

RAILWAY BOYCOTT BEGUN

War Declared Against the Chicago & Alton Road by the Eastern Lines.

Its Action in Refusing to Discontinue Payment of Commissions the Cause of the Trouble - Manager Chappell Not Alarmed.

The declaration of war made to General Manager Chappell, of the Chicago & Alton, on the part of the trunk lines, to take effect April 15, says:

Your company having failed and declined to conform to the Eastern terms in ordering the lines in the territory of the joint committee require to be observed in the control of joint passenger traffic...

There are evidently lively times ahead, and the Alton people claim to be in good condition for a fight, and say that if necessary...

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The remains of Edward Lewis were shipped yesterday from Las Cruces, Cal., to Chicago...

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There was quite a commotion in freight cars yesterday, having to do with one of the fast-freight lines offering to take export flour for Glasgow at 28 cents per 100 pounds...

There is a probability that some of the ticket agents of the outside offices have gotten themselves into trouble through violations of the interstate-commerce law...

General Terms Convention. The general terms convention closed a session in New York yesterday. The most important business transacted was the changing of the name of the body...

Personal, Local and General Notes. John E. James goes to St. Paul, to represent the Lake Shore road in the Northwest.

Eugene Field has been appointed agent of the Toledo, St. Louis & Kansas City at St. Louis.

Joseph Ramsey, jr., assistant to the president of the Big Four, will be in the city to-day.

Ticket-scalpers in Denver have been arrested on the charge of changing the destination of tickets.

M. S. Conners, superintendent of the Chicago Eastern road, will be in the city yesterday, calling on friends.

G. J. Worthington, mechanical engineer of the Big Four, who has been East for several days, returned last evening.

H. M. May, the well-known passenger conductor on the Pennsylvania lines, who last week was thought to be fatally ill, is much better.

Division Superintendent Stedwell, of the Big Four, who, in the early part of the winter, fell and broke a leg, has fully recovered and is again attending to his usual duties.

The Boston Advertiser says: "The Louisville, New Albany & Chicago railway deal in the following manner: The Louisville was the last move of those interested in the property."

The Canadian Pacific is sending passenger men into the field in its east-bound efforts to build up its east-bound through traffic out of Indianapolis.

The newly-revised list of private switches, to be issued in a day or two, will show that there are in Indianapolis 216 private switches, leading to the various industries at this point.

The New York Central management has set aside \$1,000,000 to be expended this season in improvements to road-bed, tracks, a good deal to be done in replacing light rails with a heavier pattern.

The Lake Erie & Western is making earnest efforts to build up its east-bound through traffic out of Indianapolis.

General Passenger Agents Martin, of the Big Four; McCarty, of the B. & O. S. W. road; and Shattuck, of the Ohio & Mississippi, passed through the city last night, en route for Chicago, to attend the meeting

of general passenger agents to be held to-day. At this point they were only advised that the Passenger Agent Bronson, of the Big Four.

Abraham Yates, an old Bee-line conductor, was on Tuesday paid \$5,000 by the Order of Railway Conductors. The benefits was due him on account of disability, and comes opportunely to him in his old age.

The directors of the Cleveland & Pittsburgh have passed appropriate resolutions on the death of James Farmer, who was twice elected president of the road, and who has for years past been one of its directors.

In order to provide funds for improvements the stockholders of the Pennsylvania & Northwestern Railroad Company yesterday, at a special meeting, voted to increase the capital stock from \$1,000,000 to \$2,000,000.

The six Ohio roads in the Ohio Coal Association, the Ohio Southern and Columbus & Hooker, are being decided by the number, in the month of March shipped from mines on their respective lines 24,817 carloads of coal.

The Gould party, which passed over the Chesapeake & Ohio road on Sunday last, has advised President Ingalls that they will not be in the city to-day, on account of the condition of the property, and really surprised at its excellence.

Colonel Wm. Shaw, of the Chicago, Burlington & Quincy, has been going over his territory the last few days for the purpose of informing the ticket agents that the "Q." would stop pay them commissions, and of the same sum as in the past.

General Manager Bradbury, who came over the Vandana a day or two ago from St. Louis, speaks in very complimentary terms of the physical condition of the Vandana and the speed of Train 30, adding that it must be pleasant to operate such a road as the Vandana.

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school in fact. Altopath has come over to Hahnemannian, bag and baggage. She has not only adopted the doctrine, but she has taken it into her head to prove it by the microscope—a thing we hadn't thought of doing.

Homoeopathy might as well kick these cranks out of the school—for they are the noisiest preachers and most effective discreditors of the doctrine.

But in all candor there is some ground for the reflection of Dr. Ripdath—assuming that his factures were of those that convey a real sting as an abstruse.

Our ranks certain wild-eyed fellows who dispense moonshine in the name of homoeopathy—the fellows styled by themselves "bottle-brothers" because they prepare their alleged medicines by putting a "drop" of a tincture in the bottom of a vial, and then turning on the hydrant or religious and fill the vial from thirty times up to two hundred, and then label the last "washing for the drug."

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The "Log of the Maryland," by Douglas Traylor, purports to be a narrative of ocean experience and adventures during the voyage of a sailing vessel from an American port to Shanghai.

"The Tariff as Viewed from a Taxation Stand-point," by Mansou U. Johnson, takes up the subject of the tariff question. The book shows no originality of thought, nor even wide research, being for the most part, merely a rehash of the stereotyped arguments in favor of free trade.

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