

AFFAIRS OF THE RAILWAYS.

Personal, Local and General Notes. C. E. Henderson, ex-general manager of the Ohio, Indiana & Western, is in Duluth for a few days, on private business.

Nov. 1, F. C. Hills will take the superintendency of the Sioux City & Northern road and J. N. Mahoney will take that date because of the manner of the line.

W. W. Hegemann, of the Baldwin locomotive-works, has accepted the position of superintendent of the Ohio Valley road, vice James Montgomery, resigned.

T. J. Blackstone, president of the Chicago & Alton, who has been in Europe for three months, landed in New York a day or two ago, and is expected home to-day.

Under the Mackey management the Louisville, Evansville & Cincinnati road is doing better earnings. In September the road earned \$108,046; increase over earnings of September, 1888, \$1,860.

General Superintendent Blew, Chief Engineer Irwin, Superintendent of Motive Power Turley, and Purchasing Agent Hill, of the Big Four, came in from St. Louis last night, and will remain in the city to-day.

The Chicago, Kansas City & St. Paul road is said to have paid 2 cents rebate on 3,000 car-loads of corn. As under the interstate law, this is a penitentiary offense, some interest is shown as to the results in this case.

No reduction in grain rates has been seriously agitated, yet it is admitted by railroad men that the present rate east is too high, as compared with the prices, and is proving farmers and elevator men forwarding their holdings.

The new transcontinental line, of which the Toledo, Indianapolis & St. Louis is to form a link, is to be called, when completed, the Atlantic, Mexico & Pacific road. The proposed line will cross the Mississippi river at Chester, Ill.

E. L. Tyler, superintendent of the North-eastern division of the Queen & Crescent lines, who a few days ago tendered his resignation to accept a position on the Central road of Georgia, has withdrawn his resignation, and will remain on the Q. & C. road.

H. D. Gordon, who recently resigned as master mechanic of the Philadelphia, Wilmington & Baltimore road, has been put in charge of the shops of the Pennsylvania Railroad Company at Altoona, Pa. C. G. Tupper succeeds Mr. Gordon on the P. W. & B.

General Manager Barnard, of the Ohio, Indiana & Western, is in Chicago for a few days, closing up his business in connection with the Ohio & Mississippi road as purchasing agent, which position he resigned to accept the general management of the O. I. & W.

The Chicago & Indiana Western company has laid a third of a mile of track on steel ties, and is experimenting with them as to their availability as a cross-tie for the traffic over this piece of road, and will test the ties in a manner which will show their value.

Wilbur Lee, assistant passenger agent of the Union Pacific, spent yesterday in this city looking after their representatives in this territory. The present large passenger earnings of the Union Pacific are very creditable to the officials at the head of the passenger department.

Jan. 1, 1885, Kansas had but 4,543 miles of railroads. It now has 9,638 miles, an increase, in four years, of 5,155 miles. It is not surprising, with this large mileage and the sparse population over much of Kansas, that the companies doing business in that State find it difficult to make both ends meet.

The second section of No. 31, over the Cincinnati, Hamilton & Indianapolis road, yesterday morning, east bound, started from Connersville, and at that point and stations before reaching Hamilton gathered up 1,200 excursionists, and at Hamilton county fair, now in progress at Hamilton, O. At Oxford 456 persons boarded the train.

The Lake Shore people are continuing the work of cutting down grades on the western division. But a few years ago freight engines could haul but twenty-three loaded cars from Chicago to Elkhart, Ind., the cars carrying but ten tons of freight. Now their engines haul forty-five loaded cars, carrying twenty-five tons each, over the road.

The heavy demand for steel rails of late has occasioned a sharp advance in prices at Pittsburgh. Sales last week aggregated 60,000 tons, the Union Pacific alone taking 40,000 tons. As the demand for steel rails was quoted at \$27, and since then sales have been made as low as \$25. Last week they brought \$28.50, and now agents are asking \$29.

The Big Four system earned in September, gross, \$1,148,000, against \$1,146,000 in the corresponding month, 1888; increase this year, \$2,000. This is an excellent showing, as compared with the best month of last year, with the Boston & Grand Army gathering at Columbus swelling the passenger earnings to an unprecedented amount.

President Young is pushing the Louisville Southern southeastward from Lexington, Ky. He has contracted for another bridge at late's creek, near Lexington, which will be the bed of the bed of the stream. As the extensions are completed, they doubtless will be leased by the Louisville, New Albany & Chicago, as has the portion of the Louisville Southern already built.

Brazil, Clay county, is to have another railroad. A new line has been projected, articles of incorporation for which will be filed with the Secretary of State, to begin at Island City, Green county, and terminate at Linton, Dugger, Brazil, then on to Bainbridge, where connection will be made with the Louisville, New Albany & Chicago road. The line will be seventy-five miles long, and forty-five of it passes over coal-beds.

William Turley, superintendent of motive power of the Big Four lines, states that on the 1st of next month he will begin to receive their new engines, ten of which will be of the ten-wheel type, and adapted to hauling fast heavy passenger trains, or express freight trains. They will have five-foot driving wheels, nineteen by twenty-four-inch cylinders, and a boiler fifty-eight inches in diameter. Five other engines will be six-wheel switching engines of the most modern build.

It seems that the talk of the Big Four people building a road from Springfield to Columbus, O., is not a bluff on the Cincinnati, Sandusky & Cleveland Railroad company, but within the next ninety days is likely to be a reality. A very direct and feasible route has been surveyed, which will be three miles shorter than the present line, Sandusky & Cleveland, and Chief Engineer Irwin estimates its cost at \$13,000,000. One of the largest railroad contractors in Ohio has expressed a willingness to build it for that sum, and turn it over to the Big Four people in sixty days from the hour the contract is awarded.

An examination of time schedules shows that one of the fastest trains run over the dianapolis lines daily is the Southwestern limited from St. Louis to Indianapolis. The 35 miles is covered in six hours and fifteen minutes. In making the run there are twenty stops at county-seats and railroad crossings, and nine minutes is allowed for running from the Belt road to the Union Station. But once since the train was put on has it run into the Union Station late, and then but four minutes behind. Mile after mile of time is covered at a speed of a mile in fifty-seven to fifty-eight seconds.

R. D. Marshall, receiver of the Dayton, Fort Wayne & Chicago road, is in the city. A receiver of this property he has made an excellent record. When he accepted the position, a few months ago, the road, which is 235 miles in length, was not paying operating expenses. The expenses had not been paid for three months of service. Knowing that to get good work it would be necessary to pay the back wages, he personally borrowed \$36,000 and paid the men. The road is now not only paying operating expenses, but has for three months earned \$1,000 a month above expenses, and this sum has been used in improving the road-bed and its equipment.

The advisory board of the voluntary relief department of the Pennsylvania lines west of Pittsburgh held its first meeting in Cleveland, Wednesday, and, in selecting new rules, selected the following representatives: Pennsylvania Company, Treasurer John E. Davidson, General Superintendent of Transportation, and Superintendent C. D. Law; Pittsburgh, Cincinnati & St. Louis Railway Company, Ralph Peters, superintendent of the Little Miami division, Chicago, St. Louis & Pittsburgh, General Superintendent J. E. Miller, and Division Superintendent Charles Watta. General Manager McCrea appointed the following gentlemen to represent the em-

PLAYERS. W. G. Bosker, a blacksmith in the Fort Wayne shops; Norman Champey, a conductor on the Cleveland & Pittsburgh; C. E. Pugh, a conductor on the Indianapolis & Vincennes; John A. Landes, car builder in the Columbus shops; Thomas Lamb, a conductor on the Chicago, St. Louis & Pittsburgh; and M. H. Green, an engineer on the same line. The following supervisory committee was elected: John E. Davidson, Ralph Peters and Thomas Lamb. The committee on appeals is composed of Charles Watta, C. D. Law, Norman Champey, John Q. Landes, and M. H. Green. A resolution was passed to have the board meet in the future on the fourth Tuesday in January, April, July and October.

Since the Lake Erie & Western purchased the Indianapolis, Peru & Chicago road, the business of the northern division has increased 10 per cent. The company has put the track in good condition between Peru and Michigan City, and the increase in traffic has been a surprise. Passenger trains now make the run between Michigan City and Indianapolis in 10 hours. L. E. & W. 135 quicker than the fastest trains run in the day of the Malott management of the road. The company is just completing a more commodious and better equipped depot at Plymouth, Ind., than the structure which was torn down, and have made considerable improvement in this direction at many points on the I. P. & C.

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MAGAZINES OF THE MONTH.

A monthly magazine is a collection of literature intended to suit a variety of tastes, the effort being made to give something to please each reader's fancy. Few will take up the October Century, however, without finding entertainment from cover to cover. The number opens with an installment of Kennan's Siberian travels, in which he describes visits to some of the silver mines in which non-political convicts were employed. The horrors pictured are rendered the more impressive by illustrations. Coquelin, the French actor, offers a study and comparison of the art and genius of Shakespeare and Moliere. A chapter on base-ball will interest those who, by reason of their ignorance, find newspaper reports of the game a foreign language. The character and miseries of the game are described minutely. The attempt by the confederate authorities, in the early part of 1865, to negotiate a peace project is described in the Italian old masters series. Two uncommonly good short stories, among which are "The Hermit of the Longhair Mystery," by Young E. Allison; the other a Southern dialect sketch, "Ben and Judas," by Marjorie. The "Diary of a Union Woman in the South," edited by Cable, gives a vivid picture of life during the war. An illustration of the "Diary of a Union Woman in the South," edited by Cable, gives a vivid picture of life during the war. An illustration of the "Diary of a Union Woman in the South," edited by Cable, gives a vivid picture of life during the war.

The October Form opens with a review of the political situation in Europe by Prof. Emile de Laveleye, one of the foremost European political writers. He gives an alarming picture of the results of a war which, he is of the opinion, is very likely to break out. Ex-Postmaster-general James suggests some needed postal reforms, among them a cheaper ocean postage. Senator Cullom writes of "Protection and the Farmer," and quotes from Webster, Andrew Jackson and other earlier statesmen and leaders to show that protection is a necessity for the country's growth and prosperity. Edward Wakefield, who has been a member of the Australian Parliament, describes the ballot system of that country. Professor Tausig gives an account of the German workmen's insurance system. The author contributes articles, "The View of Notoriety," by Frances Power Cobbe; "A Drawing-room Homily," by Bishop Huntington; "Making a Name in Literature," by Edmund Gosse; "Edward Bellamy," by John S. Shier; "The History of Democracy in the Household," by Elizabeth Lynn Linton; and "Prejudice Against the Negro," by Rev. John Snyder.

In the North American Review for October, Henry George offers some views concerning the cause, and the lesson to be drawn from the London strikes. Ex-Postmaster-general Dickinson, as a result of observation during his brief term of office, suggests some improvements in the postal service. Austin Corbin writes of "Tyranny of Labor Organizations." Congressman Thomas B. Reed discusses the necessity of revising the rules of the House of Representatives. The Hon. J. M. McKim writes of public buildings, in respect to their size, acoustic properties, and mechanical arrangements. Rev. Newman Smyth briefly reviews the theological question, commonly known as the Andover question, and shows how the matter stands in church circles at the present time. Viscount Wolseley replies to the "Editorial Views of the Civil War," and Jefferson Davis makes a rather virulent reply to Wolseley's criticisms of his course in the rebellion, made in a former issue of the Review. The Rev. J. S. Shier writes of "Ericsson and His Monitor," and several physicians discuss the subject of medical quackery, its prevention and cure.

The New England Magazine, under its new management, takes on a rather ambitious literary tone, which, together with the varied nature of its contents, gives indication that it is no longer the purpose to confine it, as formerly, to a limited field of local discussion. The October number opens with a sketch by George Willis Cooke, of Oliver Wendell Holmes at four years of age. The Hon. J. M. McKim writes a brief study of John Boyle O'Reilly's poetry. Hon. A. S. Colyar writes a descriptive article on Nashville, which is followed by a paper on the "Literary and Artistic Conditions of Nashville," by David G. Ray. Other educational articles are on "William T. Harris and the Bureau of Education," by Charles H. Johnson; "The Education of 'Pillgrim and Knickerbocker' in the Connecticut Valley," by William A. Clark on Charles Johnson; and "The Education of 'Pillgrim and Knickerbocker' in the Connecticut Valley," by William A. Clark on Charles Johnson.

Popular Science Monthly opens with a paper by Gen. M. M. Trumbull on the pension question, in which he expresses anxiety that the "pension temptation" shall not bring dishonor on the Grand Army. An article on the theological question in description of the manner in which evolution is taught in a theological seminary of New York. Two health articles are on "Digestion and the Bowels," and "The Art and Science of Prolonging Life." Prof. Howard Gore describes the organization and methods of the government scientific bureau engaged in studying the customs and habits of the Indians and Mound-builders. Among other contributions are: "The Old and New Phenomena of 'Education in Ancient Egypt,'" by Robert H. Stoddard; "The Home of the Ferns," by the same author.

The Writer for October contains an article on handwriting, in which is inserted a fac-simile page of the author's manuscript. Allegation, infidelity. Robert H. Stoddard vs. Charles Kahl; damages, Demand, \$100. George W. Cooper vs. Indianapolis Union Railway Company; damages, Demand, \$7,000. CIRCUIT COURT. Hon. Livingston Howland, Judge. Louisa Strangmeier vs. Francis J. Matter; for possession and rent. Finding for plaintiff. Dismissed at cost of plaintiff. Abraham Jacobs vs. Thomas B. Carter; false imprisonment. Dismissed by plaintiff at his costs. Act vs. Snyder vs. Frank M. Snyder; divorce. Dismissed at cost of plaintiff.

Building Permits. Building permits were procured yesterday by Sophia Greenwald, frame cottage, Wagoner street, near East, \$500; Rosa Hitzelberger, brick store-room, Meridian street, near South, \$8,000; J. J. Strassman, dwelling, Cooper street, \$150; O. B. James, addition, Vermont street, near West, \$300; Henry Beck, two cottages, Olive street, near West, \$1,000; C. F. Smith, addition, third street, near Tennessee, \$3,000; R. P. Dunca, warehouse, Vermont street, near Pine, \$1,000; Matilda Hall, addition, No. 91 Brookside avenue, \$100.

Officers of the Legion Commissioned. Governor Hovey has issued commissions to Henry B. Lubberman, captain; John M. Funke, first lieutenant; F. A. Foster, second lieutenant of the Evansville Light Infantry; W. W. Munger, captain, and David C. Lewis, second lieutenant of the Zoliner Battery, Fort Wayne, Light Artillery; Louis W. Cissel, first lieutenant of the De Hart Light Infantry of Lafayette, and Thomas F. Wolfe, second lieutenant of the New Albany Light Infantry.

Sent to the Hospital. Arizona Gardner, a young woman, was arrested yesterday as a vagrant. At police headquarters she gave her age as twenty years, and said she had tramped through the mountains of the West, and had ridden in box cars and sleeping at night in the woods. As she appeared to be suffering from ill health, she was sent to the City Hospital.

so much of the modern household fittings is of artistic character. Its various departments treat of everything in the appointment of a home from the most artistic to the commonplace to the embroidery of a table spread.

The Magazine of American History for October contains an interesting chapter on "The Romantic Beginnings of Milwaukee." Another article of interest to many is an account of the celebration in New York and Boston, 100 years ago, of the discovery of America by Columbus.

The Philadelphia Book News contains, in addition to the usual voluminous literary notes, a biographical sketch and portrait of Andrew Lang, the young English essayist and poet.

Real Estate Transfers. Instruments filed for record in the recorder's office of Marion county, Indiana, for the twenty-four hours ending at 5 p. m., Oct. 10, 1889, as furnished by Elliott & Butler, abstractors of titles, Hartford Block, 84 East Market street: Mary E. Cassey to John W. Jeffers, lot 6, in Johnson's addition to Castleton, \$158.00.

John S. Spann et al. to Charles G. University, lot 533, in Spann & Co.'s second addition, \$750.00. G. George King to James H. Hootch, 3, 4 and 14, in Kapp's subdivision of lot 15, 14, 15 and 16, in Morris's addition, \$6,000.00. Jacob W. Candell to William Tolin, lot 17, in block 35, in Columbia's subdivision of Hanway's Oak Hill addition, \$900.00.

Hevden to William T. Tully's commission-er's subdivision of south half of out-lot 101, \$5,500.00. Conveyances, 14; consideration, \$26,933.00.

The Girl's Pa Responds. Philadelphia Record. Gruff voice at an upper window on Fifth street, at midnight, after a quartet have sung some tender lines to a lady: "Jane's out of town, boys, but I like it. Let go the Mocking Bird again, and I wish you'd sing the comic song about that hat!"

When Baby was sick, we gave her Castoria. When she was a Child, she cried for Castoria. When she became Miss, she clung to Castoria. When she had Children, she gave them Castoria.

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BUSINESS DIRECTORY.

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