

RAILROAD DISCRIMINATION.

A WESTERN COMBINATION TO BOYCOTT CERTAIN STEAM-SHIP LINES.

At a meeting of the Western Trunk Line Association held in Chicago on Friday, at which the Chicago, Burlington and Quincy, the Chicago, Milwaukee and St. Paul, the Chicago and Alton, the Illinois Central, the Wabash, the Missouri Pacific, the Chicago and North-western, and the Hannibal and St. Joseph Railroad Companies were represented, it was decided not to allow certain of the European steam-ship companies reduced rates over these roads. The companies which are thus discriminated against are the Cunard, White Star, Inman, Guion, North German Lloyd, White Cross, New-Hamburg, Royal Netherlands, and Thingvalla. Mr. Curtis, the agent of the White Star Line, said yesterday that this arrangement would have no effect on his company. The line sends its passengers West by the Central and Erie Railways. The managers of these roads make their Western connections themselves, and the White Star Company have had nothing to do with the Western railways. Mr. Schwab, of the North German Lloyd, said that his company made all their arrangements with the New-York Central and Erie Railroads, and have nothing to do with the Western roads. Vanderbilt and Jewett make their own Western connections, and the North German Lloyd would not suffer from the combination made at Chicago. Richard & Co., of the Hamburg Line, say that they divide their passengers equally among the Central, Erie, and Pennsylvania Roads, and consequently are not among the lines discriminated against. Those lines on whom the Western Trunk Association has made war do not give any patronage to the Pennsylvania Road, which is apparently at the bottom of the combination. The French, Rotterdam, Red Star, and American steam-ship lines, which are also excepted, do business with the Pennsylvania Road. The agents of several of the lines shut out by this combination at Chicago say that they would never think of discriminating against the Pennsylvania Road if the rates were as favorable as those of the other trunk lines. The combination does not seem to alarm the steam-ship agents here who make all their arrangements with the managers at this end of the trunk routes. They say that they will have no difficulty in procuring the transportation of their passengers to the West at reasonable rates.

The New York Times

Published: December 25, 1881

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