

WILL JOIN THE ASSOCIATION

The I. & L. Railway, Long a Disturbing Factor, Whipped Into Line.

Induced to Make Application for Membership in the Western Freight Association—Baltimore & Ohio Excursion Rates.

The Indiana, Illinois & Iowa road has made application for membership in the Western Freight Association. Ordinarily this would not be remarkable as a circumstance worthy of special mention, since the line in question is simply a short link forming a connection between certain Eastern and Western roads, but considering the stir that was recently occasioned by the alleged manipulation of through rates via this connecting link a peculiar significance is given to the event.

Indians Men Coming to the Front. Benjamin Norton, who has reached the position of first vice-president of the Long Island road, is given the following complimentary notice in the New York Recorder:

Benjamin Norton, vice-president of the Long Island road, began his successful railway career in 1850 as a doorman for the Manhattan Beach Railway Company. He there attracted the attention of the officials of that line by his general good bearing, and was within a very short period of time promoted to the position of ticket agent, and then money collector.

Mr. Scull's Side of the Story. Below is given a statement which General Passenger Agent Scull, of the Baltimore & Ohio, gave a reporter of a Baltimore paper as regards excursion rates this road announces to the East, and which has created so much of a disturbance in passenger circles.

Personal, Local and General Notes. The preferred stock of the Lake Erie & Western is declining as one of the results of the troubles with its trainmen.

Walter Cox, attorney for the Big Four, who has been on a trip to the Northwest for three weeks, returned last evening.

J. T. Clark, superintendent of the Ohio division of the American Express Company, is in the city, the guest of Superintendent Fargo.

This division which will be appreciated by the traveling public. The Pullman company puts on the cars.

Vice-president Webb, of the New York Central, says the road is handling more trains now than at any previous time in its history. The water routes are too slow for this traffic this year.

Before the end of the year the Lehigh Valley road will have complete double-track, independent of all other roads, from Buffalo to Jersey City, and will enter the field as a grain-carrying route.

L. D. Hibbard, president, and W. K. Bell, secretary, of the Railway, Employers and Employers Association, have returned from an extended Western trip, in which they combined business with pleasure.

The contracts of the Pullman company with several important roads soon expire, and it is the general impression that the roads will continue this service, but attempt to get better terms from the Pullman company.

The Brotherhood of Railway Trackmen, at their annual meeting in Birmingham, Ala., selected a committee to attend the annual convention of the North American Section Foremen, to be held in St. Louis in October, to consider the consolidation of the two organizations.

The chief clerks at all the shops of the Big Four will have a conference at the office of F. P. Postman, superintendent of motive power, to-day. These conferences every two months are proving a great benefit in systematizing the work the clerical force is called upon to do.

Work has not been resumed as yet on the Indiana Midland extension to Brazil, and it is quite evident that the road will be completed to that point in season to derive much benefit from shipments of block coal this fall and winter, unless there is an early movement in construction work.

The Maximukooke business of the Vandalia, this season, has been very large. The numerous excursions to this pleasure resort, coupled with the going and coming of the people who spend a few weeks in the summer there, yielded a large revenue. Each year this division is showing better results.

On Saturday last, when the direct lines were exercised over the excursion route, Erie & Western run to Chicago, the business of the direct lines, both on the through day and through night trains was the heaviest in weeks, showing that the cheap excursions run by part rail and part water routes do not, to any extent, affect regular business.

The Big Four yesterday received two more freight engines from the Brooks locomotive-works. Two more will be shipped on Thursday, and on Saturday the two passenger engines, which fills the contract for freight engines—two heavy ten-wheel freight engines, six switching engines and two ten-wheel passenger engines.

Superintendent Wells, of the Indianapolis division of the Big Four, is on the alert to increase the local business of the road, a class of business which former management have neglected. This week several departments are to be laid to the Muncie glass-works at Muncie, to the elevator at Ansonia and a long truck in at Houston to accommodate new industries.

General Manager Furber, of the Boston & Maine road, has brought down upon him the ill will of the Boston railroad fraternity generally by issuing an order prohibiting heads of departments allowing any of their help vacations with pay. The order says heads of departments can allow any employee a reasonable vacation, but his pay must be stopped while on duty.

Elwood, on the Richmond division of the Pennsylvania lines, is rapidly coming to the front as a business point. There are now eighteen manufacturing establishments there, two of them employing several hundred men each. Both the Pennsylvania and the Lake Erie & Western companies are working to encourage the several industries by laying switches to them and giving as favorable rates as possible.

The turn matters have taken on the Cincinnati, Sandusky & Cleveland division of the Big Four makes it possible that the road is not to be so much of an elephant on the hands of President Ingalls as many of the stockholders feared. For some weeks past it has been doing 50 per cent overloading at both performance yesterday, and "The Rocky Mountain Wolf" was received with howls of approval.

East-bound shipments of freight by rail from Chicago last week amounted to \$5,111,000, against \$4,580 for the week previous, and \$4,317 for the same period last year. The lake lines carried 118,019 tons, against 123,260 for the preceding week. The shipments in the hour, grain and provisions from Chicago to the sea-board by the lines in the Central Traffic Association aggregated 2,300 tons, against 18,100 for the preceding week, an increase of 1,878 tons, and against 20,866 for the corresponding week last year.

The Progress & West Washington St. THE GREAT NEW CLOTHING HOUSE Will Show the Finest Line of CLOTHING, HATS AND -- Men's Furnishings -- Of any Store in Indianapolis. Watch for their OPENING ANNOUNCEMENT.

AMUSEMENTS.

PARK THEATRE—LITTLE GOLDIE. When the history of the American drama comes to be written, hundreds of years from now, there is a possibility that "The Rocky Mountain Wolf" may not even be mentioned, and it is likely that Little Goldie may not be the principal stage celebrity therein described. However, both the play and the actors serve a present purpose and have a present usefulness.

MINOR CITY MATTERS.

Local News Notes. Henry Kleinschmidt, baker, No. 193 Indiana avenue, has been missing since last Wednesday. He leaves a wife and children and some business troubles.

Personal and Society. Mr. John Towers, of the School of Music here, has returned from Detroit.

Miss Nellie Wells will go to Madison tomorrow to visit friends for a few weeks.

Miss Kate Strawbridge, of Chicago, who is visiting here, will leave for the Central avenue, will return home the last of this week.

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WOMEN

Know Something About Breadmaking after all. They can get a GOOD BAKING POWDER without the scientific aid of a Government chemist, a Superior Analyst, or anybody's head on a book.

Bright Women. One form of opinion of their own. Get a can of Climax from your Grocer and convince yourself.

Not Learning Wisdom with Age. New York Advertiser (Dem.) Senator Voorhees wants free trade and free silver. He was once clamorous for copper-stalk currency. The Senator is not improving with age.

Sleeplessness, nervous prostration, nervous dyspepsia, dullness, blues, opium habit, cured by Dr. Miles' Nervine. Samples free at druggists; by mail, 25 cents.

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PENSIONS FOR VETERANS.

Residents of Indiana and Illinois Whose Claims Have Been Allowed. Indiana ex-soldiers and their dependents have been granted pensions as follows:

Original—Garrett H. Shover, Wm. C. Miner, John E. Phillips, John E. Mosey, Leonard Stanley, Jos. Gabriel, Moses Edging, Philip W. Vinson, Jos. Perry, Thomas Silbert, Cornelius Jarvis, Jefferson T. Colclazier, Wm. A. Johnson, Wm. C. Mottit, Chas. W. Munson, Wm. Canady, Henry Eshmann, Jas. W. Stinson, Thomas B. Garrison, Wm. Farrin, Samuel J. Emperger, John S. Marre, Benton Q. Morris, Wm. E. Reed, Wm. P. Rhoads, Robert Ditty, John F. Rayburn, Samuel Rhoads, Robert B. Gordon, Franklin Spouse, Joseph Goebstetter, Henry H. Moore, John Richard, Franklin Moyer, Samuel Thomas, Wm. J. McKelvin, Harvey Smith, Melvin Dillman, John Mallett, Joseph Klingaman, Rollin C. Irwin, Baris A. Horral, Samuel Smith, George Y. Cline.

Additional—Win. Giltner. Original Widows, etc.—Elizabeth Redding, Kent M. Hippus, Margaret Stoop (mother), Margaret Torrance, Mary E. McGreor, Elizabeth Barnhart (mother), Lydia A. Woodruff, Sophia Rauh (mother), Sarah Lurber, Mary A. Rutherford, Mary E. Broman, Elizabeth Monroe.

TO RESIDENTS OF ILLINOIS. Original—Archibald C. McPherson, Cyrus N. Sisson, William Hampton, Russell H. Welliver (father), Martha E. Shasta, Anderson M. Glenn, George J. Smith, Antonio Montroy, Anthony Neustadt, William John, Alex. McLean, William Johnson, Andrew Ruppert, John H. Colby, Colby Creed, Daniel F. Moore, William L. Kerr, John McLaughlin, George M. Machin, Turner B. Mohr, James C. Leaton, James McBride, Willard K. Marshall, Thomas E. Casand, William N. Cable, Charles Lipper, Thomas B. Jacobs, Franklin B. Cull, David S. Stetert, John H. Smith, Gideon Rankin, Charles E. Hill, Max Leubersheim, John Horan, Samuel C. Dickson, Henry Riley, Isaac H. Lewis, Laura C. Spoor, Gustave Keeler, Morris S. McGord, Abel H. Hubber, John Leppold, Jacob H. Peak, Peter Holland, Socrates C. Duryea, George Smith, Isaac N. Hicks, Wm. Carr, Alvin E. Martin, Frederick Potts, Francis M. Dew, Jesse Humphries, Harry Ostot, Philip Lurvey, James F. Davis, Lewis Reynolds, James Kent, William F. Day (father), Cally, Mary Teachant, Calisto DeLieuere, Minerva Goodwin, William S. Cecil (father), Faudine Kellin (mother), Sarah M. Suttles, Alice White, Annie G. Hughes, Gertrude Rossmann, Catharine Lovell (mother), Elizabeth Wright, minor of Frederick, Caroline Meck, Mary Haller, Malinda Robinson, Caroline Englund.

Additional—Frederick Hahn, George W. Bender, William F. Doel, Michael Gimmann. Increase—William H. Young. Original Widows, etc.—Emma Arnold, Louisa Buckel, John E. Day (father), Cally, Mary Teachant, Calisto DeLieuere, Minerva Goodwin, William S. Cecil (father), Faudine Kellin (mother), Sarah M. Suttles, Alice White, Annie G. Hughes, Gertrude Rossmann, Catharine Lovell (mother), Elizabeth Wright, minor of Frederick, Caroline Meck, Mary Haller, Malinda Robinson, Caroline Englund.

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LORD WOLSELEY ON THE LATE GEN. VON MOLTKE.

The Journal has secured for EXCLUSIVE publication in INDIANA a series of articles by Lord Wolseley on the late Gen. Von Moltke.

SUNDAY JOURNAL. The first of the series will be printed in the issue of Aug. 30.