EARNINGS OF THE RAILWAYS

Maintenance of Rates Has Caused a Good Increase on Nearly All Lines.

Squabble Between the Atchison and Alton That May Result in Cheaper Passenger Fares—Big Four Improvements.

Eighty-six roads have published their earnings for January, 1891; all but eleven show increased earnings, as compared with those of January, 1890, and the most singular feature is that as the month advanced each week showed increased earnings over the corresponding week last year. While this increase in earnings is fortunate for the managements and for the owners of the railroad properties, it is disappointing to those who, with the coming of 1891, predicted that the roads would find it difficult to earn enough to pay operating expenses and would be borrowing money to meet fixed charges. The handsome earnings of January will doubtless be duplicated in the months to come, at least the next four months. A railway manager yesterday, in speaking of the favorable reports of earnings, said that it was simply due to a better maintenance of rates, both in freight and passenger service. A majority of the roads which show increased earnings did not carry so large a tonnage in January, 1891, as in January, 1890, yet the better rates resulted in the gratifying returns. During last month the charge was made that the Lackawanna and the Traders' Dispatch fast-freight lines shaded rates, but investigation failed to discover in what manner. In the passenger business fully as remarkable results from the restoration and maintenance of rates are shown as in the freight department. A year ago destructive rate wars were at their height, and the scalpers were doing the best business since they became known to the railroad fraternity. Now they are vainly begging of general passenger agents of many of the leading lines that on account of past favors toward the roads they be given tickets enough to enable them to exist. Meantime, at the regular ticket offices, receipts from sales of tickets are increasing. At the Union Station, as before stated, the increase in receipts from sales of tickets was over $10,000 in excess of January, 1890, and at every outside regular ticket office a large increase in receipts is shown, and the business of February over roads in this territory bids fair to exceed that of January, so large have been the sales of mileage books. Said the general manager: "If the freight and passenger men will continue to behave themselves in rate matters, what was feared would be one of the most disastrous years to railways in their history will be one of the most satisfactory." He added that the freight and passenger men were now so alarmed as to holding their positions that he thought they would see the importance of maintaining rates, and through such action increasing the revenue of the roads with which they were identified.

The Alton and the Atchison at War.

General Passenger Agent Charlton, of the Chicago & Alton, has addressed a letter to Chairman Finley, of the Western Passenger Association, asking him to take cognizance of the fact that the St. Louis end of the Atchison road is selling thousand-mile tickets at the rate of 2 cents a mile. Mr. Charlton declares that this practice is seriously affecting not only the passenger but also the freight business of the Alton, and he pronounces it a flagrant violation of the agreement on the part of the Atchison. He therefore asks the chairman to give his company the needed relief and protection by ruling that it may at once put into effect a rate of 2 cents a mile on mileage tickets. This would involve the adoption of that rate not only in Illinois but on the entire Alton system, as the company could not legally make two rates on mileage. Chairman Finley's ruling on this question will be awaited with considerable interest. What the Alton people term the "St. Louis end" of the Santa Fe route is in reality the Jacksonville Southeastern railroad, with which the Atchison connects in forming a through line between Chicago and East St. Louis.

An Atchison official said this afternoon: "If the Jacksonville Southeastern is selling mileage tickets below tariff it is not with the sanction of this company. We are getting our full proportion of the tariff rates, and will accept no less. Our agreement with the road is not such that we can dictate the rates over its own line, so long as we receive our full proportion of the agreed rates. The Jacksonville Southeastern is not a member of the Western Passenger Association, and an attempt is being made to hold us responsible for its conduct simply because we have a traffic agreement with it."

Big Four Facilities at Terre Haute.

The freight traffic of the Big Four lines, especially on the St. Louis division, has increased so much in the last year or two that the company's yard facilities at Terre Haute are far from being sufficient to accommodate the business of Terre Haute and the through business of the line, that city being a prominent meeting point. To remedy this trouble the Big Four company yesterday purchased from W. P. Ijams a strip of ground in the northeastern part of Terre Haute, one mile long, and of sufficient width to admit of laying twelve additional side-tracks one mile long. The strip of ground is taken off of one side of Mr. Ijams's farm, and parallels the present tracks of the Big Four at that point. The yard is to be extended at once, using the rails taken up on the line between Indianapolis and Terre Haute to give place to a heavier rail.

Breakers Ahead for the Presidents.

The regular meeting of the Western Freight Association will be held next Tuesday. It is understood that no action will be taken toward resolving the association into a division of the Western Traffic Association. Chairman Midgeley takes the position that such a thing cannot be done until all the roads in the Western Freight Association have become members of the new organization. If Mr. Midgely's views are correct, the indications are that the merging of one into the other will be indefinitely postponed. There has apparently been no change in the attitude of the Chicago & Alton and the Chicago, St. Paul & Kansas City roads, both of which are members of the Western Freight Association. Chairman Walker says the next meeting of the commissioners will be held about Feb. 16.

Salaries to Be Reduced on the Wabash.

Superintendent F. H. McGuigan, of the Western division of the Wabash, headquarters at Kansas City, has sur[illegible] the employes with orders for a swe[illegible] reduction in salaries and force in order to cut down expenses. The first order was effected when twenty-five men at Kansas City were discharged. The order was to the effect that three of the switch engines should be taken off immediately, together with their crews of five men each. The clerical force was cut down by discharging ten men. The discharges will save about $9,500 a year. It is reported that the salaries of the station agents, or a majority of them, will be reduced. The order to this effect will be issued to-day.

Personal, Local and General Notes.

The Ohio & Mississippi earned in January $224,964.63; increase over January, 1890, $5,216.68.

The Toledo, St. Louis & Kansas City road earned in January $120,530, an increase over earnings for the corresponding month of 1890 of $1,689.

The passenger earnings of the Lake Erie & Western, in January, 1891, exceeded those of January, 1890, by $8,242, which is creditable to General Passenger Agent Daly.

The new line which the Big Four and the Baltimore & Ohio roads are arranging to put on will operate in the East over the Philadelphia & Reading and the Jersey Central roads.

In 1890 there were forwarded from Kansas City and Southwestern points to points east of the Mississippi river 164,847 loaded cars; of this number 29.39 per cent. were forwarded over the Atchison, Topeka & Santa Fe; next came the Chicago, Burlington & Quincy, with 14.33 per cent.

F. D. Wheeler, commercial agent of the Big Four at Toledo, has resigned and accepted similar service with the Toledo, Columbus & Cincinnati road, with headquarters at Detroit.

The Big Four took a car-load of supplies, free of charge, from Zionsville, Ind., on Wednesday, for the Oklahoma sufferers. The shipment was made by the Women's Christian Temperance Union.

Official notice is given that on Feb. 9 the freight rates from New York to St. Paul, via the New York, Ontario & Western, will be advanced from $1.05, 91, 70, 49 and 35 cents to $1.20, $1.03, 81, 54, 45 and 39 cents.

There is excellent authority for stating that Calvin Brice has disposed of his interest in the Richmond terminal lines, and that on taking his seat in the Senate he will resign as president of the Lake Erie & Western road.

J. N. McCullough, first vice-president of the Pennsylvania Company, is critically ill, and his physicians have but little hope of his recovery. His illness is of a chronic character, and has been troublesome for some months.

On the Mackey lines, including the Chicago & Eastern Illinois, in the last sixty days, some fifty men who had been leaders in the agitations which led to the frequent strikes on those lines, have been dismissed from the service of the companies.

Roadmaster Henry has a large force of men at work between Fontanet and Coal Bluff, on the Big Four, laying steel rails. When these are in the track the line between Indianapolis and Terre Haute will be laid with steel weighing seventy pounds to the yard.

General Manager Green, of the Big Four lines, states that what are known as the Southwestern limited trains, run over the Big Four and the Vanderbilt lines, have become paying trains both east and westbound. It is now eighteen months since they were put on at a heavy expense.

Frank Hook, who was in the office of John Ewan when superintendent of the Louisville, New Albany & Chicago road, and of J. B. Safford, present superintendent, as private secretary, has resigned and comes to Indianapolis to take a position with the McCormick Reaper Company.

The report that the Chicago & Eastern Illinois, or some company representing that road, is to build a line to Louisville has aroused the citizens of Jeffersonville, and they will make an earnest effort to induce the projectors to make Jeffersonville the terminal on the Indiana side of the river.

The monthly report of George Bender, superintendent of the Chicago division of the Big Four, shows that in January 22,791 loaded cars were handled on this division, against 19,718 in January, 1890; increase this year, 3,073 loaded cars. On the branches connecting with the Chicago division an improvement is also shown.

The reports current that the Mobile & Ohio and the Chicago & Alton roads have entered into a traffic agreement are practically confirmed, although no official action has been taken. The officers of the Mobile & Ohio say it is a natural alliance, and that they are already receiving a large amount of business from the Alton road.

The Old Colony road paid out in the quarter ending Dec. 31, 1890, on account of the Quincy disaster, $315,099. Still, the quarterly report shows the net earnings of the road to have been but $74,007 less than in the corresponding quarter of 1889, after deducting these heavy damage claims, which were charged to operating expenses.

The passenger department of the Big Four is in trouble and is to be brought before the Central Traffic Association for cutting the rate to New Orleans out of Columbus, O., to $11.45. The rate authorized by the association is $26.45, and the Big Four is charged with making a $15 round-trip rate to a Columbus organization.

A book has just been written by A. B. Stickney, chairman of the board of directors of the Chicago, St. Paul & Kansas City road, which discusses the historic development of the railroad systems of the West, and describes the forces which produced the Granger legislation. Mr. Stickney pays his respects, in a vivacious way, to the interstate-commerce law.

The Chesapeake & Ohio secured the delegation of builders and contractors who go from this city on the 8th to attend the annual meeting of the National Builders' Association, which convenes in New York on the 9th. About twenty-five will go from Indianapolis, and numbers will come from other points in the State. From here to Cincinnati they will go over the Big Four.

The proposition to divide the territory of the Western Passenger Association at the Missouri river and merge the Western portion into the Transmissouri Association has been temporarily shelved. Chairman Finley has decided that those roads desiring to withdraw, to go into the Transmissouri Association, can only do so by giving thirty days' notice of their intention, as the agreement provides.

For several years past the division freight agents of the Pennsylvania lines west of Pittsburg have been in the habit of meeting at some point on the lines once a month to confer about freight matters, and these conferences have been productive of much good to the Pennsylvania Company. The putting on of the fast freight trains run daily and on schedule time was brought about through one of these conferences.

The Chicago & Eastern Illinois has entered into a friendly traffic agreement with the Toledo, St. Louis & Kansas City road, and is taking a good deal of business from points on its line and turning it over to the T., St. L. & K. C. at Cayuga; the latter then takes it to Toledo and turns it over to one of the Vanderbilt lines. On Tuesday twenty-eight car-loads of live stock were shipped to Boston from Terre Haute over this route.

The Southern Steamship and Railway Association, which has been under a cloud for some months, is getting into better shape. The Plant system of roads has become a member of the association, and the Louisville & Nashville will probably become a member this week. With this accomplished, the Chicago and Ohio River Association will be enabled to establish more profitable rates on business shipped from Northern points to the South and maintain the same.

A few days ago, General Manager Wood, of the Pennsylvania lines, appointed a committee consisting of Messrs. Patterson, Schroyer and Bonebrake, to visit the different terminals on the system and make a careful inspection with a view of making comparisons as to which are operated on the most economical plan, and then select the best plan for the management of all business at terminals. This committee reached Indianapolis last evening, and will, to-day, look over matters here.

All division superintendents on the Big Four system were in the city yesterday, Mr. Stedwell excepted, for a conference with General Superintendent Peck. Business on some of the divisions has begun to fall off somewhat, and will likely on others in the near future, and the conference was to plan for cutting down expenses with the decreased business, not by cutting wages, but by reducing forces. Any reduction made will be but temporary, and affect only what are classed as among the extra crews.

A member of the order of Railway Telegraphers says that it is wrong to think that the death-knell of this organization has been sounded on account of the Milwaukee strike. "The order," said he, "is a non-striking organization, and its members had nothing to do with that strike more than to give it our sympathies as members of the telegraph fraternity. The Milwaukee strikers were composed of agents, operators and clerks, without membership in our order, and we have been misrepresented in the matter."

An association of railway employes has been organized at Topeka, Kansas, composed of locomotive engineers, locomotive firemen, conductors, trainmen and switchmen. The association on Sunday last elected P. C. Scott, a member of the Order of Railway Conductors, president, and B. S. Williams, a member of the Brotherhood of Locomotive Firemen, permanent secretary. The confederation, it is stated, represents 32,000 employes on Kansas roads. A committee has been appointed to watch their interests and protect them before the legislative bodies of Kansas.

F. Darlington, superintendent of the Indianapolis division of the Pennsylvania lines, says he questions if there is a train run on any road in the United States under the same conditions or nearly the same conditions which is scheduled as fast and arrives at its eastern terminal with as much regularity as train 20, from Indianapolis to Columbus. The 188 miles is made in five hours and ten minutes. From Indianapolis to Bradford there are seven cars in the train; from Bradford to Columbus nine cars. His idea is to have one engine run from Indianapolis to Columbus. By doing so he makes eight locomotives do the same work that ten do when the engine is changed at Bradford.

President Roswell Miller, of the Chicago, Milwaukee & St. Paul railroad, speaking of the Union Pacific bridge contract, said: "The status of the case is not at all changed by the refusal of the District Court to grant the preliminary injunction against the Union Pacific. It now remains for us to prove the validity of the contract, and to that end we will begin taking evidence immediately. We think it can be shown to the satisfaction of any court that the instrument was made and indorsed by parties clothed with all the powers necessary to give it full force and effect."

Chairman Blanchard has issued his call for the next regular meeting of the Central Traffic Association freight department, to be held next Tuesday. About fifty subjects are dock eted for consideration including such impoed for atters as divisions of transcontinental rates by way of Mackinaw, traffic billed to interior points at which arbitraries are allowed before pro-rating, proposed advance in salt rates, irregularities in and manipulation of rates, proposed reduction in rates on pig-iron and a request for a reduction in the charge for icing dressed-beef shipments.

The Fort Wayne, Terre Haute & Southwestern Railroad Company has a large force of men at work between Bridgeton and Mansfield, in Parke county. The grade is completed to within two miles of Bridgeton, while most of the piling for the bridge across Raccoon is in. About $20,000 has been paid land-owners for right of way. Only a temporary restraining order was granted President Crawford, of the Midland, in his suit against this company to prevent its encroachment on his old north-and-south road-bed. In a similar suit in Clay county the injunction was dissolved. The case is set for trial in the Parke Circuit Court, Feb. 15, and the injunction may be dissolved on a disclaimer.

CULLINGS FROM THE COURTS.

The Liddy Damage Suit on Trial Before Judge Woods and Jury.

The $10,000 damage suit of Mrs. Nellie Liddy against the Citizens' Street-railroad Company was put on trial in the federal court yesterday. Her husband, Timothy, was killed on a College-avenue car last summer by the accidental discharge of a revolver in the driver's pocket. Liddy had taken a front seat in the car, which was of the open kind, and carried with him pipe which was to be used in a job of plumbing. When the driver, Thomas George, attempted to stop the car at North street, on New Jersey, the brake struck the pipe, and, whirling back with great force, struck the revolver. It was discharged within two feet of Liddy's head, the ball entering near the left temple. He was carried into a neighboring yard and expired in a few minutes. The suit is brought in the federal court because Mrs. Liddy is a non-resident.

Notes from the Dockets.

In the suit on account of the Diebold Safe and Lock Company against the commissioners of Delaware county, a jury in the federal court yesterday returned a verdict for the defendants.

Arthur Hutchings was examined by Justices of the Peace Smock and Alford yesterday, sitting as a commission of lunacy. Hutchings says he is turning black, losing his teeth and is about to die. He has been employed as stenographer in the law office of McDonald, Butler & Snow, and was considered a bright and promising young man.

The Court Record.

SUPREME COURT DECISIONS.

14621. Jesse Hobson et al. vs. George E. Ross et al. Clinton C. C. Affirmed. Berkshire, J.—Action to rescind an executed contract. The value of the real estate conveyed by plaintiffs need not be averred. The facts as set forth at length in the complaint entitle the plaintiffs to a rescission of the contract on the ground of fraud.

14739. T., St. L. & K. C. Railroad Company vs. Charles Levy et al. Grant C. C. Affirmed. Coffey, J.—When the issue is whether a shipment of goods was by a written or parol contract the finding of the jury that it was under the parol contract will not be disturbed if there is evidence tending to support the finding.

14687. Louis L. Fankboner vs. Louisa Cosder. Grant C. C. Affirmed. McBride, J.—Where there was continuous, uninterrupted user of a way for more than twenty years, this, unexplained, raises a presumption that it was adverse and under claim of right; and where the only explanation afforded grows out of the fact that the claimant of the dominant estate during twenty-five years of such occupancy expends time and money in grading and otherwise improving the way, this, with the fact that the owner of the land over which the way passes marked its boundaries with stones set out in the highway, renders this presumption conclusive. The purchaser of the land holds it subject to the same servitude as held by his grantor.

15697. Leonard Hinkle vs. State. Hamilton C. C. Affirmed. Olds, C. J.—The Circuit Court has jurisdiction of prosecutions for assault and battery, and Section 1 of the act of March 9, 1889, does not attempt to deprive the court of such jurisdiction. Where the evidence showed that a father fastened his twelve-year-old girl to a sewing-machine by a chain attached to the girl's ankle, allowing her to remain chained during the day, except at meal-times and bed-time, and leaving her alone with her brother, two or three years old, it sustains a conviction of assault and battery.

15778. State vs. Israel Place et al. Wells C. C. Affirmed. Elliott, J.—If the trial court changes the time appointed for trial, it is bound to allow the State reasonable opportunity to obtain its witnesses. It is incumbent on the prosecuting attorney to show that he did not have such opportunity.

15667. Travelers' Insurance Company vs. Sina Hortin. Cass C. C. Motion to dismiss appeal overruled.

SUPERIOR COURT.

Room 2—Hon. James W. Harper, Judge.

Amanda Donaldson vs. Equitable Accident Insurance Company; damages. Trial by jury.

New Suits Filed.

Henry Coburn vs. Berkshire Life Insurance Company; mechanic's lien. Demand, $1,200.

Henry Coburn vs. Elroy S. Foster et al.; mechanic's lien. Demand, $300.

CIRCUIT COURT.

Hon. Edgar A. Brown, Judge.

Berkshire Life Insurance Company vs. Edwin P. Ferris et al.; to quiet title. Trial by court.

Jacob B. Dressler vs. James Collins; possession of real estate and damages. On venue from Johnson county. Special finding of facts by court for plaintiff and, also, damages for $175.

CRIMINAL COURT.

Hon. Millard F. Cox, Judge.

State vs. James Edwards; burglary. Arraigned and pleaded not guilty. Trial set for Tuesday.

State vs. Edward Wells; petit larceny. Arraigned and pleaded not guilty.

State vs. Fred White; robbery. Arraigned and pleaded not guilty. Trial set for Wednesday.

State vs. John Parker; petit larceny. Arraigned and pleaded not guilty. Trial set for Wednesday.

State vs. John Shaffer and John M. McLaughlin; burglary. Arraigned and pleaded not guilty. Trial set for Tuesday.

State vs. Benjamin Wilson; petit larceny. Evidence heard and taken under advisement.

State vs. Harvey Galleski; assault and battery with intent to kill. Evidence heard. Fine of $10 and costs assessed.

As to Butter-Making.

George E. Newell, in Ohio Farmer.

We are all human, dairymen with the rest, and that is why a great many intrusted with the management of cows are loath to accept the principles of the new dairy gospel as something superior to their own notions. This trait holds good both on the farm and in the kitchen, and I have often met ladies who would be angry in a moment if their ability to make fine butter was questioned or even presumed upon. These same ladies set modern discoveries at naught only so far as they coincide with ideas they had inherited from their maternal ancestors touching the art of butter production. They had ways of their own whereby they made the best butter offered on their local markets, but if they had studied into the subject a little they would have been forced to admit that their pet methods were in sympathy with the scientific principles they had sneered at as "new-fangled."

There are many lady butter-makers today in the same boat, and while they make fairly good butter by following out part of the recipe, they could produce a faultless article by observing the whole letter. All industrious and frugal farmers' wives consider butter-making as one of the fine arts of housekeeping, an art that is peculiarly the province of women. It is galling to many a feminine heart to see a man attired in a white apron working in a butter factory. It is more galling yet to know that the butter produced at his hands sells for a higher price than her own humble make. But it is not the sex nor the white apron that has anything to do with it, but the application of perfected methods in hands that have the skill and will to do good work.

Of late years there has been a terrible mixing up of occupations, and in all professions women sit in men's places, and vice versa. Women therefore on the farm should consider it no disparagement to their sex to see men butter-makers, as it works to their ultimate relief. Near the writer's home reside two prosperous farmers, brothers, who are largely interested in dairying. In the village close at hand the sign is prominent in the several grocery windows, "H—'s butter for sale here." That brand of butter has a reputation more than local; everybody in the adjacent county has heard of it, tasted it, and pronounced it good. It is the product of the two dairies of the brothers mentioned, and they are their own butter-makers. Could not their wives make just as good butter? Possibly, but that is not the point; their wives are saved the labor of making it.

In the first place, the labor of making the butter on either farm would have been too great for a woman with her accompanying housework, and therefore the profits of dairying in these cases were only made possible by the husbands becoming their own manufacturers. They possess every facility for simplifying their work, and are also expert butter-makers. It is a very hard thing to do to teach wise people, people wise in their own conceit we mean, but if one is possessed of a moderate degree of humility, he or she has promising qualifications for a student. If we would all be wise in this dairy business, and in the butter-making field thereof, we must all pursue a student career that will end only with the termination of our days. If we are persistent and painstaking it will not be very long before we will attain a degree of proficiency that angurs success, but student-like we must ever be on the alert to increase acquired knowledge.

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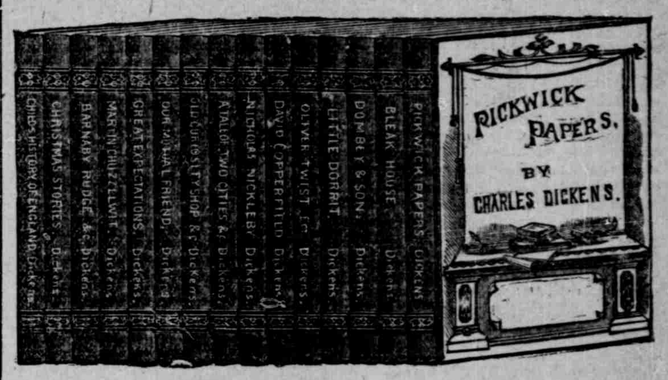

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