

City Solicitor's Office
Atg Pa April 15. 1880

Private and Confidential

Hm Franklin B Gowen

President etc

My Dear Sir:

Some months ago I addressed a polite note to Mr Geo. Eltz Guel Despatcher, requesting an interview when it would be convenient for him, without ~~and~~ stating the matter about which I desired to see him, subsequently, and within a few days after, I wrote the Guel Solicitor, Mr Kinn, requesting the appointment of Eugenius Chas H. Corman, to a passenger Engine, I urged Corman's promotion also through Mr Sauberton and Mr Mumma, both of whom kindly assisted in furthering my wishes in this regard.

Mr Eltz, did not call on me, and did not make any reply to my note; but through some unlucky agency conjectured the object I ~~was~~ am seeking and made it known to Aaron Swan, the despatcher at this point, who is Corman's immediate, Superior, ~~and~~ as Swan at once impudently intimated to Corman that such intercession had been made in his behalf, and that he should remain where he was, and that while he, Swan, was despatcher he must not look for promotion, And from that time to the present the insolence and

tyranny of Swan has been ascribed, muddled
and intensified, until it is nearly possible
for Carnan, to get along, whilst the
most notorious, and outrageous viola-
tions of the Company's rules and orders
obtains ^{under Swan,} winked at by Mr Eltz,

I earnestly invite your investiga-
tion that I have examined myself,
Mr Carnan came from Oswego, N.Y. in
response to a letter from Mr Wooster inviting
him so to do, dated 14th April 1877, at a
time when locomotives Eng. 11, belonging to the
"Brotherhood" were leaving the service of the Co.,
(See Mr Wooster's letter, "A"),

Reaching Reading about the 20th of April, 77
he was directed to Mr Eltz, who placed
him on the Parkeonemus Branch; at the
end of about a month he was transferred to the
"West Reading Shift" After service there for
about two months he was sent to Hoboken to
the position he now holds. He has never
been away from here since, except to go to N.Y.
in his family, He has never had an accident.
It was understood that he was to stand in
the direct line of promotion and that none
would be promoted over him to his prejudice.
About the time he came into the Comp'y's

service - perhaps 3 days previously, Engineer Drake now running the N.Y. fast line, was employed on the East Penn Branch, during the July riots Drake left his engine, and another Engineer took charge of it, German, under much the same pressure and maltreatment, kept his faith with the Co., and stood at his post, After the riots subsided or were quelled, Mr Eltz. took Drake again into the Co's employ, placed him on the Lebanon Valley and gave him the extra freight, a position supervisor - then advanced him to the engine driving the local passenger train between Hbg & Redg, then to the extra freight and finally to the New York Express, where he still remains, Henry Jennings, a fireman on the fast line was promoted to the Lebanon local, advancing him above German since the latter has been in his present position.

This Despatcher, Sevan, in flagrant violation of the Comp'y's rules and orders, has employed all his grown son, and one minor, and a younger brother, in the Co's service, to the exclusion of older

better and more experienced men, and
give them places, which under a fair
and impartial interpretation and execu-
tion of the Co's. rules & orders, other employes
were justly entitled to, and these
inexperienced and incompetent men
have over caused injury and damage
to the Comp'y, all this with the knowl-
edge, consent and approbation of
Mr Eltz

For example, when Cannon came here
E. Swan, the oldest son of the deceased
was a brakeman, In July 1879, (I think) he
was promoted over other men, to fireman
in Engine N° 168, His incompetency was my
soon made manifest. ~~when~~ by reasoning his
negligence and incapacity, he took the
engine out of the house, without his tank-
bucket, early one morning, and set fire
to the cabin and burnt it completely,
off the engine, and otherwise materially,
injured the locomotive which had to be
sent to Reading for repairs.

Not only was no complaint made nor
anything said about it, but he was shortly
afterward promoted over better men
to a passenger train, where he still

meantime,

John Sevan. Another son of the despatcher was employed by his father and Eltz in 1878, about six months ago he was promoted to firman over other and more experienced men. Subsequently, his gross negligence caused injury and damage to the Company. Early ^{dark} morning he brought out the engine without lighting his head light, ran it into the depot, being unable and unwilling to examine the switch. He ran otherwise violently into a New York Express, pac. car, tearing the entire side out of it, Nothing was said of it, and he stood for promotion over good men.

Henry Sevan, the youngest of the sons of Sevan in the employ of the Company ^{He has} is a minor, ~~has~~ been a brakeman since Novr 1878, His father keeps his time, as he does all the others, signs his pay roll, and draws his pay. These three sons have until recently been unmarried, lived at home with their father, the despatcher, so that getting the entire pay of me and

getting a reasonable monthly board-bill
from two others, the paternal relation
has had "a good thing of it," when we
remember that he keeps the time, and
charges the company, with what he
thinks it should pay,

But this is not all; Edw. Swan,
a younger brother of the dispatcher,
a mere boy apparently, weighing about
100 lbs., is a brakeman, employed by
Swan & Eltz, is awaiting promotion.
About the 20th of Jan'y last, he cut off
the draft attached^{to} the engine, on a grade, without
putting on the brakes, and allowed it to
run back with great violence and speed
into a detached portion of the train
laden with valuable lumber and timber,
doing great damage, thus breaking and
splitting the timbers, and knocking it
down the high & steep embankment
between the canal & the roundhouse, This
occurred about noon, It took the train
men of the "depot & shop" with the assistance
of others from the depot, the entire after-
noon to replace collect and replace the
lumber on the cars, These men engaged worked
about twelve minutes over time, and for

bush money, were given by the despatched
Searc, half a day extra time, which
the company paid, as a premium for
the brakeman (Searc's) negligence.
(vide H. Grinnall's statement)

About the 3^d of Feb'y last, the chief office
was agitating some question which disturbed the
serenity of Messrs Eltz & Searc. It was
noised, sub rosa, that something or somebody
and at this point was to be investigated.

Eltz. promptly sent for Searc to come
post haste, to Reading, where Searc's return
next day, the three sons of Searc were sent
away, and other men took their places.
They remained away until the suspicion or
conjecture of coming trouble had past. ^{now} when
they are coming back, one by one, Mr Searc
has returned, displaced a better man, and
is now a firman.

These boys have been promoted over men
who have been in the service of the company
nearly as long as some of them ~~hang~~
years!

These and other promotions are made purely
from personal favoritism, or to gratify per-
sonal cupidity, in utter disregard and open
wilful violation of the Corp's rules.

Very recently, Leonard Keyser who was
Fitterman for Engineers Board, was promoted
to an Engineer over ~~more~~ one or more Eng's
who have been in the company's service for 8 or
10 yrs.

The insolence and tyranny of these
stuplings of Swan.. is disgraceful to
the Company. ~~and~~ highly detrimental
to good discipline and respect to the
Co's employees. No complaint can be
made to Swan of the incapacity or
detraction of his sons & brother, none
would be listened to, or if listened to,
would bring curses upon the informer.

Afterword or postscript Since my intervention
for fair treatment to Mr Cammar has become
known to Mr Eltze and through him to Swan
Mr latter has been constantly maligning
and vilifying him to the former, and
Eltze has, I truly believe, misrepresented
and slandered him to ~~the~~ his, Eltze,
superior; that he has reported him as
being an unsafe man,
Let us compare the cautiousness of
these two men, Swan & Cammar, one with
the other, a few days ago Cammar, coming
down from along the Penna - track with a

Coal train, observed Sevan, with flag
in hand standing facing the engine, with
his back to a train ^{standing} on the Penna track heading
the opposite direction, signalling to Carnan
with great earnestness and rapidly - to
hurry on, coming toward Sevan to
pass between him and the last car on
the Penna train. Out of Market Street, was a
heavy four-horse-team, moving cautiously
over the crossing. Carnan, instantly, as an
experienced Eng'r, measured the space
and motion both of his train and the wagon.
Keeping his eye on the wagon he saw the
front wheel strike against the bulwore of
the car; he saw the car pushed suddenly
back and lock the wagon on the bulwore
between the wheels, Sevan still signalling
angrily to come on! Come on!! Come on!!!
Carnan nursed his engine, called for
brakes, stepped back, looked over the train
to see if the brakemen were at their posts
called again for brakes (Sevan still signalling)
The weight & motion of the train pushing on
the toward the wagon & horses, in spite of
the iron horse straining to hold it, when
it stopped, the front of the locomotive was
within two feet of one of the Mr Calders legs

horses attached to them others and a heavy wagon. What was Seabur's conduct? That of a piddicus. ~~as~~ Despatcher, watchful of the ~~out~~ interests of the Co, his employer - that of a fair minded man ready to conduct a worthy act that saved life (for a horses life is worth saving) and property by a prudent, ~~trustworthy~~ engine, his subordinate? Not at all, He walked up to Carnan, and fouilly, meanly, abused him! - charged him with a want of care and with cowardice, accused him of not calling for brakes with an attempt to burn his engine, and of coming too fast! And these accusations, he insidiously, and falsely made to Eltzr,
(See Firman, Offic Hopper, Asst Despatcher, Gudge & others)

You have exhibited great ability, and ~~in the~~ and displayed splendid talents in destroying nigg, exposing and bringing to trial (if not to punishment) guilty men in high position, I beg you now to turn your attention for a little while to the ring and conspiracy that subsists to your co's discredit. See at this end

of the Co's road, and ~~destroy~~ break up this little game; this mean, ~~little~~
 contemptible conspiracy between Ellyp and
Sewan & Co, But inform yourself clearly
^{&慎重ly} & first; do not act upon my representations.
 I am interested, and intensely, in earnt
about it; I want my neighbor, Cummey,
 exculpated and promoted, or, on the other
 hand, shown to be, without capacity, without
 experience by which he has propted, unsafe and
 untrustworthy, as I believe he has been misrep-
 resented, For the present I only ask,
 a full, fair and impartial investigation
 of my representations, and of the character
 of Mr Cummey, by some gentleman of
 character who loves truth for its own
 sake, and without the knowledge of
 either Cummey, Sewan or Ellyp; for
 you will readily see ^{to} what a hell I have
 consigned Cummey, if Ellyp & Sewan
 can catch me of making charges to you
 Some such high minded gentleman as Jno
 J. Clyde, who would not lie or do injustice
 for the railroad itself;

With assurances of most distinguished
 respect
Thos S. Hagerst