

THEY WILL DEFY THE LAW

Trunk Lines Have Entered on an Agreement Which Will End Their Warfare.

SOLUTION OF THE RAILROAD QUESTION

Freight and Passenger Traffic to Be Controlled by a Pool of All the Roads—Details of the Agreement with Western Roads.

NEW YORK, Nov. 17.—Presidents of the trunk lines have entered into an agreement, which, if carried out, will end most of the warfare between companies. They have agreed that a pool, pure and simple, is the only solution of the railroad question, and have outlined all the details of the new compact.

President Roberts, chairman of the board of presidents, said that it was clear that the time had come for all trunk lines to act in harmony. He was sure that the trunk lines were ready to make a sacrifice of their own interests that would satisfy the weaker roads. It was simply a matter of weaker companies getting a certain amount of tonnage, he was ready to guarantee them a fixed amount.

President Depew of the New York Central re-emphasized this sentiment. He said that the trunk lines of the railroad law need not interfere with the plan. "The benefits that will accrue to all the companies," he said, "are mutual and will be shared by all." A lengthy discussion ensued and the outcome was that they decided to leave the adjustment of percentages of westbound competitive tonnage to Commissioner Goldfarb, who will see that the law is carried out for the past three years as a basis.

As suggested by President Roberts and Depew, the commissioner will allow a slight advantage to the trunk lines. It is believed that he will have a hearing before the commissioner before he fixes the percentages. After the allotment, if any company dissatisfied with the allotment, it may appeal to an arbitrator, whose decision, with Mr. Goldfarb's concurrence will be final. Mr. Walker is chairman of the arbitration committee and ex-interstate commerce commissioner.

Eastbound freight traffic will be treated similarly to the westbound traffic later on. There is already a common pool for passenger traffic, but it has been practically inoperative. The presidents will give orders for having a common pool for freight. It is claimed that a passenger pool is not illegal.

The conclusions about World's fair rates were in accordance with the new agreement. There is regular service between Chicago and New York present rates will be maintained. On all trains scheduled at more than four days between New York and Chicago, the rate will be reduced rate. It should be said, however, that many cheap excursion trains will not run at rates to be set by the commissioner.

Important Decision Made by the Commission. WASHINGTON, D. C., Nov. 17.—The Interstate Commerce Commission today, in an opinion by Commissioner Veasey, announced its decision in the case brought by the Georgia Railroad Company against the Cincinnati, New Orleans & Texas Pacific Railway company, the Louisville & Nashville railroad and other railroad companies.

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pose that a merry rate war will ensue. To meet the position taken by the Union Pacific the roads involved will be compelled to make a reduction in the rate from the Missouri river to Ogden and Salt Lake City and the chances are that the rates will be made General Passenger Agent, Bennett, said that the Rio Grande Western would very much Tuesday when Mr. Lomax refused to receive from his position, and no words were exchanged between the two general passenger agents. The rate to Salt Lake City is \$30. The Union Pacific makes the same rate to Butte. Bennett said that the rate to Ogden and Butte, that effect, and the war goes on. Should the Union Pacific, however, make the \$30 rate via Cheyenne, the Ogden and Salt Lake City rate would not be affected, and the Rio Grande Western would undoubtedly be satisfied with the position. Bennett was quoted on the question and refused to deviate a line from his former position, which means that a war of retaliation will shortly be inaugurated unless the two roads should come to their senses meantime.

Western Roads Endeavoring to Come to Some Kind of an Agreement. Kansas City, Mo., Nov. 17.—The railroads of western Missouri are endeavoring to reach a traffic pool, at least the interstate commerce commission is said to be endeavoring to obtain the opinions of prominent officials, traffic men and association chairmen with a view to presenting a bill to congress amending the interstate commerce law. The said opinions are favorable.

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The East Omaha bridge is attracting the attention of engineers and railroad men throughout the country, every day letters being received at the Omaha Bridge and Terminal company's office making inquiries as to the length of the draw, the size of the pivot pier and the dimensions of the draw opening.

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OLD TECUMSEH'S MONUMENT

It is Held in Rhode Island Because of a Stonecutter's Strike.

VETERANS URGED TO TAKE IT BY FORCE. Father Sherman Advocates Before the Army of the Tennessee the Organizing of One of the General's Old Regiments to Secure It.

St. Louis, Mo., Nov. 17.—At the meeting of the Army of the Tennessee this morning, Rev. Thomas Sherman, son of the late General W. T. Sherman, said the granite monument to the memory of his father, ordered by the family, was completed at the end of a strike three refused to allow it to be taken out of the yard. He saw no way to get it except to organize one of his old regiments, go there and take it by force. The remarks were received with great enthusiasm and prolonged cheers.

At today's business session of the Army of the Tennessee, the only work was the election of officers which was presided over by President General G. M. Dodge, Iowa; vice president, General D. B. Henderson of Iowa; secretary, General J. E. Johnston of Iowa; and treasurer, General M. F. Force, Kansas.

Chicago was selected as the next place of meeting and General D. B. Henderson was elected as the orator.

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WOODMEN ELECT OFFICERS

Chiefs of the Order Chosen by the Head Camp at Yesterday's Session.

ROCK ISLAND GETS THE HEADQUARTERS. Permanent Location of the Home of the Order Chosen Without Trouble—Will Meet at Madison, Wis.—Moral Services.

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