

AFFAIRS OF THE RAILWAYS.

A Further Decrease in the Volume of Freight Traffic.

The train records show that 1,800 fewer loaded cars were forwarded at Indianapolis in the week ending Dec. 27 than in the week preceding, and 2,988 less than in the week ending Dec. 13. Heavy shipments of grain are fully as abundant as for some weeks past, but shipments of live stock are light with some of the through lines. The tonnage of cotton going forward is large. Shipments of flour and export business are at the minimum volume of the year. A belief prevails among freight men that early January will bring about a better supply of cars and a largely increased business. The trouble regarding cars arises from the fact that the Eastern trunk lines are still holding cars of the Western roads to move the grain from the elevators to interior New York and New England points. Local traffic with all the lines is above the usual December average. Weather and country roads for freight have brought their grain to the railway stations and the lumber men their products for the summer and fall to convenient shipping points. Immense quantities of heading, stave timber and material for carriage and wagon work are being shipped to the West, placed along the railways for shipment to the Western markets as soon as cars can be secured to move it. Below is given the number of cars received and forwarded at this point in the week ending Dec. 27 as compared with the corresponding weeks of 1889 and 1888:

Table with columns: NAME OF ROAD, Loaded cars, 1890, Loaded cars, 1889, Loaded cars, 1888. Rows include N. & A. C. Air-Line, L. & W., L. E. & W., L. & V., Penn. lines, Big Four, Vandalia, etc.

There were transferred over the Belt road last week 15,347 cars, against 13,321 in the corresponding week of 1889; decrease this year, 2,024 cars.

The best week of the year with the west end of the Peoria division of the Big Four lines was the one ending Dec. 27, the train records show an increase of 1,777 Indianapolis cars and sent west 337 loaded cars, a total of 1,245 loaded cars handled at Indianapolis.

There was a light movement of live stock last week, but it was not through. The Belt road engines handled but 866 carload, which is a falling off of nearly 100 per cent as compared with preceding weeks of the same month. In comparison with the corresponding week of 1889 an increase of 144 cars is shown, and as compared with 1888 an increase of 1,777 cars. With the exception of the Cleveland division of the Big Four, the east-bound movement last week was very light. The Cleveland division forwarded from this point 1,148 loaded cars, which is below the usual movement, however. The Pennsylvania Company took out but 768 loaded cars. The Vandalia brought in, from the West but 1,014, the St. Louis division of the Big Four had 796 loaded cars, in both cases being the lightest in-bound movement of any week of this year.

A Baseless Rumor. The Chicago Post of Saturday contained a statement that the Pennsylvania Company was likely to relax its struggle against paying commissions, and predicting that such action would cause serious trouble in the Ohio River Traffic Association.

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Wages of C. W. & M. Engineers. A special dispatch from Wash., Ind., says: "The engineers of the Cincinnati, Washak & Michigan line are preparing to wait upon President Ingham, of the Big Four system, with a request for an increase in wages to the schedule paid upon other parts of the system. The passenger engineers are now receiving 2.6 cents a mile and they wish an advance to 3.5 cents, with a corresponding increase in the wages of freight and yard engineers. An official high in authority at the White House said and said up to Saturday night no request of this character had been presented to either President or Congress."

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THE SILVER PROBLEM.

Fluctuations of the Metal Under the Present Law—Futility of Legislative Enactments.

To the Editor of the Indianapolis Journal: To those friends of silver who had hoped that, by favorable legislation, this metal would be restored to its former position with gold, the range of silver prices during the past four months must be very discouraging. From January, 1889, to December of the same year, the value of the ounce of silver bullion moved within the narrow limits of 92 to 95 cents. During the months of April, May and June, 1890, the price reached and remained at \$1 per ounce, owing to the assurance of legislation requiring the government to very materially increase the coinage. When the act of July 14 was passed, requiring the purchase of 4,500,000 ounces of silver monthly, the price suddenly advanced to \$1.08, reaching \$1.18 the following month. The principle is thereby effected. Under the operation of this act the highest point was reached on Aug. 19, when quotations at New York ranged from \$1.20 to \$1.25. With silver at \$1.25, the bullion value of a silver dollar and the present bullion value of a gold dollar would be above equal, and the gold market would be in a panic. From that date prices have fallen, with occasional recoveries, until, on Nov. 12, New York prices were \$1.05. According to the report of the Director of the Mint: "The amount of silver purchased under this act, from Aug. 13 to Oct. 31, 1890, was 2,245,831.50 ounces, at an average cost of \$14,043,221.50. By the provisions of the act the Secretary of the Treasury is required to purchase 4,500,000 ounces per month, at the market value, and to issue therefor treasury notes. The effect of this is easily seen; the government purchases the cars have been the most wanted. In fact, the Mint Manager, Parker, has been obliged to refuse freight from connections, so great was the demand for cars to move the road's own business.

Master Mechanic Boatman, of the Ohio & Mississippi railroad, whose resignation takes effect Jan. 1, was the recipient, Sunday night, of a handsome diamond ring, worth \$500, from the trainmen and shop employees of Washington, Ind. W. W. Cox, of the Louisville branch, made the presentation speech. Mrs. Boatman was also a recipient of a handsome diamond pendant from the railroad men. Mr. Boatman leaves Washington Jan. 1, to assume charge as master mechanic of the Big Four.

Superintendents Darlington, Husted and Van Winkle, who were appointed a special committee of the Indiana Car-service Association to investigate as to the manner of carrying out the rules of the association, were surprised to learn that the roads were generally going to rule. In the case of the Big Four, they reported that Agent Sullivan had done all in his power to make shippers and consignees pay demurrage charges, but there were a few obstinate persons who would not pay unless forced so to do by the courts, and just now the roads are not seeking litigation of this kind.

Last July the Chicago, Milwaukee & St. Paul road began to run its freight trains into Omaha over the Union Pacific bridge. Early in the year the Union Pacific had made a contract with the Rock Island and the Milwaukee giving these roads equal privileges over the Union Pacific tracks between the Council Bluffs transfer and South Omaha. Last week the Milwaukee made arrangements with the Union Depot Company to run its passenger trains into the Omaha Union Depot. This agreement was to begin yesterday. Late Saturday night, however, the Union Pacific set out for the Milwaukee that it could no longer use the Omaha Union Depot.

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PROTECTION AND ETHICS.

A Reply to the Charge that the Tariff Theory is Contrary to Good Morals.

The Independent. An esteemed member of the bar has written us saying that some weeks ago we laid out a principle in an editorial article, to wit: that the law-makers of one nation were not called upon to consider the effect of their action upon the people of other nations. The principle is contrary to the theory of protection. It would be to affirm, "justify the reopening of the slave trade; it would justify the opium traffic; it would justify the traffic in the golden rule." He further quotes Chancellor Kent against us as follows: "We ought not to separate the science of public law from ethics, and to suppose that a suggestion that governments are not strictly bound by the obligations of truth, justice or honor, is a suggestion that they are in the management of their own local concerns. States or bodies politic are to be considered as individuals."

We certainly have no quarrel with the weighty words of the great American jurist. No jurist has emphasized more strongly the obligations of truth, justice and honor in international relations. Nor have we ever laid it down as a principle that the law-makers of one nation are not called upon to consider the effects of their legislation upon the people of other nations. Far from it, it would be a grave impeachment of our intelligence as well as our morality, if we had.

What we said had solely to do with our tariff legislation. We intended the rights for our law-makers to exercise their powers of rates without regard to the effect on other countries. There is no injustice in this. The tariff is one of our "own local concerns," as Chancellor Kent calls them. There is no recognized system of law or ethics, national or international, which requires us to open our market to foreign producers, or forbids us to develop our own productions because in doing so we shall require less from other nations. We are not robbing other nations, and thus disturb temporarily the equilibrium of the world. We are not robbing our own people. We are not robbing our own workers. We are not robbing our own producers. We are not robbing our own consumers. We are not robbing our own citizens. We are not robbing our own country. We are not robbing our own people. We are not robbing our own workers. We are not robbing our own producers. We are not robbing our own consumers. We are not robbing our own citizens. We are not robbing our own country. We are not robbing our own people.

We are not called upon to legislate for the benefit of other countries. We are not called upon to legislate in defense of the Jews in Russia or Germany. We are a nation with our own responsibilities. Among the most important of these responsibilities is the development of our own resources, and the protection and elevation of our own workers. We are not robbing other nations. We are not robbing our own people. We are not robbing our own workers. We are not robbing our own producers. We are not robbing our own consumers. We are not robbing our own citizens. We are not robbing our own country. We are not robbing our own people.

Moreover, we are so strongly convinced that our policy is wise, and just, and humane, that we are willing to accept the adoption by other nations, but we earnestly commend it to them. It is a question of each nation to settle for itself. England believes that free trade is best for her own interests. We do not quarrel with her on this account. We believe that our policy is just, and humane, and that it is better for her own interests. We are not robbing other nations. We are not robbing our own people. We are not robbing our own workers. We are not robbing our own producers. We are not robbing our own consumers. We are not robbing our own citizens. We are not robbing our own country. We are not robbing our own people.

SENATOR FARWELL. An Illinois Republican Paper Points Out the Consequences if He Is Not Retired. Chicago Inter Ocean. One Republican politician has been found who was willing to publicly endorse Senator Farwell's policy. He is reported to be "Hank" Evans, of Aurora, is reported to have said that he thought Farwell's denunciations of the President deserved. It is often pointed out to the Chicago Inter Ocean Senator Evans. He is already pretty well known all over the State, and some people would be led by this endorsement of Farwell's policy. He is reported to be a member of the Aurora Senator has got closer to the Farwell machine this time than he was able to do in Mr. Farwell's first campaign. The office of President of the United States is a high one, and personal abuse of the individual holding that office has never been popular with the people. Even when it has come from an opponent in politics, it generally injures the party it is intended to serve. Coming from a member of the President's own party, the effect is the worst of the last quarter century; now Senator Farwell has made an exception to the rule.

Personally there is doubtless a kindly feeling toward the Senator, but the Republicans of this great State afford to endorse his bitter words about the President. And would not his renunciation for the large part of the country, and his endorsement of the party in the State? Would it not create a wider and more decided divergence between the Republicans in the State than anything that has occurred for many years?

Senator Farwell has not got behind him the great record that enabled General Logan to make the Republicans of this State think as he thought and follow where he led. He is one of many brave men in the party, only excelling most of them in having achieved a great fortune. There is no lack of good material for his success. He is one of the few who cannot follow him in denouncing the President. They may not be able to elect any one. The chances are against their being elected. But they must take position on that now famous interview when in caucus for the nomination for Mr. Farwell's successor.

Butler Is Only "Bluffing." Charleston News and Courier (Dem.). Of course, Senator Butler is not in earnest in his proposition to disfranchise the negro race. But an attempt to bluff with an open hand cannot possibly accomplish any good purpose, and may do an infinite deal of mischief for the vote of the ex-slaves. States cannot now stop any legislation that the rest of the Union agrees upon.

Memphis Appeal (Dem.). The passage of the cloture resolution means that the war against the South is on again. It will injure the dogs. Where there is ill will, disorder, and where property will be ruined. The era of the new reconstruction will begin. Will the South rise in armed rebellion? No—not yet.

"LISTED." As the brokers say, at "100 down one dollar," Hood's Saranac pills is always a fair equivalent for the price.

THE NEW YORK STORE

(ESTABLISHED IN 1853.)

HAMBURGS AND EMBROIDERIES

THE GREAT SALE OPENS THIS MORNING

ALL GRADES, FROM 2c PER YARD TO \$2.75. Every piece of goods brand new and all of this season's importation. Thousands of yards and the handsomest novelties ever shown in the State. Come in early this morning.

HERMIT'S CURSE ON FARWELL.

The Leader and an Old Irish Miser—How a Malediction Was Hurling Upon Him. Kansas City Times. Mr. John Floren, who is a contractor employed by the Joplin, Mo. mines, was in the city yesterday. Mr. Floren is a recent arrival from Ireland, and his story of the Parnell mines and the hermit's curse will be read with interest at this time when the name of the great parliamentary party leader is under a cloud.

These mines did not always belong to the Parnell estate. The land centuries ago was the property of an old Irish family named Stone or Stoner, I don't remember exactly. The estate was in dispute and there were many lawsuits. The last of the Stoners was an old man, who lived in a small hut on the estate of his forefathers. He had never married and the natives there gave two reasons. One was that he was often pestered by the priesthood, the other was that he was disappointed in love. Both may have been right. I remember to have seen the little old, weakened, dried-up individual, Avonmore river on his way to and from the store at Rutven, where he went only to purchase provisions, when I was a boy.

Nothing like the story goes Mr. Parnell and his solicitor came down from Dublin on the afternoon train. Mr. Parnell had just returned from the priesthood, and he was to explain the situation he broke out into the wildest ravings and cursing. I imagine Pat Healey's tongue in the Kilkenny market had been in the air for some time as sharp. At any rate the servants said that Mr. Parnell was pale and white when he got back to the Avonmore. No one would see Mr. Parnell pale before or since. Only a few words dropped by the lawyer gave the people there any idea of what had happened.

The miser is said to have told Parnell that the mines on the land that Mr. Parnell wanted so badly would prove failures. He was so full of expectation of reaping a profit from the mines that made Mr. Parnell so anxious to get the land in dispute. He is said to have informed Parnell that he had been imprisoned, that he would be pushed down from power, and lastly that he would be murdered. After venting his wrath upon the great Irish leader, the miser disappeared and has never been seen since.

"Parnell couldn't have been frightened very badly by the curse after all, for he had the mines on the newly-acquired land. The mines have produced principally gold prides, and they have been a source of wealth to Parnell. The miser was imprisoned just as the old man told him. He bids fair to lose his position as leader of the Irish party, but he will be murdered as a result of his political or private recklessness remains to be seen. Do I believe the story? I don't know that it is all true, but I believe it is a part of the tradition grown up around Avonmore, and I know the story has a foundation in fact. It was very sorry to hear any such thing happen to Parnell, for he was a kind man, and he knew so much that all the men on his farm and at the mines fairly idolized him. He was a man of great energy and was planned by Mr. Parnell. He also planned the machinery in a saw-mill near the mines. The same engine that runs the saw-mill was the engine that was used to very proud of his Rutven estate, and often he had famous leaders from all over Ireland to dine with him there. After dinner they would walk out and inspect the machinery and the mines. It is close to these mines that Moore wrote 'The Meeting of the Waters,' and 'The Meeting of the Waters' is often pointed out to the Chicago Inter Ocean. It is a great meeting place for lovers, and two or three couples can be seen there almost every night in summer. I have often seen Mr. Parnell standing there in the evening watching the Avoca and the Avonmore as they come together, looking as if he had the world in his ears and was listening to the wind. He was a kind man, and he never disturbed him whenever he seemed to be troubled about anything. He was a man of great energy and was planned by Mr. Parnell. He also planned the machinery in a saw-mill near the mines. 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