

"JUST LEAKED OUT" IN CHICAGO.

CHICAGO, April 5. It has just leaked out here that a combination has been formed, or is being formed, between the Vanderbilt and Pennsylvania lines in the East and the Chicago, Burlington and Quincy, the Chicago, Milwaukee and St. Paul, the Chicago and Northwestern, and the Atchison, Topeka and Santa Fe in the West, by which these companies agree to discontinue the payment of commissions to each other's agents. The consideration is a division of the interchange passenger business in accordance with an agreement entered into a few weeks ago, and which means the exclusion, so far as possible, of all other lines from participation in this business. Two secret meetings have been held—one in Pittsburg and, it is believed, the other in New-York.

The roads that are to be practically boycotted by this arrangement are the Rock Island, the Chicago, St. Paul and Kansas City, and the Chicago and Alton in the West, and the Grand Trunk, the Erie, the Baltimore and Ohio, and connecting lines in the East. It is plain to be seen that this is another attempt on the part of the Pennsylvania and Vanderbilt systems to do away with the payment of passenger commissions to ticket agents, and they have secured the assistance of four of the strongest roads west of Chicago. If by this deal they can force the other lines to surrender, a peaceful solution of the commission question may be expected, but nobody seems to anticipate such an outcome, at least until after there has been a hard fight.

The combination has been handled very carefully, and it was not until to-day that reliable information on the subject could be obtained. The discovery of what has been going on will certainly lead to a row, and it is predicted that the result will be a terrific rate war or the abandonment of the scheme.

SUIT AGAINST THE WEST SHORE.

Trial was begun yesterday in the United States Circuit Court, before Judge Wallace and a jury, of the suit of Frederick J. Rogers, aged twenty-four, now in the real estate business, but formerly a resident of Buffalo, against the West Shore Railway Company and its lessees, the New-York Central Railway Company, for \$20,000 for the loss of his right hand. In August, 1890, Rogers found himself in this city without money, and, in response to an advertisement of the New-York Central Railway Company for switchmen to take the places of its old men then on strike, he applied for work and was given it in the yards of the Railway Company at Thirty-fifth Street and the North River. He was put to work coupling cars, and within twenty minutes after he began his right hand was crushed so that it had to be amputated. H. H. Shook appeared for the plaintiff and Austin G. Fox for the defendants.