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ORDINANCE IS PASSED LAST NIGHT

New Interurban Railroad Company Soon to Connect Whiting, Indiana Harbor, and Gary Now Has Franchise; People Are Pleased.

WORK ON RAILROAD TO BE BEGUN SOON

Promoter Erb Gets Thirty-Year Franchise Grant and City Gets Valuable Concessions—Tickets For First Three Years to Sell at the Rate of Six for 25 Cents.

(Special to THE TIMES.)

East Chicago, Ind., Dec. 18.—The inter-city railway, between Whiting, Indiana Harbor and Gary, was brought another step nearer culmination last evening, when, at a special meeting of the councilmanic body, an ordinance was passed granting to L. N. Erb, of Chicago, a thirty-year franchise between the city limits of Whiting and East Chicago. From now on the progress of the road is assured and cars will be in operation between Whiting and Gary within another year.

A few minor changes were made, however, in the franchise, which do not affect in any way the operation of the road itself. For instance, for the first three years of operation, tickets are to be sold at the rate of six for a quarter, but after that period has expired, the passage tickets are to be sold in books of eight for one quarter. The council believes that the road should be on a sufficiently stable basis at the expiration of that time to prove its financial regard for the city's own interests. A bonus of \$5,000 is also to be paid to the city, in installments of \$1,000 per year after the first year of operation.

Grant Is a Liberal One. The franchise is one of the most lib-

eral ever presented to an aldermanic body for acceptance. It practically gives entire control of the road to the city, gives them crossing and traffic interchange rights, and during the winter months the railway company has agreed, in its franchise, to remove the snow from the streets on which its cars operate, "from curb to curb," and to haul same away to a suitable dumping grounds. L. B. Seeds, of Indiana Harbor, as promoter of the project, appeared before the council last night, and efficiently explained to them the system under which the new line will be operated. It will give service to employees of practically every manufacturing industry within a mile of the lake border from Whiting to Gary, number in excess of \$10,000. A good portion of these men should have occasion to use such inter-city cars in passing to and from their homes, and it is from this traffic, more than anything else, that the Erb interests expect to make of their road a financial success.

Last evening, following the regular meeting, Mr. Seeds declared that the franchises would be given the formal acceptance of his company during the coming week. "We have already engaged W. F. Bridge of Hammond, the county surveyor, to make the necessary surveys and plans for our road and will commence placing orders for rails and ties within the coming month."

To Work All Winter.

Should the winter remain an open one, work will go right through until spring, by which time the ground will be sufficiently opened to permit the laying of rails. From that time on it will be a matter of but a few months until cars will be in operation between the oil and steel cities. Cars are promised between Whiting and the Harbor before July 1, 1909, and Mr. Seeds declare that they will be models for speed, efficiency and comfort.

The road will be, when completed, a desirable addition to the net-work of interurban lines that promises to cover Lake county, destined to be the greatest industrial community in America. Affording traffic and passenger facilities to several thousand persons daily, permitting the prosecution of small freight shipments during certain hours of the day, the Erb franchise, if properly carried out, will be in future years of incommeasurable value to the people of this region. The local council should be commended for the energy which they have expended in bringing the ordinance to a point where it might meet with the approval of their constituents, and more especially residents of the Fourth ward, or Indiana Harbor, who have sometimes intimated that their interests were being cast aside for less important East Chicago matters.

The building of the inter-city line should also benefit property values and cause a raise in the real estate market of both Indiana Harbor and Whiting.

What Ma Says.

Ma says that you can never tell what a man is going to be like after he's married any more than you can tell if a dress is going to fit until you wear it.

Fond Mother—Now, Johnnie, you must study hard at school, and remember that when you grow up you can become vice-president without half trying.—Illustrated Sunday Magazine.

E. H. GARY FOR FEDERAL RULE.

(Continued from page 2.)

with the advice of possibly a few railroad commissioners as to what would be a fair price for rails. Since that time the steel manufacturers have adhered to that price and I doubt if any of them would change it without notifying the others. They have no agreement and do not have any meetings. I believe this adherence to the one price is the result of the knowledge which each one of them has of the other's business, due to publicity. Every one seems satisfied that the price is fair.

Advisable to Keep One Price.

"Isn't it true that you have such a control of the industry that if you fixed the price none of the independent manufacturers would dare to set a price below yours?" asked Mr. Clark.

"That may be true as far as steel rails are concerned," Mr. Gary replied, but qualified his answer by saying he did not mean that the steel corporation has a hold on the industry, but that the independents recognized the advisability of maintaining one price.

"Suppose the United States Steel corporation put the price up to \$30 a ton, do you think that there is an independent manufacturer who wouldn't mark his price up to \$30 a ton because he had marked yours up?"

"I can't say," was the reply, "except that I think they would mark the price up."

Could Kill Off Independents.

Mr. Gary admitted that the steel corporation could drive the independents out of business in a competition because the steel corporation can produce rails much cheaper than the independents.

Mr. Gary said that the steel corporation could not survive in this template industry without a tariff, possibly less than the present duty on this article.

Representative Clark wanted to know how much profit the United States Steel corporation is making.

Profits of Steel Corporation.

Mr. Gary said that the interest paid out amounted to \$1780,711,000, the dividends paid out \$262,354,600; that a surplus of \$97,645,000 has been accumulated; and that \$163,694,000 has been paid out for construction. He said that the total profit on the capitalization equaled 7.3-10 per cent.

The United States Steel corporation, according to Mr. Gary, is capitalized at \$360,028,1100 in preferred stock, and \$508,302,500 in common stock, and that the bonds of the corporation amount to \$480,199,000, on which the rate of interest is 5 per cent. The subsidiary companies have a total bond issue of \$125,346,000, he said.

Tell the Real Truth.

Fond Mother—Now, Johnnie, you must study hard at school, and remember that when you grow up you can become vice-president without half trying.—Illustrated Sunday Magazine.

Tumbles.

After all, falling 4,000 feet with a balloon isn't always as bad as stepping on a banana peel.

NEWSBOY

KILLED AT HARBOR

B. & O. Train Responsible for Death of Twelve Year Old Frank Wedrzin at Indiana Harbor Yesterday Afternoon.

(Special to THE TIMES.)

Indiana Harbor, Ind., Dec. 19.—Yesterday afternoon Frank Wedrzin, of this city, a little Polish lad, was romping about the streets of the Harbor selling copies of a national Polish weekly paper. At 4:30 o'clock last evening he was struck by a fast B. & O. railway train and his young body crushed beneath the massive wheels.

The unfortunate little fellow was but 12 years of age and was well liked by his fellow-scholars. It is believed that he was about to cross from Aldis avenue to the Lake Shore depot, expecting to dispose of several copies of his paper at that station. He evidently failed to notice the approach of the B. & O. train, known as No. 29, and was cast beneath the wheels with terrible force. The entire train passed over Wedrzin, breaking and crushing every bone in the lower half of his body. Two jagged holes, one on either side of his head, proved the terrible force with which his skull was crushed against the ties.

Coroner Gordon Notified.

The body was taken immediately to Teal's morgue on Michigan avenue and Coroner Gordon notified. The latter's inquest will be held at the Harbor this afternoon, when testimony of the train crew will be heard, as well as that of a few strangers at the depot who saw the accident. The boy's parents were notified of the accident about 5 o'clock, and hastened from their saloon at the corner of One Hundred and Thirty-seventh and Cedar streets.

Queer Swiss Customs.

Saaten cheese is made in Switzerland from cow's milk. It is the custom to make a saaten cheese at the birth of a child and eat it at the burial feast of a son of the child for whom it is made.

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