

IMMIGRANT COMMISSIONS

The Atchison's Proposition Not Approved by Other Western Railways.

Northwestern Lines Forced to Meet the Maple Leaf's Threat—Ohio's Legislature Asked to Reduce Passenger Rates.

The result of the Atchison's application for a reduction of the immigrant rate from \$15 to \$12.50 between the Missouri river and California points has not been officially announced, but it is known that a sufficient number of lines have voted against the measure to defeat it.

A bill of ratification has been introduced before the Legislature of Ohio, intended as a step toward making 2 cents per mile the passenger rate. The bill is in the nature of a compromise. It requires railroads operated in Ohio to sell one-thousand-mile tickets at 2 cents per mile, and it provides that any railroad company operating a railroad in Ohio in part within that State shall, whenever any person or persons offer to purchase a one-thousand-mile ticket or mileage book containing one thousand mileage coupons, furnish the same to such person at a cost not to exceed 2 cents for each mile or mileage coupons contained therein; and such ticket or book may be presented by any passenger holding the same to any conductor or other authorized passenger train of the company that issued said ticket or book, from which he may take a coupon for each mile traveled.

Chicago's Deadly Railway Crossings. A few days ago it was asserted that several prominent railway officials of Chicago stated that sooner than yield to a public demand for the abolishment of grade crossings in that city they would abandon their tracks and other property in Chicago and move to a point in Indiana, where they would establish a new city, thus practically leaving Chicago without railway facilities other than those furnished by street cars and a belt line. In view of this fact it is interesting to note that Monday night Mayor Washburne sent a lengthy communication to the City Council on the subject of grade crossings, in which he stated the fact that there have of late been several fatal casualties caused by the running down of passenger trains, and that the City Council should take prompt action to prevent such accidents.

Will Not Carry Out Its Threat. The flurry in Northwestern passenger circles, caused by the threat of the Chicago, St. Paul and Kansas City road to sell two-thousand-mile tickets at a flat rate of \$10, and to make such tickets available to bear, is over. The difficulty grew out of an agreement between the Minneapolis & St. Louis road and the Chicago, St. Paul and Kansas City road, which was apparently a simple agreement by which the Chicago, St. Paul and Kansas City road was to be made good for transportation on all roads in the agreement. The Chicago, St. Paul and Kansas City road was to be made good for transportation on all roads in the agreement.

Fast Trains Expensive. The managements of the Pennsylvania and of the Big Four lines have in contemplation the shortening of the time of some of their already fast trains with the taking effect of the spring time-table, not only between the East and West, but the North and South, and general superintendents of one of the systems said in a Journal reporter that safety was the first question, and cost of running the train second. A good many things had to be considered. To make high speed with passenger trains a clear track was very essential, and especially freight trains, must be run so as to clear the fast train by a large margin, and the lesser, direct, and the latter, the delay caused in this way are not easily calculated, but in the aggregate foot up into quite a sum.

Yesterday's Meeting of Freight Men. The general freight agents of the roads composing the Chicago and Ohio River Association held their regular monthly meeting at the Bates House yesterday. The attendance was not as large as usual, neither the Chicago & Eastern Illinois, the Wabash, nor the Mackey lines being represented, consequently the action of importance was taken, the day being spent in adjusting rates at several junction points and transacting other routine business.

Personal, Local and General Notes. W. P. James, president of the Belt-road and Stockyards Company, has gone to New York. John Cheabrough, assistant general passenger agent of the Vandalia, was in the city yesterday on business. General Passenger Agent Baldwin, of the Cincinnati, Wabash & Michigan, was in the city yesterday on official business. E. L. Moser, formerly chief draughtsman of one of the Pennsylvania lines, and now appointed mechanical engineer of the Philadelphia & Reading road.

Ohio township, Spencer county, by a handsome majority yesterday voted favorably to aid by subsidy the projected Indiana, Rockport & Chattanooga road. Interlocking signal and switches are to be put in at Paris, Kans. W. H. Lytle and Littlefield, Ill. by the roads jointly which cross each other at the four points named. E. M. Inalls, president of the Chesapeake & Ohio road, yesterday started east on an inspection of the lines on a special train. Before returning he will go to New York. Oscar Murray, traffic manager, and Albert S. White, general freight agent of the Big Four lines, have gone east to attend a meeting of the freight officials of the Vanderbilt lines. Engine 351, of the Cincinnati, Hamilton & Dayton road, which was sent to the Indianapolis depot, yesterday started east on an inspection of the lines on a special train. Before returning he will go to New York.

CITIZENS' MEETINGS HELD

South-Side People Will Protest Against a New Kentucky-Avenue Bridge.

They Want It Built at McCarty Street—Illinois-Street Meeting—The Lighting Contract—Minor Municipal Matters.

A mass-meeting attended by about 150 citizens of the South Side was held at Curry's Hall, at the corner of Illinois and Maple streets, last evening, to protest against the building of a bridge over White river at Kentucky avenue, and the straightening of the latter.

Nordyke & Marmor want Kentucky avenue straightened so as to touch the river one square and a half south of the present bridge for business reasons. The majority of the citizens in that locality want the bridge built from McCarty street across to Hadley avenue for business reasons also. In support of their stand they say there is no need of two bridges across the river only one and one half square apart, as would be the case if Nordyke & Marmor's petition is granted.

The stockholders of the Louisville, New Albany & Chicago road will hold their annual meeting at the Hotel Hamilton, at 11 o'clock, on Monday next. The meeting will be held at 11 o'clock, on Monday next. The meeting will be held at 11 o'clock, on Monday next.

Illinois-Street Improvement. Last night at Anghinbaugh's drug store, at the corner of Illinois and Twenty-second streets, Mayor Charles Bookwalter, of Kenwood, and a number of the property owners in that vicinity, held a mass-meeting to discuss public improvements. The other day the Board of Public Works told Mayor Bookwalter that if he would bring in a petition signed by the property owners, it would order Illinois street graded and graded from Fall creek to Twenty-sixth street, would put in sidewalks and do other things that Mayor Bookwalter has long been desiring.

Result of a Petitioner's Quarrel. A special meeting of the Board of Public Safety was held yesterday morning to consider a charge of "conduct unbecoming an officer and a gentleman," preferred against patrolman William McClelland by patrolman William Caldwell. They have been quarreling for some time. The quarrel showed that each had been telling stories about the other to women of questionable character in their neighborhood. It was decided to suspend McClelland, but he decided to reprimand both officers, and President Hawkins admitted that he had been talking to them in scathing language about their conduct, and when he complained to the chief of police, he told them that if the offense were again committed they would be discharged from the force.

Old Straw Threshed Over. City Engineer Mansfield has completed a plat of the city with the proposed location of the 750 electric lights indicated thereon. The plan of placing the lights is being submitted to the members of the board, who have given the subject a great deal of thought. The plan mapped out by Mr. Mansfield will meet with general approbation. Mansfield.

Planning Mills. NEW PLANING MILL, 160 to 174 South New Jersey street. E. H. ELDRIDGE & CO. All kinds of house-finish Lumber. Shingles, etc.

THE MODEL FENCE CO. 100 and 102 South Meridian St. Electrical Machinery Made and Repaired. W. E. DUTTIE, Manager.

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Advertisement for The Brunswick Hotel, a lodging establishment in Indianapolis. Lists its location and amenities.

Advertisement for Mary C. Lloyd, a dentist practicing in Indianapolis. Lists her office location and services.

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