

WILL MURRAY GO TO WAR?

The Big Four's Traffic Manager Leaves the Central Traffic Association.

Wanted Reduced Grain Rates from Peoria to the Sea-Board and Didn't Get Them—His Action Regarded as Very Hasty.

The stormiest session of the Central Traffic Association that has been held for twenty years came to an end at Chicago last evening. The most important outcome of the lively discussion that had been going on all day was a notice given by Traffic Manager Murray, of the Big Four, that his road desired to immediately withdraw from the association. The rock on which the association split was the question of whether grain rates should be reduced from Chicago and kindred junction points to the Atlantic sea-board. The Peoria lines are especially anxious for a reduction to meet the cut rates of the lake-and-rail lines and the manipulations of some of the all-rail routes, and they came into the meeting with the demand that some action be taken to afford them immediate relief. The Big Four is more interested in traffic with Peoria than that via Chicago, and Traffic Manager Murray proposed a reduction in grain rates from the basis of 10 cents per hundred pounds to 12 cents New York, to 20 cents. The majority of the Chicago roads opposed the reduction, arguing that such action would only invite further cuts by the other lines and cause general demoralization, without in the least protecting the revenues of the railroad. The proposition was rejected. Another proposition was offered, providing for a reduction to 22 1/2 cents. This was also voted down. Then it was that the Big Four gave notice of withdrawal from the association, to take effect at once. Efforts were made to induce Mr. Murray to reconsider his action, but he refused to do so, declaring that his road could not receive fair treatment, and that it could better protect its own interests by casting off the restrictions imposed by the association. His decision is regarded as a hasty one, for the reason that the action of the meeting was merely in the nature of a recommendation. The question of whether grain rates should be reduced or not must be finally determined by a joint vote of the Central Traffic and Truck-Line Association. It is expected that the Big Four will not wait for the joint decision, but will proceed at once to make such rates as it sees fit.

Another matter before the meeting was the question of whether the lines there represented should pro-rate with the Northwestern roads on a reduced basis of rates on certain commodities. The Big Four is Eastern points, via Chicago, to meet the rates via the Soo line and Canadian Pacific. Since the Chicago & Grand Trunk entered into such an arrangement with the Northwestern roads it has been getting the bulk of this traffic, and the other Eastern lines, which have heretofore refused to stand any portion of a reduction in such rates, are now eager to be included in the prorating arrangement. A resolution was adopted providing for a conference with the Northwestern connections, with that end in view. It is more than probable, however, that they will be disappointed.

The Rate War Increasing in Bitterness.

The rate war between the roads in the Chicago and Ohio River Association shows no signs of abatement, but is daily increasing in bitterness. On Tuesday the Pennsylvania lines made a \$3.50 rate between Indianapolis and Chicago, and a \$5.00 rate between Louisville and Chicago, either way, or \$7 and \$11, respectively, between the points named for the round trip. Yesterday the Big Four took the lead and made a rate of \$5.50, or \$11 for the round trip, between Cincinnati and Chicago, and it is supposed its competitors will meet that rate to-day. The Pennsylvania people, when they made the rate, stated that it was to meet the Monon, which was paying 50 cents commission to ticket scalpers. In this connection it is recalled that a Journal reporter was told by a scalper yesterday that the Union Station full rates, and selling below the advertised rate of the fighting roads, hoping thereby to bring about an earlier restoration of rates, for this Chicago and Ohio River Association, and selling below the advertised rate of Chicago, but points beyond, and they could afford to lose a little on each ticket sold if it would result in a more liberal rate war. A Big Four official says the only way he could see out of it is for one of the lines to cut the rate in two again, as should the Vice-president Webb, of the New York Central road, in the city. He has accepted the position of general agent of the Railway Officials' and Employees' Association for the State of New York, and is said to be a man well adapted to the position.

American Railway Association.

The annual meeting of the American Railroad Association was held at New York yesterday. About eighty representatives were present, among the more prominent being Charles E. Fugh, general manager of the Pennsylvania railroad, R. Pittcairn, superintendent of the Pittsburg division of the Pennsylvania, and D. S. Clark, general superintendent of the Indianapolis & Louisville. In the opening address President Fugh spoke on the subject of automatic car-couplers, demonstrating from official records the earnest action that has been taken towards the introduction of the best devices, and showing the future effect compulsory legislation would have upon the desired result. The report of the executive committee showed the association to be larger than ever before. The report stated that a special session of the association would probably be held in Chicago during the coming summer, at the request of the committee on train rules. The committee on train rules reported that the copies received from their circular relative to the twenty-four o'clock system of notation had not prepared them to propose any action. The report of the car-service committee favored paying freight-car service at the rate of 4 cent a mile and 6 cents a day, but it was decided to postpone consideration of this report until the October meeting. The committee on safety appliances reported on the subject of power brakes. Their recommendations were approved. The following officers were elected: President, H. S. Haine, first vice-president, Lucius Tuttle, New York, first vice-president, Hartford railroad; second vice-president, E. B. Thomas, New York, Lake Erie & Western. Executive committee, H. F. Royce, general superintendent, Chicago, Rock Island & Peoria; James H. Ransom, Jr., general manager, Cincinnati, Chicago & St. Louis railroad. Also a committee on train rules, consisting of the following roads: New York, Lake Erie & Western, the Minneapolis & St. Louis and the West Shore. The next meeting will be held in New York next October.

Recommendations of Commissioners.

The fourth annual convention of the State Railroad Commissioners began its sessions in the rooms of the Interstate-commerce Commission at Washington yesterday. Nearly all the States were represented. Several minor reports were read at the morning session. At the afternoon session, Mr. Wheeler, from the committee on discrimination, arising from the use of private cars by shippers, read a report which contained the following recommendations: First—An amendment to the interstate-commerce law prohibiting the allowance of mileage for the use of private cars beyond a reasonable

COLLEGE TRUSTEES MEET

Butler Will Try to Raise \$100,000 to Endow Its Theological Department.

Various Changes to Occur in the Faculty This Year—Lighting Plant to Be Put In—DePauw University.

The trustees and executive board of Butler University held their quarterly meeting yesterday, at the Central Christian Church, for the consideration of such business as the day and the year brought up. There will be few changes in the faculty for the year beginning Sept. 1, 1892. The return of professors Howe and Iden from Europe to take charge of the chairs of Germanic language and chemistry requires some changes in the tutorial department. Vida A. Gilbert will take charge of the tutorial department in chemistry, and the young ladies in gymnastics and all students in elocution. Professor Gilbert has been teaching in the Lexington, Ky. University, and is a graduate of Murdock's Philadelphia School of Oratory. His instructions in elocution to men will be received from Prof. H. T. Mann, who is captain of the Butler football team. Professor MoAvoy, who has been in charge of both classes in elocution, will resign. The committee on buildings and grounds was instructed to bring in a report as to the feasibility of erecting a new building can be arranged to contain an engine-room, heating apparatus and an electric-light plant that can be of use for physical appliances and for practical lighting and heating services. The university granted a leave of absence for one year to Marcus C. Iden, Professor of English, who will spend the time in Europe studying Greek and French, respectively. The board also authorized the creation of an endowment plan to raise an additional \$100,000, the proceeds of which are to be applied to the theological department created this year. The board also authorized the announcement of the new department to appear in the next year's catalogue, now going to press. The theological department, which will be a double department, including the study of the original languages, through Hebrew, Greek and German, and the other a four-year English course, based largely on English and a small amount of Latin. The board will be unable to raise the money for the theological department this year. The case of Prof. O. P. Hay, who tendered a conditional resignation some months ago, was discussed yesterday. Professor Hay has an offer to go to the Smithsonian Institution with a large salary. The board is undecided as to whether to accept the offer or to increase the Professor's salary. The usual reports were submitted and bills allowed.

Personal, Local and General Notes.

The Order of Telegraphers will hold its regular meeting this evening. Eight new members are to be initiated. The Ohio Falls car-walkers are delivering twenty-five new box-cars a week to the Monon on a contract to build 200 cars. The Illinois Central, in March, earned \$8,444 more than in March, 1891, but in the first three months of this fiscal year it is still behind last year \$7,352. The Findlay, Fort Wayne & Western company is locating a line from Findlay to Greenlee, Huron county, Ohio, where it will connect with the Big Four system. The four Mackey lines, the E. & T. H., the E. & L., the P., D. & E., and the L. E. & S. L. roads earned in the first week of April, \$74,393, increase over April, 1891, \$4,711. Gen. George Stark, formerly general manager of the Boston & Lowell road, later vice-president and general manager of the Oregon Pacific, died in Nashua, N. H., yesterday. The stockholders of the Louisville & Jeffersonville Bridge Company are considering an offer of parties who, it is believed, are backed by some railroad, to complete the bridge. The Toledo, St. Louis & Kansas City road is demoralizing rates on passenger freight in such a manner that it is believed it is alleged to be working with the Chicago & Alton. The Washab has given notice to the Vanderbilt lines that they must observe the freight service between the principal points on its line, to be under the supervision of J. E. Rose, superintendent of transportation. Attorneys well posted as regards the legal light now in progress on the part of the Baltimore & Ohio to secure control of that Ohio & Mississippi river route. His opinion that the B. & O. has the best of the contest thus far. E. L. Thomas, first vice-president of the Erie Railroad Company, and other high officials are West on an inspection trip. Vice-president Thomas says extensive improvements will be made to the Chicago & Erie division this year. Four gravel trains and two steam shovels are being run night and day in loading and distributing ballast on the Louisville division of the Pennsylvania lines. Every day in the passenger department of these roads, and reaches all the important manufacturing centers in that thriving town. H. G. Alexander, of New York, who has been elected Vice-president Webb, of the New York Central road, is in the city. He has accepted the position of general agent of the Railway Officials' and Employees' Association for the State of New York, and is said to be a man well adapted to the position. E. A. Ford, general passenger agent of the Pennsylvania lines west of Pittsburg, denies the report that the Pennsylvania and the Vanderbilt lines in the East have entered into an alliance with certain Western roads for the purpose of demoralizing with commissions on the sale of tickets. The matter has not even been hinted at, he says. William Edgar, general passenger agent of the Grand Trunk road, died yesterday. He began railroading in the Western Atlantic road, in 1856, as a clerk; in 1859 he reached the position of chief clerk in the passenger department of the road; in 1875 was appointed general Western passenger agent of the Michigan Central, and in 1887 was appointed general passenger agent of the Grand Trunk.

The Monon on Tuesday turned over to the Washab road at Lafayette a train of twenty-five of their new flat cars loaded with stone from the Bedford quarry, and shipped to New York. One of the stones weighed eighty thousand pounds, and was on two cars. This is the largest shipment of stone ever made east from these quarries, and will be an excellent advertisement for the Monon road and for the stone to be found in southern Indiana.

C. M. Thompson, secretary of the Business Men's Association of Terre Haute, has received from the projectors of the Terre Haute, Sayre Springs & Chester road letters which are a very encouraging character, and daily the outlook for building this road brightens. A railroad official who is acquainted with the territory through which the road is to be built says that if built it would open up a new field for the wholesale merchants of Indianapolis and Terre Haute.

The Indianapolis Association of Railway Superintendents held its regular monthly meeting yesterday. Much of the business done was of a routine character. It was voted to instruct the secretary to order a supplemental edition of the list of the switches, number of cars they will hold, etc., for distribution. The secretary's report showed that there are now 359 switches leading to the various industries in and adjacent to the city limits, fourteen having been laid since July 1, 1891. The capacity of these switches is nearly three thousand cars. J. E. Rose, superintendent of transportation of the Big Four, D. F. Creamer, chief train dispatcher of the Chicago & Western, and M. M. McCarthy, superintendent of trains of the Peoria & Eastern road, were admitted to membership.

There seems no longer to be a question as to the Chicago & West Michigan building from its main line in Indiana to Hammond, that it may have an entrance into Chicago independent of the Michigan Central. General Superintendent Agnew, of the Chicago & West Michigan, has suggested that the Michigan Central trains will hereafter use the tracks of the Grand Rapids & Indiana in entering Grand Rapids instead of the Chicago & West Michigan. The Michigan City Dispatch says: "This announcement is considered by men posted in the matter as the beginning of the divestment of the Michigan Central and the Chicago & West Michigan lines, although the officials interested refuse to admit it. The Michigan Central has been used by the Chicago & West Michigan ever since it has run its trains into the Grand Rapids station, and the announcement, if it means the divestment of the C. & W. M. and the Central, may mean a new line through Michigan City to Chicago."

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