

CHARLTON WANTS TO KNOW

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Will the Federation Go to Pieces? Among railroad officials and railroad employees the dilemma which the Federation of Railway Employes has placed itself in by expelling the trainmen from the federation is generally talked of, and opinion is divided as to results.

It has been feared that General Passenger and Ticket Agent Lomas, of the Union Pacific, has been appointed as the representative of the Central Traffic Association... A special meeting of the Western Passenger Association will be held at Chicago to-day to decide whether the Eastern lines shall provide their Western connections on the basis of the reduced rates between Chicago and the Missouri river.

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to twenty car-loads per day, and in the last thirty days two hundred car-loads of fruit have been shipped north from the De Pave glass-works at New Albany. The Chicago & Alton is no longer a member of the Western Passenger Association...

General Manager Clark, of the Missouri Pacific and Union Pacific systems, has decided to continue to make St. Louis his home. The Omaha Post reports that he was to go to Omaha for residence. Train collectors were put on some of the Mackey lines July 1. The Ohio & Mississippi employes have been for years on the Wabash, and it is about a year since they were employed on certain divisions of the Wabash.

Harry Ferris, son of General Manager Ferris, of the Toledo, Columbus & Cincinnati road, has been appointed its superintendent. The Toledo, Columbus & Cincinnati road will also be looked after by the junior Ferris. Samuel F. Boyd has been promoted to the position of general agent in charge of ticket agent of the Chicago & Rock Island road, with headquarters at Chicago.

The Lake Erie & Western will build some large cars for carrying furniture. Heretofore the little effort to get this kind of business, but the line now strikes Connersville, from which point shipments of furniture and carriages are large. Colonel J. A. S. H. is the general manager of the Vandavia, under date of July 1, issued an order that no person shall be allowed to ride on the company's engine except by special permission of the general manager.

A large gang of men and construction trains are engaged in cutting down the grade of the Stanton hill, west of Greencastle, on the Terre Haute & Indianapolis road, from Courtland to the east. It is to fill the hollow in the road at Cloverdale, raising the grade fourteen feet. Since Jan. 1 the Chicago, Milwaukee & St. Paul has carried 29 per cent of the passenger business between Chicago and St. Paul; the Wisconsin, Central, 18.7; the Chicago & Northwestern, 15.8; the Chicago & Rock Island, 14.4; the Chicago, Kansas City & St. Paul, 12.7; and the Chicago, Burlington & Quincy, 8.4 per cent.

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Mrs. Louis F. Michener, of Washington, D. C., is the guest of Mrs. Cook, No. 705 North Alabama street. Mrs. Elmer E. Britner, of St. Louis, is visiting her parents, Mr. and Mrs. N. H. Kipp, on Park avenue.

Miss Florence Coffin has gone camping with a party of Lafayette friends. They are located near the Indiana State fair grounds. Mrs. John Browning and daughters will go to West Baden, Monday, accompanied by the Misses Bryan and Mrs. Harry Seils.

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H. D. Wilson, who represents the Missouri Pacific in the South, with headquarters at Memphis, accompanied the Hickawva Guards on their trip to the encampment. George Saul, president of the Chicago & Eastern Illinois road, is in New York laboring with a deal of business in connection with the Baltimore & Ohio, with which it connects at Fostoria. A large part of the shipments will be for export.

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THE STREET-CAR TROUBLES. The Man Submit a Proposition to Compromise with the Company. The street-car troubles are assuming a more satisfactory condition. The special committee of the Central Labor Union, composed of Messrs. Kennedy, Kelly and Higginson, called on Superintendent Steele yesterday morning, and laid before him the offer of compromise at \$1.40 per day agreed upon the night before by the Stableners' Union. Mr. Steele received them in a cordial manner. The offer and the situation was discussed with him, and the committee received the promise that he would lay the matter before President Fowler by letter, and would recommend the trouble be settled on the basis of the offer. He promised an answer Saturday. The result of the conference was reported to the Stableners' Union by the knights of Honor Hall, and gave much satisfaction.

The Brotherhood of Car-drivers, Motor-men and Conductors held their monthly meeting yesterday, and it began in the morning and lasted all day and late in the evening. The proposed settlement was not the result of matters of portentious interest, as might be thought, but was brought to the peculiar working hours of the street-car employes who cannot be off duty at once. The meeting, however, was full of interest. T. M. Gruelle, president of the Central Labor Union, who reflected so severely on Thomas Pavey, president of the brotherhood, was present at the meeting and made a long speech. Mutual explanations of the charges and reflections were given, and in the new information was given, and the pipe of peace was lighted. Mr. Pavey showed that he and his committee had acted in good faith, and that the action of the latter was not in any way contrary to organized labor. Reports to the contrary having been published, the brotherhood adopted a resolution addressed to whom it may concern, and signed by R. Felton, president of the union, and T. J. Schrader, secretary of the union, in which it was stated that the action of President Pavey and the committee is heartily endorsed, and they are urged to continue their efforts in the papers as having reflected upon Mr. Pavey and impugning the motives of the committee composed of Messrs. Campbell, Hinchman and Gruelle. The resolution, in part, reads: "Investigation, explanation and a thorough review of the whole matter, prove that the action of the brotherhood is fully exonerated from blame. The brotherhood, the stableners and the Central Labor Union will continue to work together in the future in harmony to the end."

The threatened conflict between the stableners and the brotherhood is now averted. The cause of the trouble was that the brotherhood was forestalled by the stableners in their demand for an increase. It is not probable now that the brotherhood will ask for an increase at present.

WORK TO BE INAUGURATED. Mr. Ramsey instructs the Contractors to Proceed with the Victoria Avenue Viaduct. The arrival of Joseph Ramsey, jr., of the Big Four, yesterday, gave a new impetus to the viaduct matter, whose lagging progress has been making the Sullivan regime very unhappy and testy. Mr. Ramsey instructed Koss & Fritz, the contractors, to proceed, in tones of the sincerity of which was reassuring for the first time. Streets will be driven to-day for the first steps of the work, and that Saturday is the sacred Fourth, it is absolutely promised the first ground would be broken. It is said, however, that Monday will see the men at work, giving the South Side the first real encouragement they have had. The people of that part of the city have naturally been restive at the unseasonable delay, which has unnecessarily inconvenienced them in the matter of street-cars. The Citizens' Company took up the tracks pursuant to order, and since then the South-siders have been compelled to ride over a rough, roundabout, and, by reason of numerous railroad crossings, dangerous route to reach their homes.

More Power for the Electric Lines. The Citizens' company has received and is erecting two new 250-horse-power engines, and hopes by the 15th of the month to have all the power needed to handle all the trailers necessary on their electric lines to accommodate the public. "I have not heard of the latest order, but it is believed to be a very good one," said a representative of the Citizens' company. The engines in the cars, and then have to stand a volley of questions as to why we do not supply more power. It was made plain by drawing on single 350-horse-power engine for over 300 horse power every evening. We have straggled in the past, but with the new engines I can breathe freely, and will ride on the cars like a man with wheat to sell. The Irons Company will be ready for operation, I think, by the time we get the power ready."

The Plain of Ex-Alderman Riley. Ex-Alderman Riley's resignation as assistant superintendent of the fire-alarm telegraph service was received yesterday by the secretary of the Board of Public Safety. "This action I am constrained to take," he wrote, "as well as for my personal and self-interest as for the public good, which could in no wise be subserved by my evidently very unwelcome presence in the office. My resignation is gratefully accepted, and I have been gratified to be relieved of the burden of the beginning. Without great regret I have resigned, and I do not continue to occupy a position where, it seems, I am merely looked upon as a kind of political makeshift to please the whim of the board. I was most cordially and sympathetically greeted, and I have been treated after the manner of a poor relation, who is regarded as a burden, and with whom while he is continually made amenable of his humiliation and dependence."

Bills for June Allowed. Bills for June were allowed by the Board of Public Works yesterday amounting to \$17,963.88. The salary list of the city civil engineer's force called for one of the largest amounts in the city, \$1,250. The city engineer's expenses were \$230.22. For streets and alleys were paid \$2,500.00, and for lights, electric and gas, \$1,000.00. The ordinary incidental expenses were \$1,713.88.

Fellowship Congregational Church will be opened Sunday evening in a building on the southeast corner of Broadway and Eleventh street. The services will consist of short platform speeches, interspersed with music. Dr. T. A. Goodwin, of the M. E. Church; Revs. John W. Wilson, Mayflower Congregational Church, and Rev. J. H. Fisher, Presbyterian Church, will be present. The church was organized March 3, and has up to the present, been holding its services in a room on the corner of Bellefontaine and Tenth streets. Its pastor is Rev. D. M. Brown.

Doesn't Seem to Consist. The Sentinel of July 3 says that manufacturers over the country are charging more on account of the high price of raw material caused by the McKinley bill. Will the time never come when free-traders and free-trade papers will exercise the common sense given to a ten-year-old school-boy that on account of not setting free years that the Indianapolis Journal has advised and Mamie's case under advertisement as to Susie and Onie.

Agnes Rauech vs. Frank Rauech et al. for construction of a will. Trial by court. New Suit Filed. Nathaniel S. McGinnis vs. Louisville, New Albany & Chicago Railway Company; damages. Demand, \$5,000. Andrus Caldwell vs. Thomas C. et al.; to quiet title. Lida B. Vandever vs. David B. Vandever; divorce. Cruelty.

Whether on pleasure trip or business, should take every trip a bottle of Syrup of Fico, as it acts directly on the kidneys, and can possibly be dispensed with. And for persons going to other points the baggage-men are requested to check through to such point without regard to ticket, if passenger agents, to avoid the accumulation of baggage at Detroit. And the joint agent at Detroit will in addition give them credentials authorizing a through check returning to starting points. The Detroit Omnibus Line will have check agents on all the trains to and from Detroit. The hotel or private residence in the city, for a nominal sum, where the exchange check must be cashed, or the baggage be taken to the G. A. R. stry-baggage-room.

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being lessened. We have not heard of any such change in this country yet. Will the Sentinel please name those who have quit the business and name the raw material that they needed from abroad that they could not get on account of the McKinley bill? CRAWFORDVILLE, Ind., July 2. D. K.

RECOGNIZED AS AN OLD OFFENDER. An Individual Who May Have to Answer for Crimes Committed Years Ago. Patrolman Richards last night discovered the insensible form of a man under a grocery-store shed at the corner of Michigan and West streets and sent him to the station-house on a charge of intoxication. His condition, however, was so peculiar that Dr. Eazo was sent for, and it was found that the man was suffering from heart trouble and exhaustion. He was revived by hypodermics, and then said his name was James Smith. "A rather common name" suggested Turnkey Long, without intention to cast doubt upon Smith's identity. "Yes," said the latter, "with a smile, 'Smith is common, but that's my name. I am a common laborer, and came here yesterday from Chicago. I had \$15 and paid my way here looking for work. I stopped at a house near the depot. I have been feeling sick for several days, and took some quinine capsules. My heart and side pains made Smith's story was accepted, and he would no doubt have been released to-day, had not patrolman Richards happened to examine his coat-pocket. A letter was produced bearing the address, Melville H. Cain, Michigan City. This put a different phase on the situation, and when Smith's name was mentioned, he was recognized by Chief of Detectives Spillan for stealing a horse and wagon from a Wayne county farmer. He attempted to sell them to a man in a prison, but Cain has served several terms in the penitentiary, and is known as a very shrewd and dangerous thief. His brother-in-law, John Ryan, was implicated in the last theft, and the two are also suspected of having stolen the horse and wagon from the station-house, where he suddenly disappeared. A prisoner, Cain has served several terms in the penitentiary, and is known as a very shrewd and dangerous thief. 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