

AFFAIRS OF THE RAILWAYS.

The Demands of the Switchmen. About a month ago mention was made that the switchmen here had asked for an advance in pay, an increase in force and that ten hours be made a day's work.

The Next Move in the Washakie Case. Judge Gresham having decided to allow the consolidation of the foreclosure suits in the Washakie, St. Louis & Pacific case, Harry Crawford, one of the leading attorneys, who represents the interests of a majority of the bondholders, says that the next move, on the part of the security-holders, will be to refer the claims of the various mortgagees to a master in chancery for adjudication.

Moving for an Independent Line. The Louisville, New Albany & Chicago people have secured the right of way from Howland's station to a connection with the Belt road, a distance of one and one-half miles, the width of the right of way being fifty feet.

Personal, Local and State Notes. Two of the finest Pullman parlor cars every turned out at the Pullman works have been placed on the Ohio & Mississippi road, to run between St. Louis and Cincinnati.

Chairman Abbott has called a meeting in Chicago, on Thursday next, of the Western States Association, for the purpose of discussing winter tourist tickets and rates to be considered.

The friends of J. J. Henderson, agent of the Adams Express Company at this point, will be glad to learn that he is putting in his winter vacation at his home in St. Louis, Mo., where he was able to sit up for a few hours yesterday.

General Manager Bradbury, of the Lake Erie & Western, who has been East for a couple of weeks, returned yesterday. President Ericson says he will look over the property after the election.

It is stated that the Vanderbilts have been selling their government bonds and investing the money derived therefrom in purchasing stock and securities of the Lake Shore and the Bee line.

John B. Thayer is to succeed W. H. Joyce as coal freight agent of the Pennsylvania lines, a very important position, which he will fill in the inspection of the property. They are expected West this week.

Receiver Eddy has appointed G. C. Pollock, chief clerk in his office, and W. C. Brown, office, auditor of the Missouri, Kansas & Texas road. The road is to be operated entirely separate from the Missouri Pacific.

The Bee-line inspection party will reach Brightwood at the commencement of the run through the shops, will come to the city, remaining here over night. To-morrow they will inspect the Indianapolis & St. Louis road.

W. H. Fiedle has been appointed superintendent of the central division of the Erie & Western road of New Jersey, succeeding W. W. Stearns, who has accepted the position of general superintendent of the eastern division of the Erie & Western.

Receivers Eddy and Cross, of the Missouri, Kansas & Texas, yesterday made the following additional appointments: Dr. E. N. Small, of Sedalia, Mo., chief surgeon; S. K. Bullard, now with the Missouri Pacific, superintendent of telegraph.

The indications are that the Cincinnati, Sandusky & Cleveland Railroad Company will completely sever its trading relations with the Ohio, Indiana & Western, the general managers of the two properties being wide apart in their views of traffic matters.

The Farmers' Loan and Trust Company is coming at the commencement of the line of the L. N. A. & C. road a mortgage of \$1,000,000 given by the company in 1883 to secure the payment of that amount of bonds, which have been taken up and destroyed.

The through traffic of the Indianapolis & St. Louis road in the last twelve months, has increased 100 per cent. The failure of the crops on the line, last year, forced the freight rates on the line to the southwest, and there was no field, except the Southwest, in which it could be done.

A contract was signed yesterday between the Illinois Central Railroad Company and George E. Murray, agent of the latter company, by which the former agrees to run a special train from Memphis to New Orleans in eight hours, an average of fifty miles an hour, the fastest time for the distance ever made in the South.

President Denew and party, who have been inspecting the Vanderbilt properties, reached home on Saturday last. When questioned as to their condition, Mr. Denew said: "All are in splendid condition and much better than one year ago. The outlook for business, especially on the Bee-line, is most encouraging."

General Manager Henderson says that the item in regard to the Ohio, Indiana & Western closing its outside office, published in yesterday's Journal, does that road an injustice so far as an indication of its general company. The Pennsylvania Company are unpleasant. Mr. Henderson has no fault to find with his road's treatment in the new Union Station.

As a result of the conference between Commissioner Pink, of the trunk lines, and Commissioners Patten and Midgley of the Western Freight Association, a plan has been hit upon regarding the division of percentages, which it is thought will be acceptable to both parties. Each commissioner will report to his respective association before official action is taken.

Geo. W. Bell, the Free-Trade Man. To the Editor of the Indianapolis Journal: Hon. Geo. W. Bell, the non-partisan Democratic free-trader, recently delivered an address in this city, and while he constantly pleaded for an honest discussion of the tariff laws he distorted facts in a manner that would shame the price of liars.

He stated, among other things, that the duty on pig-iron is 86.72 per ton; that 81.25 represents the labor, while the balance is put into the pockets of the manufacturer. Steel rails pay a duty of 81.75 per ton; 22.75 represents the labor while the remaining 59.00 goes into the pockets of the manufacturer.

Knowing that Mr. Bell must be aware of the falsity of such statements, and not desiring to do him an injustice, I took pains to inquire of a prominent Democrat who was present, and was understood by the above statements and was informed that in his judgment the speaker conveyed the impression to his audience that it only cost \$1.25 to manufacture a ton of pig-iron and \$2.75 to produce a ton of steel rails. Now, such statements are misleading, and if the intention was to convey the impression that it only cost \$1.25 to manufacture a ton of pig-iron and \$2.75 to produce a ton of steel rails, it is a deliberate attempt to defraud the public.

The cost of producing a ton of pig-iron varies with the locality, the richness of ore, nearness to fuel, accessibility of the mines, etc. At Sheffield, Alabama, it costs per ton, \$11.27. In Tennessee, \$10.50. In Texas, \$12.95. In Cleveland (England), \$12. In the cost in England in 1873 was \$18.36 per ton.

It cost in Indiana in 1873 to produce a ton of pig-iron \$18.36. The estimated cost of producing a ton of pig-iron in the best managed furnaces, 100 bushels of coal per ton of iron, \$26.25 cents; 25 cents for 1 ton of limestone to ton of iron, 75 cents.

labor at furnace, \$2; oil, tools and other incidental expenses, 50 cents. Total labor, \$12.75. The cost of the iron in a ton is about 100 bushels of coal, 50 cents; 25 cents per ton on two and one-half tons ore, 62 cents; total, \$13.87. The cost of producing the best grade of pig-iron to-day ranges from \$14 to \$17 per ton. The price of the same grades in England is \$3.35 for No. 3 Middlebrook pig on shipboard. The cost of the same grades in England is \$3.35 for No. 3 Middlebrook pig-iron is as follows:

Pig-iron, 2,610 pounds, \$19.83. Spiegeleisen and ferro-manganese, 3.24. Bessemer pig-iron, 4.50. Logot, moulds, and break, 2.20. Total, \$28.37.

Total cost of ton of steel rails, \$31.07. Deduct 285 pounds scrap steel, 2.18. Deduct 10 per cent. from wages of 1887, 48. Total, \$28.41.

Selling price at the works, \$30 to \$31.50. British market steel rails, \$15.50 per ton. Difference in cost of producing a ton of pig-iron in Pittsburgh and England, \$5.75. Difference in cost of producing a ton of steel rails, \$12.50. Ninety per cent. of the cost of each of these products is for labor, and the difference in the cost of production, as shown above, is due to the difference in wages in the two countries. The labor in the mill is only a small proportion of the labor necessary to produce a ton of iron. The ore must be mined and transported. Coal and limestone must also be mined and transported. All of these things require labor.

This great industry has gradually increased from its infancy, a few years ago, until we now produce in this country more than one-third of the world. To those who believe that the duty adds just so much extra to the cost to the consumer, it is well to know that the duty on rails sold for \$33 per ton, while the duty was \$28 per ton.

If our laborers desire to work for wages that will enable foreign producers to pay a duty of \$17 per ton on steel rails and then sell them here in our markets, after paying costs of transportation and insurance, at but little above the present rate, they will have to work for less than the present rate, and this is not a desirable proposition. Mr. Bell further stated that, under our high protective tariff laws, the number of woolen mills had constantly decreased, and that the same was true of our salt industry. Now, a few facts will show the fallacy of such statements.

The number of woolen mills in 1870 was 1,263. Capital, \$30,000,000. Wages, \$10,000,000. Employees, 43,000. In 1880 the number of mills was 1,589. Capital, \$159,000,000. Wages, \$47,000,000. Employees, 161,000.

In 1883 5,000 looms were running and 75,000 persons were employed in the manufacture of woolen goods, but the reduction that was made in the duty on wool and wools in 1883 closed one-third of the factories. The production of salt has been increasing until in 1887 we produced 7,707,000 barrels.

Such statements as those made by Mr. Bell and other Democratic speakers, are not only false, but are evidently intended to deceive, and they are so carefully worded that if held to account for their statements they could crawl out of the hemlock by saying that they did not mean to do so. Mr. Bell said, perhaps, "I was only speaking during his speech, 'Now, let us be honest about this discussion.' Now, if honesty was desired, it would have been a good plan to have begun his discussion then and there.

If information was needed a careful study of markets instead of maxima would have been made, and good results. A. J. PHINNEY. Muncie, Oct. 22.

GENERAL HARRISON'S FAMILY. An Indianapolis Correspondent Gossips About the Next President's Children. Letter in Boston Transcript.

Mrs. Harrison is a fine-looking woman, of good height, rather inclined toward embonpoint lately. She has reached her half hundred years, but is evidently intended to decay, and they are so carefully worded that if held to account for their statements they could crawl out of the hemlock by saying that they did not mean to do so.

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HARRISON ON HENDRICKS.

What the General Said of the Dead Vice-President on the Floor of the Senate.

On the 26th of January 1888, the Senate being engaged in listening to eulogies of the late Vice-president Hendricks, Senator Harrison arose and said:

Mr. Harrison—Mr. President, the principal incidents in the public career of Mr. Hendricks have been so fully and eloquently depicted by the speakers who have preceded me that it is not only unnecessary but even inappropriate that I should attempt anything like a biographical sketch of the distinguished dead.

His political career was to some of the incidents of our long acquaintance and to some of his personal and professional traits, as I observed them, must constitute my tribute to his memory. His political career was a long and conspicuous one. He had a very strong and enduring hold upon a wide and widening circle of political friends. It cannot be safely said that his popularity had been eliminated at the time of his death, for we cannot read the future. But it can safely be said that it had not waned. He seemed never to be more loved and respected by his political friends than upon that day when death's sudden message separated him from them.

The fact that he maintained so long, as well in private life as in public, the leadership of his party in the State of Indiana—that in its extreme needs it always called for him—is convincing proof that he possessed in a high degree the qualities of a leader. He was not a man who sought the love of men and inspire hope and confidence. He was not aggressive as a leader, but he was an assiduous and vigorous worker. He was not a man who sought the love of men and inspire hope and confidence. He was not aggressive as a leader, but he was an assiduous and vigorous worker.

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they are engaged on a specialty tie. The latter is far superior to the English tie, and commands a much higher price. On account of its peculiar characteristics the English manufacturers cannot compete and under the Pittsburgh article, and the last vestige of the industry, which employed thousands of Pittsburgh workmen, stands as a living monument to what a low tariff has done for this country.

A DIPLOMATIC BREAK. The Reception Accorded an American Traveler by One of Cleveland's Appointees. Washington Special to New York Tribune.

The publication of the story about Minister Sello's way of returning diplomatic calls remains a former diplomatic representative of the United States of the manner in which another of Secretary Bayard's official family called to meet his own countrymen when they called on him.

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