact that where the drinking was done, there place there is only a shanty, and no liquor is on sale, although the engineer testified that he had been offered a drink on this occasion, but refused. When they were dismissed from the service the men naturally began to gather in groups of ten and seventeen men, reliable men too, have sworn that the men were not intoxicated when they were discharged.

Hammond Talks. Charles N. Hammond, the engineer who was so inconspicuously dismissed from the service of the Union Pacific on June 17 because he had been drinking on the Catskill branch of the Union Pacific on May 29, told a different story from the division superintendent, Mr. Egan. Hammond, a very mild-mannered, pleasant looking gentleman, said:

"We were ready to leave Catskill at 2:35 on May 29 when the order to go to Smith's mill on the Red River branch to get seven loads of lumber and take them to Trinidad. I put us about an hour and a half behind time, but we arrived in Trinidad only five minutes late. It was on this trip that the alleged drinking took place, although in five years constant working out of Trinidad I have the first mark against a clean record on my part.

The train from Trinidad to Catskill is made up of freight cars, passenger coaches and mail. Lately the passenger coaches have been very bad time and an order from the postoffice department made its appearance calling the attention of the officials to the fact and asking for better service. This I believe to have been the real cause of all the difficulty. The train from Trinidad to Catskill twenty-seven miles, takes one and one-half hours although we have nearly four hours at Catskill to kill, which we usually do by switching engines. Catskill to the lumber and the camps and coals along the line and bringing loaded cars, we can only haul seven cars at a time up some of the grades.

On May 29 we got in late and naturally there was a kick. On June 12 we were laid off although every one of the crew testified to the fact that there had been no drinking on the trip. When I went up to Egan on June 17 to hear the result of the investigation which he had made, he told me that I was discharged from the company's service, that he had the 'dead stick' on me and that it was useless to argue the case up higher. Ever since I came to Omaha to attend the annual meeting of the grievance committee he has had it in for me seemingly and really began to gather in groups of ten and seventeen men, reliable men too, have sworn that the men were not intoxicated when they were discharged.

Will Have to Do Something. Chicago Route Complaint of Lack of Business. Chicago, July 17.—The western roads are at last ready to come down on World's fair rates and they are ready to get almost to the bottom. The Chicago, Milwaukee & St. Paul, Northwestern, Atchafalpa and Rock Island roads today requested Chairman Caldwell to call a meeting at 10:30 o'clock on Friday morning of this week for the purpose of considering World's fair rates.

The request for the call says that it is desirable that tickets be sold every day, good for return passage from Chicago any day up to and including a final return limit of about thirty days, the one-way tickets being important terminals are to be based proportionately upon whatever reductions may be made or agreed upon for the round trip rates.

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NO DRINKS WHILE ON DUTY

Several Railroad Employees Press the Button and Egan Did the Rest.

VERDICT IN A UNION PACIFIC CASE

General Manager Dickinson Refuses to Re-instate Five Men Who Were Fined by Superintendent Egan of the Catskill Branch—Hard Times Talk.

J. L. Kisick, chairman of the grievance committee of the Order of Railway Conductors and George Vroman, chairman of the general grievance committee of the Order of Railway Engineers names well known to railroad men throughout the west, together with C. N. Hammond, engineer, and Edward Hines, conductor on the Catskill branch of the Union Pacific, met General Manager Dickinson of the Union Pacific yesterday.

Their talk over strained relations between the company and several discharged men.

The presence of these men in Omaha, it was learned, was to reinstate, if possible, several employees of the company who had been unconditionally "fired" on account of drinking on duty.

The discharged men, Ed Hines, conductor, C. N. Hammond, engineer, John Tanmay, George Marshall and Andy Nelson, brakemen, running on the Catskill branch, and directly responsible to Division Superintendent M. F. Egan, who holds office under General Superintendent W. A. Dickinson.

Superintendent Egan, learning that these men had been touching the "red line" the morning before, suspended them on June 17 pending an investigation. On June 17 the men reported to the superintendent to ascertain the result of the investigation.

With reinstatement they were told their services were no longer desired by the company. These facts having been reported to the grievance committee of the two railroad organizations, General Superintendent Deuel was called upon to investigate, but his decision was not in favor of the reinstatement of the men.

After three-quarters of an hour with Mr. Dickinson, the general manager, looking anything but happy and at once repaired to their hotels to report the result of the meeting to the general committees of the organizations.

Roasts the Fake Factory. Mr. Dickinson, speaking of the result of the meeting of yesterday morning, supposed the talk of a morning paper that a strike would result if the men discharged were reinstated is about as silly a piece of newspaper sensationalism as he has ever read.

"After going over the situation carefully I found that there was no ground for reversing the decision reached by Mr. Egan and informed the committee. If such a rule were not in force, life and property would be constantly in jeopardy, and its enforcement would be impracticable on the officials. Men are being discharged every day by every railroad in the country and drinking while employed in their calling, it must be prohibited by some rule of discipline be maintained."

"It would seem as if this company had not the right to discharge men who do not do a dozen, when openly violating one of the strongest rules of the service, without first securing the consent of the order to which they are attached."

"So far as I am concerned my connection with the affair is at an end. I told the delegation that I would leave for Chicago today and return on Thursday or Friday, when, if they had any additional information to submit would be glad to hear it and meet the representatives of the orders directly concerned."

"So far as a strike is concerned I do not think it is a possibility for a moment, but should it take place it would undoubtedly result further reduced expenses, which we are so strenuously bent upon at this time. In fact, the only thing that would do us any good would be to have the men who have no work for the men let out and couldn't pay them if we had."

"Will the Union Pacific go into the hands of a receiver?" the reporter asked.

"That is another rumor made up out of whole cloth. A local paper alleged that Mr. Clark had sent me a telegram stating that if expenses were not cut down the road would have to go to a receiver. Now Mr. Clark never sent me any sort of a telegram and I am not a receiver. The fact that it anticipates the July interest being paid is proof of that statement. But what condition the road will be in next January is an unknown quantity which no man can solve. We are in no worse shape than other western roads, and if the Union Pacific should go into the hands of a receiver, which I think is a possibility, it will have several associates in the same business."

Excursion Tickets in Eight Demand. The push for coach excursion tickets, which went on sale yesterday morning for Chicago, was not by any means as great as the most conservative ticket agent had anticipated.

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WHO TOLD YOU?

Who told you that everybody was hanging on to their money? Who told you that all the money in the country was hid in old tin cans—buried in cellars—tied up in old stockings? Who told you that you couldn't get out a crowd—particularly of men—if you advertised to give away goods? The man that told you all that rot didn't look into our store last Saturday or he'd have changed his mind. What a crowd—what a crush—what a mob of men scrambling after those wonderful

ODD CUT PANTS

The barber had a "close shave" to get the pants he wanted before his neighbor, the banker, got them away from him. The waiter "waited" till the crowd got a trifle thinned out before he found his size. The carpenter found a "plum" color to suit him. The bank cashier bought a pair of "check" pants. The undertaker "undertook" to get a five-dollar pair for two fifty—and he got them. The balloonist got a pair because he thought they might "go up" if he didn't hustle. Twelve hundred men jostled each other and bowed each other—stepped on each other's corns in their efforts to pant. They got

ARE YOU IN IT?

Nebraska Clothing Co.

Pants for \$1.50 that are worth two-fifty—two seventy-five—three dollars—three twenty-five a pair.

Pants for \$2.50 that are worth three-fifty—three seventy-five—four and four fifty a pair.

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