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THE ARBITRATION TERMS

CONSTRUED DIFFERENTLY BY HILL AND LATE STRIKERS.

BUSINESS MEN INQUIRING.

Mr. Hill Says It Was Understood That No Striker Who Resorted to Obstructing Mails or to Violence Would Be Retained—The Men Say All Strikers Were to Be Taken Back.

The Great Northern grievance committee met at Labor hall yesterday and discussed the point upon which they feel sore. They assert that the findings of the recent arbitration board were that all strikers should be reinstated, but that President Hill and General Manager Case are letting these people out at various points along the line. This, they insist, is not in accord with that agreement. The company construes the agreement not to mean that no striker who has injured the company's property or who has obstructed the free transportation of mail trains should continue in the company's service. Mr. Hill firmly takes the ground that the company, in submitting to the rulings of the arbitration board, has literally lived up to its agreement; that the understanding was, furthermore, that any man who was guilty of any illegal act would not be retained. Mr. Hill considers that the renewal of agitation over what is now generally understood as a dead issue is not worth of notice.

It was after 6 o'clock before the members of the committee came down from the conference. Dan H. Moon looked as affable as any of the committee. When he was quizzed he said simply: "I will have to refer you to Chairman Seabury." That gentleman, when appealed to, quietly remarked: "There is nothing to be said for publication." Then the members of the committee proceeded up Third street to join the employees' committee. President Hill was applied to for information, and practically outlined the company's understanding, as already set forth. "There are some of the strikers who will necessarily fall outside the terms of the agreement recently made," said Mr. Hill, "and some within it. For the former class I am sorry, but it cannot be helped."

"Mr. Hill, what was the nature of the business men's committee meeting?"

"Why, all there is to that is this: The business men desire to ascertain what construction the company places on

certain clauses in the agreement. This, of course, is with a view of the correct interpretation of it."

It is very likely from the fact of so general a depression that necessity may require a reduction in help, as the Great Northern, like every other business interest, feels that depression.

Mr. Hill was shown a local paper containing an interview accorded to L. D. Foster, president of the branch at St. Cloud of the A. R. U., in which Mr. Foster tells of being present last Saturday at a meeting between Mr. Hill, Col. Clough and Mr. Rice. Mr. Hill looked at it a moment, and said briefly: "Mr. Foster was not present at that meeting."

LOCAL ASSOCIATION.

Charges Against the Minneapolis & St. Louis Unsubstantiated.

The local passenger association met yesterday. From Secretary Kinnam it was learned that the charges brought against the Minneapolis & St. Louis for alleged ticket manipulation fell through, and that line was acquitted. The charges against the Omaha were continued, in order to allow that line to procure further evidence, until the next meeting. Secretary Kinnam stated that he had issued a call for a special meeting Friday morning at 10 o'clock, to investigate certain charges against another line. "We have decided," said Mr. Kinnam, "that the only proper way to handle the reports of our meeting published through the secret press. This again, when a call is issued for a meeting to be held for the purpose of investigating charges against any line, I think the more just way is not to make public the name of the line to be investigated. It is the better way, I think, to wait until the matter has been finally disposed of, and then make public the findings."

CUT IN HALF.

Slash in Freight Rates at the Chicago Meeting.

CHICAGO, May 8.—The lines in the Western Freight association went at the rates today with an ax, and by the time they had finished their work there was not much left of the rates between Chicago and the Missouri river and the Mississippi river and the Missouri. All freight rates of all classes were cut squarely in half, the reduction being 50 per cent of rates in effect yesterday. The reduction is said to be the Missouri Pacific road, which some time ago decided to enter the agreement of the other lines to maintain rates, and which has, it is claimed, been cutting rates with regard to the tariffs in effect on the lines of the Western Freight association. The present reductions are made with the object of bringing the Missouri Pacific to time and compelling it to maintain rates. The rates put into effect today apply not only to the lines between Chicago and the Missouri river, but from all points on the Mississippi river to all points on the Missouri river. Chairman Caldwell, of the Western Passenger association, has called a meeting of

the association for tomorrow to see what can be done with the present rate troubles in its territory. The general opinion even among the best friends of the Western Passenger association is that nothing can be done but a general reorganization, with the Union Pacific and the Atchafalpa as members. It is more than doubtful whether the Union Pacific will come in, and should it persist in a refusal to join the association it is difficult to see how a war in rates can be avoided. The Ohio River lines held a meeting today to complete the organization of their association, but were not able to make much progress, and will meet again later in the week.

CLASSIFICATION MEETING.

Proceedings of the Body to Be Executive.

Yesterday morning the semi-annual session of the joint Western classification committee convened at the Hotel Ryan. The proceedings of the body will be executive, and it is upon the results of the deliberations of this committee that the welfare of vast commercial interests depends. For example: A commodity may be listed as first-class, another as double first, and another as one and a half times first. Of course the first-class rate is the highest. If shippers can have any of the articles listed as first-class placed in the second, similar changes made to their advantage, it will mean a great saving in freight rates. This will be very readily understood in its full sense, when the explanation is made that the joint Western classification is the standard for all railroads from Chicago and St. Louis west to the Pacific coast, and from the Canadian boundary line south to the Gulf of Mexico. The object of the present meeting is to consider changes similar to those outlined. Upon the Western classification are founded the rate sheets of all railroads in the territory.

It was nearly noon before the members began to do business. Several committees desiring changes in the classification were heard. There was some talk of amending the by-laws so as to allow of annual meetings in the place of meeting once in six months, but this failed to carry. A number of applications for membership were put in and considered.

J. T. Ripley, the chairman, is an efficient man. The prior meeting was held last fall. Since then he has made over 100 rulings. Of these all but one have been approved. The exception was but slightly modified.

As a rule, the sessions of this body continue for about three days, but the Globe's informant thought all matters on the docket would be wound up by noon today.

As has been already stated in this paper, there are about seventy railroads represented. The delegates all hold one or more proxies, so that the attendance is not necessarily large, but so important a gathering. Most of the outside delegates are registered at the Ryan, though a number went to the Albion. When the roll was called twenty-five answered. Among these were C. L. Wellington, J. G. Miller, Sumner Hopkins, H. H. Hunt, G. W. Barnhart, J. B. Baird, T. Lafrenier, G. O. Somers, James Brady, H. M. Pearce, E. H. Tyler, E. Rogers, H. W. Irwin (secretary), J. T. Ripley (chairman), George L. Carman, J. Gilten, H. H. Storover, T. B. McNeill, C. L. Rising, W. H. Knight.

RAILROAD CONVENTION.

Sixth Annual Gathering of Commissioners in Washington.

WASHINGTON, D. C., May 8.—The sixth annual convention of state railroad commissioners convened today at the rooms of the interstate commerce commission. There was quite a representative gathering, as state officers charged with any duty in the supervision of railroad affairs are entitled to seats in the convention. J. H. Padgett, of Illinois, called the convention to order, and Mr. Woodruff, of Connecticut, was elected chairman; Allen Fort, of Georgia, vice chairman, and Edward S. Mosely, the secretary of the interstate commerce commission, secretary. The most important feature of the day's proceedings was the presentation of the majority and minority reports of the committee appointed at the last convention to make a report on pooling of freights and division earnings. The majority report was presented by Peter J. Deby, of Iowa, in which Mr. Chadburn concurred, and also Mr. Becker, of North Carolina, with the exception of the recommendation of the anti-pooling clause. Mr. Becker submitted a minority report. The majority report insists that if section 5 of the interstate commerce act, which prohibits pooling, were repealed and freedom given to the railway companies to pool or otherwise divide their earnings, compensatory rates would be generally maintained at competing points; that the labor of the commission in enforcing the law would be lessened and its authority respected because it would enlist in its support a large proportion of the shippers; that service that is now, by the force of self-preservation, compelled to antagonize both the law and the commission. The report urges the repeal of section 5, and points out other defects in the law, which it is declared can be remedied by legislation. Mr. Becker's report, which is reported, says that section 5 should not be repealed, but should be so amended as to include in its provisions all net earnings, from whatever source derived. The proposition to allow competing roads to divide between them the proceeds of their earnings, he is assured, nothing but an effort to create under the forms of law a gigantic railroad trust.

SWITCH FORKS.

Reduced rates of fare and one third have been authorized for the following events: Annual meeting Minnesota conference of Seventh Day Adventists, Minneapolis, May 20 to June 12; from points in Minnesota and North Dakota. Minnesota division of Veterans, annual encampment at Monticello, June 13 to 25; from Minneapolis, St. Paul, and other points in Minnesota, Northern Michigan peninsula, Minnesota, Iowa,

and points east of the Missouri in North and South Dakota. By the authority of the Western Passenger association, a rate of fare and one-third on account of Fourth of July events has been made. This applies in special cases to the following points: These are the customary summer tourist rates for the benefit of sportsmen, fishing parties and others. There is a well-founded rumor that C. H. Warren, the controller of the Great Northern, will shortly take a trip to Europe, accompanied by his family there to see his summer vacation. Chief Clerk McCrea, of the Omaha passenger department, is in attendance today upon a meeting in Chicago of the Western passenger convention. Ansel Oppenheim, one of the Chicago Great Western board of directors, who has been in England for several months, returned home yesterday. T. L. Lafrenier, St. Louis, commercial agent of the Southern Pacific system, is among the transient s now in the city. P. R. Jarvis, Minneapolis, general agent of the Lehigh Valley, took a run over to the Sainly City yesterday afternoon. Traveling Passenger Agent Abbott, of the Union Pacific, is in the city on one of his frequent visits from Omaha. C. F. Merry, Dickinson, N. D., live stock agent for the Wisconsin Central, was in the city yesterday. Assistant General Freight Agent Berry, St. Joseph, of the Chicago Great Western, is in the city. C. W. Norris, Chicago, traveling passenger agent of the Big Four, was in the city yesterday. Assistant General Passenger Agent Cunley, of the Milwaukee, has returned from Chicago.

PARTICULAR ATTENTION.

Is called to the Auction Sale of fine Upright Piano, Organ, 100 Chenille Curtains, 1,000 Remnants of New Carpets, 500 yards of second-hand Carpets, fine Furniture, etc., at 157 East Sixth street, at 2 o'clock this afternoon.

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ANNOUNCEMENTS.

MEMBERS OF REBECCA LODGE No. 2 are requested to attend the funeral of Brother Cole, at his late residence on Prospect Terrace, at 1:30 today.

NO VISITOR.

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TRAVELING BAGS cheap; all shapes.

Special Sale of Costumes, Capes and Jackets This Week.

A SUIT A stylish Ascot Snit, FOR made of All-Wool Storm \$9.95. Serge, either Navy Blue or Black. Our prices \$3.95, by no means represents the actual value of the dress. It is a leader in a very strong sense, and those who buy get a fashionable and serviceable costume at very much less than actual value.

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C. A. Peterson..... Brita Ostrom

BIRTHS REPORTED. Mr. and Mrs. B. Yoref..... Boy  
Mr. and Mrs. C. L. Humphrey..... Girl  
Mr. and Mrs. William Bass..... Girl  
Mr. and Mrs. Clinton Jonson..... Girl  
Mr. and Mrs. James Boylan..... Boy  
Mr. and Mrs. Henry Hoffman..... Boy  
Mr. and Mrs. C. W. Van Allen..... Girl  
Mr. and Mrs. T. L. Roby..... Girl  
Mr. and Mrs. James H. Wassel..... Boy  
Mr. and Mrs. C. Scott..... Girl  
Mr. and Mrs. William Bass..... Girl  
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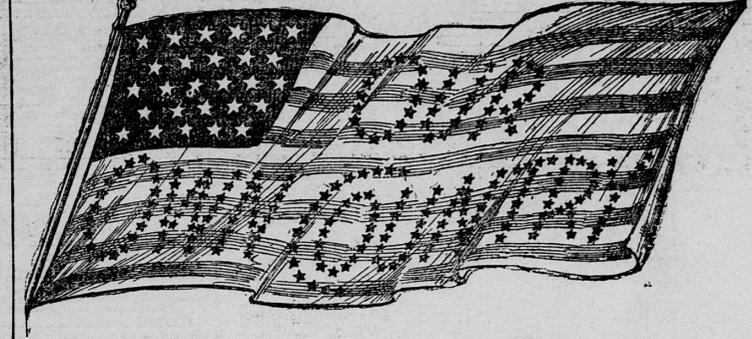
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