

Mr. Wood was not a practical operating man and was not familiar with such subjects.

Dickinson was recalled and asked as to the practice the management followed as to giving the employees coal at reduced rates. He stated that the management gave the employees a benefit of reduced rates on coal amounting to 50 cents to \$1.25 per ton.

Judge Caldwell asked if the coal was sold at a loss to the company, to which the witness replied that while there was no loss it was at about cost. Then Mr. Dickinson proceeded to explain why increased tonnage would not increase the work of the employees, which is a well known railroad proposition.

Mr. Dickinson stated he was not familiar with the charges, as it did not come into his jurisdiction. Mr. Vroman was put on the stand for the purpose of testifying as to the Gallagher road.

Mr. Vroman stated that the Gallagher road was not a part of the Union Pacific. The engineers never had a strike on the Union Pacific. In response to a cross-examination Mr. Vroman stated that these rules were a part of the written laws of the order. They were a part of the secret manual and could not be brought into court for inspection, though the facts were generally known.

EXCESS MILEAGE AGAIN. E. C. Clark, chief of the conductors, was put on the stand and stated his position in the order. The engineers never had a strike on the Union Pacific. He worked one year for the Union Pacific from 1881 to 1882. He had been present at most of the conferences with the company for the past five years in the matter of overtime and excess mileage.

Mr. Vroman was recalled and explained the difference between the old and new schedule. He stated that the old schedule was adopted in 1890 after a conference with the officers, but the Pacific division was not represented and their schedule was fixed later.

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made a reduction of 28.08 per cent on passenger runs and 27.01 on freight runs from Cheyenne to Laramie if they went on the new run. If they doubted there would be a reduction of 43.64 per cent. On Nebraska divisions it would make no reduction. On the Denver & South Park division the rate of pay was reduced 10 per cent less than on the Nebraska division, even though the rate of pay was higher, owing to the slower time made.

In regard to coal of switches in the Denver yards, which were the largest on the system, he said these yards were three-rail yards, permit of the handling of both narrow and standard gauge cars. This condition required much greater caution in handling the cars in the yard. The Denver & Rio Grande paid the same rates as the Union Pacific, and these are the only three-rail yards in the city.

Comparing the South Park with other mountain roads, he stated the line was very crooked, some of the curves being as high as thirty-two degrees, and the entire road is a cross-section of curves, with grades averaging 137 feet to the mile. The rates on the Colorado Midland, which runs between the same points, is 210 miles long, which extra distance is run over to avoid the crookedness of the road. The Colorado Midland runs the grades, many of them, were 290 feet to the mile. The Colorado Midland, which runs between the same points, is 210 miles long, which extra distance is run over to avoid the crookedness of the road.

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how he arrived at the average rates of pay on the Union Pacific and Central Pacific. Mr. McCone claimed that modern appliances had lessened the work of engineers and also the danger of the work. His occupation, Mr. McCone gave a statement of the amount of money some of the engineers on different parts of the road earned and from the figures quoted he was asked by Mr. Vroman if the engineers on the prairie divisions did not actually earn more money than the men on the mountain runs, even allowing the latter the excess mileage, but he answered he thought not, except in some exceptional cases.

Mr. Taylor, called S. D. Clark, one of the trainmen, and asked him if any other organization than the one of which he was a member was authorized to represent that branch of the service, and the witness said no.

The court inquired whether there were any other rules in the order of which he was to be introduced and was informed that the determination of the rules which had been the basis of all the discussion would settle the question. The men and the receivers could not readily settle.

The court was asked to make an order that whatever result was arrived at should operate and extend to the Grand Island road and some others which were in charge of the receivers, in which case the copies of the order under the same rules and schedule. The court stated that the order would be so made.

The lawyers on both sides then announced that they did not wish to argue the case, but would submit it just as it was. The court then ordered that, as the men had been brought before the order of the court, the receivers should pay them their wages during the time they were necessarily here and also their board while they were here.

The court also ordered that all the pleadings, evidence and rulings of the court, including the final judgment when it is entered, should be printed and the copies of the order should be provided for the use of those who might need them.

Mr. Clark leaves today. Will spend his vacation at Cambridge, Pa. President S. H. V. Clark of the Union Pacific, following the peremptory orders of Judge Caldwell, leaves today on his vacation. Mr. Clark goes to St. Louis first and will be accompanied by Rev. and Mrs. Trumbull of the Union Pacific, Denver & Gulf, who has business connected with the Missouri Pacific. After a rest of a week or so, possibly a fortnight, Mr. Clark will go to Cambridge, Pa. to visit his wife and the children.

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STILL LIVING OVER THE LIE

(Continued from First Page.) been there before you went there with the plaintiff? "You have received a great many letters from Miss Pollard?" "I have."

"And you are only able to produce all of them this wooden or dummy letter?" "I do not admit that it was a dummy letter. After the relations which grew up between the plaintiff and myself on the first of August, 1884, I did not want to preserve the letters, because of many references to them."

"You have received many telegrams from the plaintiff?" "I never was in the habit of preserving telegrams. I was in the habit of preserving them, but I did not want to preserve them."

"You have received many telegrams from the plaintiff?" "I never was in the habit of preserving telegrams. I was in the habit of preserving them, but I did not want to preserve them."

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COKE STRIKERS USE FORCE

Demands for Increase in Pay Backed Up by Threats of Violence. WILLING WORKERS DRIVEN OFF BY MOBS. Men Who Did Not Want to Join Beaten and Compelled to Leave the Furnaces. Heavily Armed Deputy Sheriff Guarded the Works.

UNIONTOWN, Pa., April 2.—(Special Telegram to The Bee.)—Coke workers and operators were alike surprised this morning, the former that the strike was not so formidable as they expected, the latter that there was any strike at all. Only about one-fourth of the workers had joined in the strike, many holding back to await the action of the district convention this afternoon.

The strike was ushered in about 4 o'clock this morning, when 300 Slavs, Italians and Poles, armed with revolvers and clubs, marched from the Wheeler and Morrill works of the Cambria Iron company to the Dunbar, Anchor and Hill farm works at Dunbar and drove the workmen off the yards. Several shots were fired and the nonstrikers fled for their lives. The strikers returned to the house and threw it into confusion. Several of the worst rioters were captured by the officers and lodged in jail.

The strikers, however, near here, the men struck and left 1,500 tons of coke to burn up in the ovens, and when the company had the coke they demanded that the strikers beat the workmen from the yards. Many strikers have not been seen since they were driven off. The English speaking men will be given the first right to the country to break a strike, and because they were thought to be the best liable to join a strike. They are now the most determined and vicious strikers. They are enthusiastic in the present strike. The strikers are now the most determined and vicious strikers. They are enthusiastic in the present strike.

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KNOWLEDGE

Brings comfort and improvement and tends to personal enjoyment when rightly used. The many, who live better than others and enjoy life more, with less expenditure, by more promptly adapting the world's best products to the needs of physical being, will attest the value to health of the pure liquid Laxative principles embraced in the remedy, Syrup of Figs.

Its excellence is due to its presenting in the form most acceptable and pleasant to the taste, the refreshing and truly beneficial properties of a perfect laxative, effectually cleansing the system, dispelling colds, headaches and fevers and permanently curing constipation. It has given satisfaction to millions and met with the approval of the medical profession, because it acts on the Kidneys, Liver and Bowels without weakening them and it is perfectly free from every objectionable substance.

Syrup of Figs is for sale by all druggists in 50c and \$1 bottles, but it is manufactured by the California Fig Syrup Co. only, whose name is printed on every package, also the name, Syrup of Figs, and being well informed, you will not accept any substitute if offered.

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