

AFFAIRS OF THE RAILWAYS.

A Very Expensive Strike All Around. The heavy expense which the Brotherhood incurred through the strike on the C., B. & Q. road is gradually being reported, one new deal coming out yesterday while a striking switchman was scoring one of the engineers who did not assist them in carrying their point in the late strike.

New Lines in Central Illinois. Springfield, Ill., Dec. 4.—Articles of incorporation were today recorded in the office of the Secretary of State, of the Toledo, Indianapolis & St. Louis Railroad Company, of Illinois, with its principal office at Robinson, Crawford county. The capital stock is \$5,000,000.

The Transcontinental Association. CHICAGO, Dec. 4.—After a session lasting twenty-two days, the Transcontinental Association has finished its labors and adjourned. A system of graded rates was agreed upon on traffic going to the Pacific coast.

Reduction of Time and Wages. READING, Dec. 4.—The Philadelphia & Reading Railroad Company posted notices in all of its shops, this afternoon, notifying its employes that on after-to-morrow eight hours will be a day's labor instead of ten, as heretofore.

Failure of the Clearing-House Scheme. NEW YORK, Dec. 4.—It is officially announced this morning on Wall street that all the negotiations for a settlement of the railroad troubles west and southwest of Chicago have broken off and the great clearing-house plan has fallen through.

Personal, Local and State Notes. Harry Wetzel, general agent of the Vandalla at this point, is seriously ill. The Indianapolis, Decatur & Western earned in November \$1,102 more than in the corresponding month of 1887.

General Manager Bradbury, of the Lake Erie & Western, sold 1,000 tons of old iron for a figure only \$4 below the price he pays per ton for his new steel rails.

It seems to be settled that east-bound freight rates will be advanced on the 17th to the tariff of last spring, the only obstacle to its going into effect having been removed. The Erie, which demanded a 6-cent differential, has in the interim of peace, consented to the offered 5-cent differential.

The Cincinnati, Indianapolis, St. Louis & Chicago road earned in October, \$231,512, an increase over the earnings of the corresponding month in 1887 of \$9,359. The net earnings for October were \$90,453, against \$85,437 in the corresponding period of 1887, a decrease this year of \$4,584.

The movement of cotton in the first three months of the crop year were only 49,518 as large as last year. The Southern roads seem to be suffering through this lack of business fully as much as the Eastern lines over which the traffic is being shipped.

On the Pennsylvania lines in the Southwest system, there are over twenty firms who are considered competent after examination to run engines, and as fast as opportunity offers they will be promptly shipped. Occasionally old engines drop out and their places are filled by firemen, and as new engines come on to the road an increased number of engineers are required.

A number of freight conductors on the Pennsylvania lines west of Pittsburgh have, within the last day or two, been promoted to the position of passenger conductors. On the first division of the C., St. L. & P., William Huls and W. C. Fitzpatrick were promoted; on the fifth division, J. F. B. Jones; on the sixth division, A. T. Harvill. Yesterday N. K.

Elliott, superintendent of transportation of the Vandalla, promoted two freight brakemen on the west end, who volunteered their services to do extra duty at Indianapolis where the brakemen went out, to the position of freight conductors.

One of the largest incomes to roads which are well equipped is the mileage on their cars when on foreign lines and the best-paying feature of railroading is in these equipment companies. The fact that they are so prosperous is the best argument in favor of each road owning a large equipment and stopping the rental lease which so many roads are subjected to.

There is quite a rivalry existing between the engineers who are running the two Schenectady-built engines received about four months ago, to run on the I. & St. L. division of the Bee-line, and the engineers who run two Brooks heavy passenger engines received about the same time, which are running on the Indianapolis division of the Bee-line proper.

The two roads which show the best results from their year's traffic in this State thus far, are the Lake Erie & Western, and the Cincinnati, St. Louis & Chicago. In both cases the road records were obtained through looking after local business. In the way of side-tracks leading to manufacturing, lumbering and other industries on their line, and has but just begun the work of this character.

Henry D. Stringer, a real estate trader, with headquarters in this city, was arrested yesterday morning by James Brockway, of Onego, Kan., on a requisition from the Governor of that State, charging him with obtaining money under false pretenses.

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Grant plaintiff on grounds of failure to provide. Room 3—Hon. Lewis C. Walker, Judge. Lulu Lindefelder vs. George Lindefelder; divorce. Granted on grounds of failure to provide.

State ex rel. Mary Catalina vs. Ezra G. Martin et al.; on bond. On trial by the court. Harry J. Milligan, receiver, vs. Mattie McLain et al.; to recover stock. Dismissed and costs paid.

Harry J. Milligan, receiver, vs. John M. Gaston; to recover stock. Dismissed and costs paid. Haugh, Ketcham & Co. vs. Hubert A. Steiner; attachment. Dismissed and costs paid.

Pleasant Almond vs. Samuel W. Patterson et al.; complaint on note. Demand, \$250. St. Louis Car-wheel Company vs. James J. Cole et al.; complaint on note. Demand, \$500. Butler University vs. Joel L. Wright et al.; complaint for possession of property. Demand, \$500.

The Health Board and Dispensary. The report of City Meat Inspector Fohl to the Board of Health, for November, shows that he inspected 2,848 head of cattle, 565 calves, 695 sheep and 1,255 hogs. He condemned at the stockyard 2,000 pounds of beef, 922 pounds of pork and 487 pounds of mutton.

The Debt of the Union Pacific Railway Company and the Tariff Bill. WASHINGTON, Dec. 4.—In the Senate, to-day, various annual reports, including that of the Secretary of the Treasury, were presented, and appropriately referred. Numerous bills were also introduced and referred, including one for the construction of two steel rails, to be armed with heavy rifled dynamite guns, and one for the construction of two steel cruisers, to be armed with dynamite guns.

Mr. Frye moved to proceed to the consideration of the Union Pacific settlement bill. Mr. Mitchell opposed the measure on the ground that he had no time to examine the report. It was a matter that should be looked into. The Senate might go on to-day with something that Senators know more about.

Mr. Frye said the matter was a very familiar one to the Senate. A select committee had been appointed, early last session, to consider it, and had devoted much time to the investigation. The committee had found that the two Pacific railroad companies, the Union and the Central, could not be connected on account of the condition and capacity of the City Hospital.

Mr. Allison, the tariff bill was then, at 12:30, taken up for consideration. Mr. Allison said that the formal reading of the bill should be waived, and that the substitute be read by paragraph for amendment. Mr. Vance objected, and the Clerk proceeded to read the substitute in full. After some time being consumed in this manner, the presiding officer announced that if there were any amendments to be offered, they should be offered to-day, but would be to-morrow. He then asked his postponement till 3 o'clock to-morrow.

Mr. Allison—If this bill is to be postponed till to-morrow, I suggest that it be taken up immediately after the morning session. Mr. Vance—That will be agreeable to me. The bill was postponed till to-morrow, and the Senate, at 12:55, adjourned.

The House Talks About Monuments. WASHINGTON, Dec. 4.—The Speaker laid before the House the annual report of the Secretary of the Treasury and the Comptroller of the Currency, which were appropriately referred. On motion of Mr. Sayres, of Texas, leave was granted the committee on appropriations to sit during the sessions of the House.

Mr. Taubee, of Kentucky, offered a resolution reciting that it is stated in certain newspapers that the Commissioners of the District of Columbia have in recent purchases of real estate within and for the use of the District of Columbia, paid to and received by the contractor in the Constitution by them, prices above that asked or received by the vendees or vendors of such property, contrary to law, and directing the Speaker to appoint a special committee of five members to investigate the matter. Referred to the committee on rules.

Mr. McDonald, of Minnesota, presented a petition of citizens of North Dakota for the immediate annexation to the Union of South Dakota and Montana, and for constitutional conventions in North Dakota, Washington and New Mexico. Referred to the committee on Territories.

Mr. McKee, of Arkansas, introduced a bill to allow persons who have abandoned or relinquished their homestead entries to make an entry thereon. That will be agreeable to me.

Mr. Bland commented on the fact that the people of Maine had not gone down into their own pockets and built a monument to one of the State's patriots who had died nearly ninety years ago.

Mr. Breckinridge, of Kentucky, said that there were upon the calendar twelve bills for my trouble would commence. At first my nose would itch, my eyes water and my throat got dry; I would sneeze violently and often; my nose would run and my eyes water freely. The lining of my nose would swell up and block up my nostrils so that it was impossible to breathe through them.

Mr. Mansur, of Missouri, favored the erection of the monument in the city of Washington instead of Thurston, Mo. Mr. Spindler, of New York, while opposing extravagant public expenditures, felt it his duty to propose a measure which would transmit to coming generations the memory of one of those men who underwent hardship and suffering in order that the Republic might be created.

Mr. Dingley yielded to Mr. Mansur to offer an amendment locating the monument in Washington. The previous question was ordered on the amendment and the third reading of the bill. On Mr. Mansur's amendment the vote stood—yeas 56, nays 92; no quorum, and more calls were made.

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MORE RAILROAD TROUBLE

The Greensburg Division Sends Up Its Testimony. A Manner of Applying the Proper Remedies to Protract Cures for Gremious Complaints.

Greensburg is a lively little town of probably four or five thousand inhabitants, situated about twenty-five miles south of Indianapolis, on the "Big Four" railroad.

In this town lives the subject of this sketch, the wife of Mr. McQuiston, the master-mechanic of that branch of the "Big Four" which runs from Vernon to Rushville. The headquarters of this line are at Greensburg. Mrs. Josie McQuiston, the lady in question, in conversation with the writer, related the following interesting story.

"For twelve years," she said, "as soon as vegetation began to ripen and the grass to go to seed, my trouble each year began. It was usually about the last of August that I learned to expect the hay fever. When the pollen from the ripening vegetation began to float through the air, my trouble would commence. At first my nose would itch, my eyes water and my throat got dry; I would sneeze violently and often; my nose would run and my eyes water freely. The lining of my nose would swell up and block up my nostrils so that it was impossible to breathe through them.

"My nose and my eyes became red and my whole face swollen. My throat would also become hot and dry; so much so, that the swelling would extend to the epistachial vein, thus making me partially deaf. I would get feverish and my pulse would quicken. I had a feeling of tightness across my chest, and would wheeze and blow in trying to get my breath. I had a cough, a dry, hacking cough which bothered me very much, and I would hawk and spit up quantities of mucus of a greenish yellow color which would lodge in my throat. My head ached much of the time. I could not sleep in a reclining position, but would have to sleep sitting up in a chair. I was confined to my chair for weeks at a time. I was troubled with a catarrh all the time. But when this asthma or hay-fever would come on me, life was almost unbearable. I spent hundreds of dollars for doctors and physicians. But for some reason I could not get any relief.

"Last summer, about the latter part of July, I took chills and fever, and the hay-fever was coming on. I felt that I could not stand another stage of my relentless enemy. I was getting desperate. "In looking over the Indianapolis papers I noticed a statement of a cure proposed by Dr. Blair treatment. I was struck by the similarity of the case to my own, and I determined to try this method as a last resort. I called at the Doctor's office, at 923 North Illinois street, and was examined by the doctor in person. "He told me my trouble was a complicated one. He said that the mucus membrane tract from my throat to my stomach was inflamed. Also, my constitution was much run down, and that I was suffering from the effects of malarial poisoning. "I went under his treatment, and in a few days he arrested the progress of my disease and I began to improve. For the first time in twelve years, I was free from the much-dreaded hay-fever, and now I am well and, it is needless to say, very happy."

Mrs. McQuiston lives, as stated, at Greensburg, Decatur county, Ind., where she may be found and this statement verified.

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