

THE COMMISSION QUESTION

It is Still a Disturbing Factor in Railroad Circles and May Continue to Be So.

February Payments by Western Lines Now a Matter of Dispute—Position of the Burlington—No Changes on the Monon.

A special meeting of the general passenger agents of the Western lines terminating at Chicago was held there yesterday to consider the commission question in the light of the recent action of the Eastern lines on that subject. Vice-chairman Donald, of the Central Traffic Association, was invited to attend, but took no part in the discussion. The Burlington and the Wisconsin Central were not represented, as they were supposed to be undergoing discipline from the Eastern lines for paying commissions in forbidden territory during February, and therefore were not notified of the conference. The Chicago & Alton, with its usual caution, held aloof from the meeting. The subject under consideration was, "What action will the Eastern lines take with reference to the protection of those Western roads which have thus far obeyed their requests of Chairman Goddard and Blanchard not to pay February commissions in trunk-line and Central Traffic Association territory?" Mr. Donald sent a telegram to Chairman Goddard asking for general information as to the present situation. A reply was received from Mr. Goddard during the day, and the meeting adjourned without action until to-day. Should the answer not be satisfactory—that is, should it refrain from guaranteeing reasonable protection for the roads that have obeyed the order to discontinue paying commissions to Eastern agents—there is little doubt that all the Western lines will pay up their commissions and continue to pay them in the future.

The Burlington people were apparently surprised at being ignored in the call for the meeting. General Passenger Agent Eastus said: "I was not invited to attend. It is rumored that the other Western roads have formed a combination to force us to comply with the trunk-line and Central Traffic Association demands, but I do not think any such movement will succeed. We will do our best to hold our secret meetings expecting to compel us to abolish commissions. This, like all other questions of competition, should be openly and honestly discussed. We do not think our competitors cannot force us into any unfortunate position at this time on the commission question, because to do so they would have to sacrifice their own roads, and I am sure the association of officers comprising the board of railroads do not intend to deal with us in any underhanded manner. We will stand up fairly. They will not join our scheming competitors in taking any snap judgment upon us at all."

It will appear from Mr. Eastus's remarks that he believes the other Western roads to be in favor of abolishing commissions. On the other hand the representatives of those roads protest to believe that the alleged action of the Burlington and the Wisconsin Central in paying commissions for February is for the purpose of forcing a positive issue with the Eastern lines and destroying all chances of compromise. The latter view is the one which is being maintained. It is evident that all the Western roads are anxious to keep in the good graces of the Eastern agents until it is definitely settled whether commissions are to be abolished or not.

Col. Horace Scott's Railroad Career. Col. Horace Scott, a railroad man who has recently retired on his well-earned laurels, last evening, in conversation, remarked to some friends that to-morrow it would be forty-four years since he entered railroad service. He commenced as a switchman April 3, 1847, at Springfield, on the Connecticut River road, at \$35 per month. In August he was made a brakeman on the same road at the same wages, and in November he was appointed baggage-master, at \$30 a month; in 1849 he accepted the position of ticket agent at Springfield, at \$40 per month; in 1853 he was made a passenger conductor at \$30 per month; in 1854 he was appointed superintendent of the Fairhaven road, now a part of the Boston road, at a salary of \$1,000 a year; May 1, 1855, he came West, and accepted the position of superintendent of the Jeffersonville, Madison & Indianapolis road, which he held until 1858. While superintendent of the J. M. & I. he was largely instrumental in selling the road to the Pennsylvania Company. Since retiring from that position he has projected and carried to completion several roads, one of them the Belt road at Indianapolis.

No Changes on the E., N. A. & C. General Manager Black, of the Louisville, New Albany & Chicago, has received a telegram from Samuel Thomas, the new president of the road, saying: "You will make no change in the operations of the road under your charge. You may assure your connecting lines of this policy." That President Thomas should take pains to telegraph General Manager Black from New York to the effect that the road would continue to be operated under its present management is a matter over which there was much favorable comment in railroad circles yesterday. In this connection it is proper to state that Mr. Thomas, when in Indianapolis, two weeks ago, assured a representative of the Journal that Mr. Black would be continued as general manager, except that he would be relieved of the several months he had held the position.

Will Mackey Sell to the Big Four? C. P. Huntington and President Mackey yesterday went to Terre Haute from Evansville in the former's private car and were closeted with President McKee, of the Vandalia. There is much speculation as to the cause of their visit there, but no definite information can be obtained. A gentleman who is well acquainted with Mr. Mackey and his railroad deals says he would not be surprised if Mr. Mackey sold out his interests to the Big Four system.

Personal, Local and General Notes. C. P. Huntington was in Evansville yesterday for a conference with President Mackey. W. F. Brunner, district passenger agent for the Pennsylvania and Vandalia, is so far recovered from his recent illness as to be at his post again. The Jacksonville Southeastern road is now a member of the Western Passenger Association, having signed the agreement on Wednesday. S. B. Liggett, secretary of the Pennsylvania Company, is in the West looking after some important matters in which the company is interested. The receiver of the Kentucky Central road has appointed John Fenton to be a passenger conductor on the J. M. & I. road, superintendent of the K. C.

George E. Farrington, secretary of the Terre Haute & Indianapolis road, is in Washington, D. C., in attendance on the Captain Laws, who is seriously ill in that city. W. S. Woods, vice-president, and W. S. Taylor, secretary, of the Kansas City, Fort Scott & Gulf road, were in the city yesterday, and gave the new Union station a careful inspection. The clerical forces in the general offices and freight department of the Mackey lines are a good deal disturbed over a rumor that on May 1 they are to have their wages reduced 15 per cent.

The Louisville, St. Louis & Texas Railroad Company has withdrawn its general agent from Kansas City, and George Brigham, the representative, will take service with the Nickel-plate. J. H. Campbell, of the Iowa Central freight department, who was offered the position of assistant general freight agent of the Seale, and who is also Eastern road, has decided not to accept. Great damage has been done to the grade of the Rushville extension of the Cincinnati, Wabash & Michigan railroad by the rains of the month. All these companies are putting on trains until May 1. It was the intention to open up the line for business next Sunday. Four new passenger

THE STATE FAIR MANAGERS

Personnel of the Organization that Succeeds the Old Board of Agriculture.

Men Whose Success in Farming, Stock-Raising and the Industries Commend Them for Appointment—Suit to Be Brought.

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First District—Samuel Hargrove. Second—John L. Green. Third—David L. Thomas. Fourth—David L. Thomas. Fifth—Aaron V. Pendleton. Sixth—Thomas J. Mann. Seventh—Henry C. G. Bals. Eighth—Thomas J. Mann. Ninth—Lebanus B. Custer. Tenth—James B. Connor. Eleventh—James B. Connor. Twelfth—John C. Knoblock. Thirteenth—John C. Knoblock.

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Mr. Stevens, of the Third, resides at Salem, in Washington county, is a farmer and a breeder of trotting horses. He is very active in agricultural and Washington county's affairs, and a writer of much ability upon agriculture and stock-breeding. He is about forty-five years of age.

Mr. Thomas, who represents the Fourth district, is a prominent farmer and stock-breeder, and has contributed some valuable works on stock-breeding and raising. He is a leading member of the Farmers' Alliance and now resides in the city of Indianapolis. He is a graduate of Butler University, and took a post-graduate course in law, but has never practiced. He has been president of the Indiana State Agricultural Society and the Indiana State and National Swine-breeders' Association. He is about fifty-five years old, and was formerly a member of the State legislature.

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Mr. Sedgwick, the member from the Sixth district, is a wire-fence manufacturer of Richmond. He is an active, energetic business man, a Republican, and a member of the State Horticultural Society and president of the Wayne County Agricultural Association. Mr. Sedgwick is about forty-five years old.

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THE NEW YORK STORE.

(Established in 1833.)

Great retailing — do you quite know what it means? The first requisite toward it is the collecting together of the most desirable goods at the lowest possible cost to us— even if we have to go thousands of miles to do it, we do it. The second is having the right facilities for distributing enormous quantities of all kinds of goods in a convenient, systematic, comfortable manner. The last and greatest is the disposition to dispose of these large quantities of goods at the lowest possible cost to the consumer—low cost to us must mean low cost to you—that's the secret of great retailing. Not every one has the desire to do it; come and see if we have.

We'll show you this system works in our Muslim Underwear Department. We buy exclusively from the makers—American largely. The home factories are turning out some of the best ready-made undergarments in the world. From France we bring the celebrated convent-worked goods—high-priced comparatively, but the value is there—reckoned by the actual amount of work involved they are cheaper than home-made goods. Some medium grades come from England. Ladies' Night-Gowns 37½, 50c, 65c, 75c, \$1, \$1.25, up to \$10.50. Ladies' Skirts, long and short, 50c, 75c, \$1, \$1.25, \$1.50 to \$6.50. Ladies' Drawers 23c to \$1.25. Corset Covers 9c, 19c, 23c to \$2.75. We will tell you about Corsets another day. Our Infants' Dept is quite a feature of the second floor. Everything for the baby—is the word.



PETITS DRY GOODS CO. BLENDED JAVA COFFEE. Cream Fall Package Coffees. A. B. GATES & CO. INDIANAPOLIS, IND.

JEFFERSONVILLE, IND., April 3, 1891.—Sealed proposals, in triplicate, subject to usual conditions, will be received here until 11 o'clock a. m. (central standard time), Monday, the 4th day of May, 1891, for furnishing at the Quartermaster's Depot large quantities of quartermaster's stores, such as stationery, office furniture, ranges, galvanized ash barrels, bed boxes, room blankets, horse blankets, hand carts, escort wagons, blacksmiths' wheelwrights, saddlers, painters, and miscellaneous tools, hardware, rubber hose, lawn mowers, mowing machines, pulleys, wagon parts, collars, horse and mule collars, reservoirs, tin, brass and metal articles, etc., etc. The proposals should be accompanied by a check for \$100,000, payable to the order of the Quartermaster-general, U. S. Army, Depot Quartermaster.

Pittsburg, Cincinnati, Chicago & St. Louis R.R. Co. PITTSBURG, March 11, 1891. If it becomes necessary to chastise the Pittsburg, Cincinnati, Chicago & St. Louis Railway Co. in Washington will give the old confederate officers and privates a chance to meet the enemy. They learned how to fight foreigners during our own late unpleasantness, and there is reason to believe that they would like nothing better than to meet them on the field once more.

Send them to the Coke Regions. Charleston News and Courier. PITTSBURG, March 11, 1891. If it becomes necessary to chastise the Pittsburg, Cincinnati, Chicago & St. Louis Railway Co. in Washington will give the old confederate officers and privates a chance to meet the enemy. They learned how to fight foreigners during our own late unpleasantness, and there is reason to believe that they would like nothing better than to meet them on the field once more.

Children Cry for Pitcher's Castoria. BRUSH BRILLIANCY Arc and Incandescence ELECTRIC LIGHTS For particulars address THE BRUSH ELECTRIC CO. CLEVELAND, OHIO.

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