

COMMISSIONS ON TICKETS

Wholesale Discharge of Agents on the Lake Shore Road for Violating a Rule.

Alleged Treachery of Western Lines—E. T. Jeffery Appointed President of the Rio Grande—New Export Traffic Rates.

Ticket agents in the Central Traffic territory, which includes Indiana, are beginning to look at the wholesale discharge of agents on the Lake Shore road for receiving commissions in a more serious light. Nine more agents have been dismissed, making thirty-one in all, and their places filled with telegraph operators, clerks from the general offices and station agents. The order to dismiss these men came directly from John Newell, president of the Lake Shore, being notified more or less than an order that all passenger agents who had received commissions upon the sale of tickets must go at once. For some time past business from the East over the Lake Shore has been routed over taboed lines. The Alton, against which the Great Eastern trunk lines declared a "holly war," was getting much of the business, and latterly the Lake Shore has handled business exclusively to Chicago over the Alton. The action of the Lake Shore on the G. A. R. business in receiving Alton passengers was looked upon as a blow at the boycott, but President Newell's action seems to negative this. The country is full of passenger men who have noticed a handsome income in commissions from lines to which they have diverted business, and a big score is the consequence. The order in effect says that no agent has the right to use his influence to secure business on any line excepting the one by which he is employed. It does not make any difference if the business is to go beyond the limits of his road, the agent is barred from discussing the advantages of any particular line from fear of deceiving passengers. It is necessary to commission for business that is beyond the reach of his line he has committed a sin that can only be atoned for by instant removal from office, no matter how long nor how faithfully he may have served his company. It is claimed by the dismissed agents of the Lake Shore that their discharge is caused by the treachery of one or two large Western lines. Which one will be determined on a meeting of these agents and their comparing of notes. It is to be hoped that it will be determined to a line that is operated in the interest of the Vanderbilt lines, for consistency's sake.

An Unsafe Railroad.

The Kansas Railway Commission is bringing to a crisis the matter of rebuilding the Kansas Central railway, a branch of the Union Pacific. A year ago this commission reported to the Governor that the road was not in a fit condition for the safety of the traveling public. Early this spring, after a tour over the road with General Manager Clark, the commission ordered the company to rebuild the road. The officers said they were unable to make the repairs, pleading poverty of the Union Pacific. The commission issued a peremptory order confirming its previous order, and threatened to revoke the company's charter. General Manager Clark replied yesterday that while the company would regret losing its charter, it would not contest action by the state looking to that end, nor would it comply with the commissioners' order. The commissioners yesterday laid the whole matter, together with all the correspondence on the subject, before the Governor. It will be his duty to see that the order of the commissioners is enforced. The commission and Attorney-General were in consultation with the Governor during the entire morning. The commission, in its report to the Governor, describes the condition of the road as follows: "The rails in use, if new and made of steel instead of iron, would not be safe. The road company not permitted to be laid by any State authority for use on a railroad of standard gauge, motive power and rolling stock. They are not new nor in condition to justify continued use even if they were of adequate weight. They are bent so as to make sharp curves in the middle of the rails and sharp angles at their connecting ends, with the result of broken threads, which alone forbid their use. Broken and twisted rails are also in use. This condition of the road, which has driven from it all train service but a single mixed train a day, with the exception of eleven miles an hour, cannot be met or justified by the claim of magnificent earnings, for the road and its management prevent passengers and make earnings impossible."

Mr. Jeffery Becomes a President.

Mr. E. T. Jeffery has assumed the duties of the combined position of president and general manager of the Denver & Rio Grande railway, with offices at Denver, where he now is. It is generally understood his election is due to the influence of President Mauvel, of the Atchison, Topeka & Santa Fe, with which road the Rio Grande has recently made a close traffic alliance. Under the new agreement the Santa Fe virtually secures control of the Rio Grande, and one of the stipulations of the agreement is that no present or general manager shall be chosen for the Rio Grande without the previous approval of the Santa Fe. Mr. Jeffery is considered an all-around first-class railroad man. He entered railway service in October, 1856. For two months he was chief clerk for the Illinois Central, and for the next two years he was an apprentice in the company's shops in Chicago. Then for a year he was office boy again in the office of an engineer in the Illinois Central. From 1859 to 1863 he was an apprentice in the office of the mechanical draughtsman, draughtsman and secretary to the superintendent of machinery. From July 1, 1871, to May 4, 1877, he was assistant superintendent of machinery. From May 4, 1877, to Dec. 15, 1885, he was general superintendent, and from Dec. 15, 1885, to August, 1889, he was general manager. He resigned because he refused to sign an order issued by the then acting president of the road, that all rates should be made New York, no matter what immediate necessities there were for that route in Chicago. For thirty-three years he was connected with one of the great railroads of the world, and his name passed for worth, justice and popularity. Of late he has also been the president of the Grant locomotive works in Chicago.

Diverting Export Traffic from Chicago Lines.

Chairman Fathom, of the Southwestern Railway and Steamship Association, has issued a circular announcing a new schedule of rates in grain from Missouri, Kansas and Nebraska to Galveston for export shipments. From the territory south and east of a direct line drawn from St. Joseph to Atchison and thence via Valley Falls to Coffeyville the rates are to be the same as from Kansas City to New Orleans, which at present is 31 cents on wheat, 29 on oats and 27 on corn. From points west of that territory the new rates are also to apply, except that from stations on the line of the Atchison road between Topeka and Atchison the rates to New Orleans are to be 34 cents on wheat, 30 on oats and 29 on corn. The new tariff becomes effective Oct. 1. Naturally it is taken by the Chicago roads that tap the same territory in Kansas and Nebraska to mean a still greater diversion of business from their lines. The rates to Boston are only a few cents higher than those to Chicago, and so far as the most of transportation is concerned the sea-board is brought five or six hundred miles nearer to the Western farmer than by the Chicago route. A short time ago the commissioners ordered the Atchison road to take on its low rates to Galveston. The new tariff does not conform with that order, and seems to emphasize the determination of the Southwestern Railway and Steamship Association to control its own affairs independently of the Western Traffic Association.

Mackey's Latest Deal.

The Mackey system of southern Indiana and Illinois roads is reported to have purchased the Kentucky and Indiana bridge over the Ohio river, between New Albany and Louisville, with all its terminals and equipments, including the suburban lines, yards and shops at Louisville, the New Albany street-railway and equipments, and the New Albany & Portland ferry line. The purchase price is \$1,000,000, and in the deal Mackey obtains 51 per cent of the stock. He guarantees \$127,000 interest per annum on bonds, and a four-per-cent dividend on stock, \$80,000, etc., for a total of fixed charges guaranteed of \$213,000 per year.

Personal, Local and General Notes.

A change in superintendent of the Peoria & Pekin road is said to be among the early probabilities. C. J. Brroughton, special agent of the Central Traffic Association, is to be appointed to an especial mission. Ticket agents can afford to be close mouthed. The health of George Rockwell, passenger agent of the Pennsylvania lines at this point, has been much improved that he is able to get about the house. It is stated that J. C. Lincoln is to be appointed general freight agent of the Missouri Pacific road. He is now one of the assistant general freight agents.

DEMOCRACY IS EXPENSIVE

And the Home-Owner of Moderate Means Must Stand a Big Share of the Burden.

Small Property-Owners Whose Taxes Have Been Heavily Increased for Next Year—A Few Instances from the Books.

The Democrats are claiming great credit for the reduction of the city tax levy from 90 to 60 cents, and it has been repeatedly asserted that the people would pay less taxes next year than they did this year. They would do so under the low levy if it were not for the high appraisal. This high appraisal is the result of a Democratic law enforced by a Democratic assessor. Under it the valuation is largely increased and taxes will be increased in proportion. Some simple cases which have come to the knowledge of the Journal are given: W. H. Deeter, of Clifford place, owns real estate which was assessed last year at \$120 and his taxes on it were \$2.28; the new valuation is \$705 and his taxes next year will be \$11.86. N. H. Kipp, who lives in the northeastern part of the city, owns real estate which was assessed last year at \$3,239 and his taxes were \$67.15. This year the same property is assessed at \$7,075 and his taxes are \$109.66. George W. Seibert owns four lots on Broadway, which last year were valued at \$500 and taxed \$9.60; this year the same lots are valued at \$4,700 and the taxes are \$84.50. F. Nicolai owns property in Young's subdivision, which last year was valued at \$1,435, and taxed \$27.07; this year the valuation is \$3,450 and the tax is \$67.37. H. C. Tuttle owns a house and lot on North Illinois street, which last year were assessed at \$1,150 and taxed \$21.85; this year the same property is valued at \$3,700 and taxed \$71.85. H. Goetz owns property on Indiana avenue, which last year was valued at \$1,350 and taxed \$25.62; this year it is valued at \$3,250 and taxed \$64.57. Harry Hinton owns a house and lot which last year were valued at \$485 and taxed \$8.84; this year the same property is valued at \$2,000 and taxed \$39.12. F. K. Nelson, who last year paid \$10.00 on property valued at \$1,050 will next year pay \$4.88 on the same property valued at \$250. A. Goebler owns a little home on the South Side which was valued last year at \$250, and taxed \$4.75; this year the valuation is \$1,165, and Mr. Goebler will pay \$12.12. These are scattering cases, but they serve to show the drift. They seem to indicate that the increase has been greater in proportion on small properties than on more valuable ones. No doubt many similar cases exist. Persons who wish to know how much their taxes have been increased can ascertain at the assessor's office.

PERSONAL AND SOCIETY.

Miss Katharine Stone has returned from a five weeks' visit to Miss Beila Lloyd, at Louisville. Mr. Carey Webster and wife, of Pierre, S. D., are visiting relatives on North New York street. Mrs. E. H. Harding, of Carthage, Mo., is visiting her cousin, Mrs. George Bauer, at 178 North East street. Miss Margaret Reid is expected in New York Saturday, but will not reach Indianapolis until the 10th of the month. Miss Mary Dolan will return home to Morrow from Denver, Col., where she has been residing for the past three years. Mrs. Charles H. Wood, Mrs. F. W. Morrison and Mrs. W. H. Coleman, who have been visiting friends in Louisville, are expected home to-day. Miss Margaret Barry, who has been in Europe for the past year with Mrs. T. A. Lewis and daughter Katharine, will sail for home to-morrow. Mrs. Lewis and daughter will remain abroad. The stewards of Roberts Park Church will give a reception to the members of the church on Friday evening, Oct. 3, at 8 o'clock. Rev. C. A. Van Andra, who has not returned from the conference to the pulpit, which he has so long filled. The members and friends of the congregation are most cordially invited to attend. Miss Mary G. DeMotte, daughter of Dr. W. H. DeMotte, of the Deaf and Dumb Institute, has been appointed teacher of music in the girls' school, under the auspices of the W. F. M. Society, of the M. E. Church, at Ajuyawa, Tokio, Japan, and will sail from San Francisco the 5th inst. Invitations have been issued by Mr. and Mrs. Walter D. Franklin for the marriage of their daughter, Kate Clamplin, to J. P. Ralph St. John Perry, to take place Wednesday evening, Oct. 7, at the family residence, No. 468 North Alabama street. A reception from 8:30 to 10:30 will follow the ceremony. Mrs. Mary R. Craven has issued invitations for the marriage of her daughter, Martha Helen, to John Charles Craven, to take place on Wednesday, Oct. 6, at No. 413 West Ninth street, Cincinnati. They will be at home the Wednesday in November at No. 544 North Tennessee street, this city, and Wednesday, Dec. 16, at Mrs. Craven's, in Cincinnati. Mrs. Craven will reside in this city. The congregation of Meridian-street Church will give a large reception on this evening in their church parlors to the members of the church of the Second Presbyterian Church, and to their own pastor, Rev. H. A. Cleveland. Those having the reception in charge desire that every member and friend of both congregations shall accept the invitation to be present. There will be music by Hart's orchestra and brief speeches by Mr. W. P. Fishback, Mr. A. J. Beveridge and Rev. M. L. Haines, W. F. Taylor, J. A. Milburn and H. A. Cleveland.

PATTON-SANDERSON.

MARSHALL, Ill., Oct. 1.—Charles H. Patton and Miss Abbie Sanderson were united in marriage last night at the Metello Hotel. A reception was given at the home of the bride's parents immediately after the ceremony. There were four bridesmaids and a maid of honor. STREBEL-MAYERS; M'LAIN-NORRIS. DANVILLE, Ill., Oct. 1.—Leonard Strebel and Miss Rosa S. Mayers, both of this city, were married this morning, as were also James McLain and Miss Charlotte Norris. The Indiana Commandery of the Military Order of the Loyal Legion of the United States will hold its first regular meeting of the season at the Denison House on the evening of Oct. 9. The usual dinner will be given.

SHORT BREATH, PAINTATION, PAIN IN CHEST WEAK OR FAINT SPLEN, SMOTHERING, CURED BY DR. MILES' NEW HEART CURE. Sold at drug stores. Free treatment by mail. MILES MED. CO., ELKHART, IND.

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Another Foot-Ball Accident at Butler—Irrvington News Notes.

Yesterday afternoon, at 5 o'clock, while the foot-ball eleven of Butler University were having a practice game, Mr. Parker, of Maxinkuckee, was playing right half-back in the team fitted against the regular eleven, and he tackled Geo. Miller, of the regular team, who threw him heavily, breaking his left collar-bone. The fracture occurred in almost the same place that Sam Shank was injured while playing against the regular team a few days since, as noticed in the Journal at the time. A reception will be given this evening (Thursday) to the faculty and students of Butler at the residence of President Scott Butler. W. Brouse & Co. have sold a lot on the corner of Central and Oak avenues to Jas. W. Saunders. Wallace Knapp will build a house on the corner of Beechwood and Central avenues this season. The Ladies' Aid Society of the Christian Church will meet at the residence of Mrs. O. P. Hay this afternoon, at 2:30 o'clock. At the next regular meeting of the Citizens' Social and Literary, to be held the second Friday of the month at the residence of Mrs. J. G. Kingsbury, Prof. O. P. Hay will tell of what he saw at the Smithsonian Institution during the summer. Mrs. J. F. Barnhill will give the current news, and some social features will be introduced during the evening. Mr. B. W. Cooper, the new M. E. pastor, will not begin his work until the second Sunday in this month.

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A List of Nominations Made to Public Offices to be Voted on at the General City Election

TO BE HELD ON

TUESDAY, OCTOBER 13, 1891.

STATE OF INDIANA, MARION COUNTY, Sec.

Pursuant to Section 23 of an act of the General Assembly of the State of Indiana, concerning elections, approved March 6, 1889, I, E. B. SWIFT, Clerk of the city of Indianapolis, do hereby give notice and certify that the statement hereinafter in this certificate set forth contains a true and correct list of the nominations to office to be voted on at the general city election to be held in said city, on TUESDAY, OCT. 13, 1891, of all the nominations to be voted on at said election, filed in my office as such Clerk, under the provisions of the act aforesaid. And I further certify that the said nominations, as hereinafter set out, are arranged, as far as practicable, in the order and form in which they will appear, and be printed upon the ballots to be used at said election; each group or list of candidates of each party appearing under the device selected by such party as shown by said certificates. Said nominations to office and party devices, arranged as aforesaid, are as follows:

Nominations Filed in the Office of the Clerk of the City of Indianapolis.

CITY BALLOT.

Table with 3 columns: DEMOCRATIC TICKET, REPUBLICAN TICKET, PROHIBITION TICKET. Lists candidates for Mayor, City Clerk, Police Judge, and Councilmen at Large for various wards.

Below will be found a list of candidates for the office of Councilmen to be voted for at said election to be printed on the several different ballots, representing wards numbering two (2) to fifteen (15), inclusive, which will be printed upon the ballots representing each of the several wards named, in the order as shown by the above ballot containing the names of candidates for Councilman from the First ward.

Table with 3 columns: DEMOCRATIC TICKET, REPUBLICAN TICKET, PROHIBITION TICKET. Lists candidates for Councilmen Second Ward through Fifteenth Ward.

And I further certify that the city ballots to be used at said election, containing the list of nominations filed in my office, and in this certificate set forth, will be printed on white paper. In testimony whereof, I have hereunto affixed the seal of said city of Indianapolis, and subscribed my name as Clerk thereof, at Indianapolis, Indiana, this 30th day of September, 1891. E. B. SWIFT, City Clerk.