NEW JOINT-RATE DIVISIONS

An Allotment of Percentages That May Solve the L., I. & I. Railroad Problem.

Satisfactory to the Santa Fe, but Not Wholly so to the Burlington—Rates Reduced by the Pennsylvania—Scalpers Prospering.

Chairman Walker, on behalf of the commissioners of the Western Traffic Association, issued a circular yesterday that may result in solving the problem of joint rate divisions by way of the Indiana, Illinois & Iowa road. The desire of the commissioners is that the lines in that association shall put into effect the divisions proposed without regard to the action of the Eastern roads, and the circular explains at some length the method by which this may be done. It provides that all traffic shall be handled on a through rate from the Mississippi river to the sea-board, both Western lines to receive 20 per cent. of the rate and the Eastern lines 80 per cent., when divided at Kankakee, which is the point where Missouri river traffic has always been divided. The 20 per cent. belonging to the Western lines is to be subdivided so as to give the three I's sixtwentieths for its service between Streator and Kankakee, the Western lines retaining the other fourteen-twentieths. The result of these figures is to give the three I's almost precisely the same earnings it has heretofore realized on business received from the Atchison, Topeka & Santa Fe road, and which the commissioners assume to be satisfactory to the line in question. The change is in the manner of competition, and does away with objectionable divisions on the Missouri river basis, while preserving all the proportions heretofore established by the joint rate committee at all junction points.

Whether all the interested roads will adopt the proposed change is still a question. The Atchison people pronounce it a satisfactory and sensible arrangement, and are willing to put it into effect at once, but the Burlington management has nothing to say in praise of the plan and is not ready to commit itself as yet. The real merit of the proposition, as viewed from the stand-point of the Western railroad man, is that it maintains the established proportions at all junction points and leaves the Eastern roads no chance to gain an undue advantage through the change in the divisions.

The Compound Locomotive.

The compound locomotive is attracting a good deal of attention in Europe as well as America, as its improvements over the ordinary engine become understood. The Baldwin locomotive-works now have on the stocks twelve of this class of engines well advanced toward completion, and when these are in service will have built sixty compound locomotives, the last twelve possessing many improvements over those first built, which have been studied out by S. M. Vauclain, superintendent of the Baldwin locomotive-works. The Baldwin compound locomotive differs but little from the standard engine in common use; in fact, only in its cylinders and their attachments. The difference in appearance is hardly noticeable. The principal feature of what is known as the compound steam engine is that it takes advantage of that very valuable quality of steam, its expansibility, using the steam in two or more cylinders. The primary object in compounding is economy in the use of steam and consequent saving of water and coal. The steam is admitted first to a small "high-pressure cylinder, and there performs a part of its duty; it then passes into a larger "low-pressure" cylinder, where the remainder of its work is given out. From this cylinder it escapes into the atmosphere or a condenser at a very low pressure. They steam very freely and effect a large saving of coal, a percentage of from 20 to 35 having been shown in the trials. Owing to this fact and their smoothness of riding they are particularly easy on firemen and engineers. The low pressure of the final exhaust gives the fire a gentle, steady draught, sufficient for the most thorough combustion of the fuel. Owing to the low pressure of the steam in the stack there is no noisy, sharp exhaust, as in all standard engines, but merely quiet puffs; no cinders whatever, and very little smoke, even with bituminous coal, advantages of much moment to travelers and neighborhoods through which railroads pass. They are as easy to keep in repair as standard engines. They can be made very speedy for passenger service and very powerful for freight; in fact their greatest economy is shown in heavy freight service on steep grades and sharp curves, and last, but not least, the great bugbear of all other compound locomotives, difficulty in starting, is entirely done away with, as they will pick up the heaviest trains without slipping the least.

Scalpers Well Provided with Tickets.

For some time past it has been evident that the scalpers at Kansas City and other prominent Western points are well stocked with tickets over lines east from Kansas City and are more or less demoralizing rates by the sale of tickets at such reduction from rates as will catch persons who are indifferent as to how long they are on the road. In commenting on the large blocks of tickets which the scalpers in Kansas City are provided the Star says: "The tickets now in possession of the 'scalpers' appear to be mostly of the issue of foreign roads instead of the lines out of Kansas City. Coupon tickets issued on account of the harvest excursions and for points west of Kansas City on tourist rates are plentiful on the avenue and the favorite method of 'scalping' to the East is on the coupon tickets instead of straight tickets over roads out of Kansas City. The Cincinnati, Hamilton & Dayton has large blocks of coupons in the market, and it is the presumption that the Kansas City lines are standing in on the deals. The Monon tickets are also plentiful, and the deal is so open that one Kansas City road has been implicated. Tickets over the Clover-leaf and the Ohio & Mississippi are also in the market, and the brokers were it not for their agreement, could make almost any rate out of here."

Annual Meeting of Railroad Superintendents.

The annual meeting of the American Society of Railroad Superintendents opened at New York yesterday. The amendments to the constitution of the society introduced at the last session were adopted. The following vice-presidents, to serve two years, were elected: C. W. Bradley, of the West Shore, and G. W. Beach, of the New York, New Haven & Hartford. R. G. Lelland, of the Savannah, Florida & Western, and O. M. Shepard, of the New York & Northern, were elected for two years to fill vacancies on the executive committee. W. A. Smith, chief of the department of transportation of the World's Columbian Exposition, delivered an address upon the plans of the proposed transportation of exhibits in 1893.

It was decided to adopt a catechism for the use of the engineers, trainmen, conductors, flagmen, roadmasters and section hands, and the committee on train rules were instructed to prepare a series of questions and answers for the instruction of employes. Two new members were added to the special committee on railroad signaling, which is now constituted as follows: J. J. Turner, of the Pittsburg, Cincinnati & St. Louis; Jas. Donnelly, of the Lehigh Valley; C. H. Platt, of the Harlem lines, Fourth-avenue tunnel; J. H. French, of the Old Colony; C. D. Hammond, of the Delaware & Hudson Canal Company; W. G. Wattson, of the Lake Shore, and O. E. McClellan, of the Pennsylvania railroad.

The Yankee Engines the Fastest.

On the second day after the special train of the New York Central railroad made its famous trip of a mile a minute from New York to Buffalo, several English newspapers published editorials admitting that this country "took the cake" for fast trains. The remarks of the Birmingham Daily Mail on the subject were as follows: "It seems to be beyond dispute that the great American Nation has done another best on record. It has shown that there is nothing to prevent a railway train from running a long distance at the rate of a mile a minute. Such a possibility has always been admitted by people who know anything at all about engineering. There is no reason beyond considerations of personal safety why a train should not travel at the rate of a hundred miles an hour. There are expresses at the present moment running in England at the rate of considerably over sixty miles an hour, but only, of course, for limited distances."

Passenger Rate War.

Notice has been given by the Pennsylvania Company that on the 15th it will reduce the passenger rate between Columbus, O., and Chicago from $9.20 to $8.35. It is understood that the reason given for such reduction is the manipulation of rates by the Chicago & Erie through the use of its mileage tickets. But the Hocking Valley road, which is the Erie's Columbus connection, joins the Pennsylvania in making the new rate and this gives their action the appearance of a blow at the B. & O. The latter has taken it as such, and retaliates by reducing the rate between Newark and Chicago from $9.70 to $7.65. Other roads will doubtless be drawn into the fight.

Personal, Local and General Notes.

The Peoria & Eastern earned in September $163,383; increase over September, 1890, $17,919.

B. F. Masten, president of the Lafayette car-works, who was stricken with paralysis some two months ago, is improving in health.

S. R. Knott, traffic manager of the Louisville & Nashville road, yesterday assumed the duties of first vice-president of the company.

The gross earnings of the Atchison, Topeka & Santa Fe for the month of September exceeded those of September, 1890, by $522,128.

The Toledo, St. Louis & Kansas City road earned in the first week of October, $40,150; increase over corresponding week of last year, $9,065.

The Cincinnati, Sandusky & Cleveland company has declared a 3 per cent. dividend on its preferred stock. The Big Four operates the road.

In the week ending Oct. 10 there were transferred over the Belt road 15,062 cars. Belt-road engines during the week handled 941 car-loads of live stock.

The Indianapolis & Vincennes has taken off its Saturday night train for Spencer, and on Saturday next will take off the through chair-car in connection with the Monon for French Lick.

The Pennsylvania management has ordered four compound locomotives built at its shops in Altoona with a number of new improvements suggested by their own superintendent of motive power.

The Atchison, Topeka & Santa Fe system includes eleven separate railroads in fourteen States and Territories, including the republic of Mexico. In the system there are now 7,100 miles of main line.

The Northwestern lines are beginning to feel the benefit of good crops. The Chicago, Milwaukee & St. Paul the first week in October increased its earnings $74,200 over those of the corresponding week of 1890.

The inspection party of the Pennsylvania lines, with George B. Roberts, president, at its head, will reach Indianapolis at 3:05 p. m., Thursday, probably remain over night here and go to St. Louis over the Vandalia.

There is considerable soreness among the yard men of the Lake Erie & Western road that one of their number, who was suggested by agent Maxwell, was not promoted, instead of importing a new general yardmaster.

The shops of the Pennsylvania Company at this point will be shut down for the entire day, on account of the election. At the city freight depots part of the men will be let off in the forenoon, and the others in the afternoon, to vote.

The completion of the Merchants' Terminal bridge at St. Louis has forced the St. Louis Bridge Company to reduce its rates. The new bridge is doing more business than the most sanguine friends of the enterprise had expected.

Since the 1st of January Judge Feild, general solicitor of the Louisville, New Albany & Chicago road, has adjusted twenty-four important cases without going into court—two in New York State, growing out of the Carmel disaster.

The four-track system of the New York, New Haven & Hartford road will be extended fourteen miles this week by the completion of the work between South Norwalk and Bridgeport. The work is to continue until New Haven is reached.

With the Lehigh Valley completing its own tracks into Buffalo, the Erie will lose considerable revenue. The Lehigh Valley, besides being in shape to be a more formidable competitor, ceases to pay the Erie $800,000 a year for trackage rights between Buffalo and Erie.

The first two months of the Wabash fiscal year, beginning with July 1, the gross earnings of the company increased $854,755, and its net earnings, $55,875. Of this increase in net earnings, $49,897 was made in August. It is expected that September will show results equally as good as did August.

George B. Russell, who, for some years, was yardmaster at Indianapolis of the Indianapolis, Peru & Chicago road, later with the Wabash, and still later division superintendent on a Mexican road, has been obliged to give up railroading on account of ill health. He has now taken charge of a hotel in Danville, Ill.

The local agents held their regular meeting yesterday. The time was occupied in discussing the proposition to make consignees, who are not ready to pay cash on delivery of freights, give a bond sufficient to cover what their freight charges are likely to amount to in a certain time. There seems to be a unanimity of action between the agents, which will lead to adopting such a course.

A special to the Journal says the argument on the demurrer to the complaint filed by D. D. Dykeman, in the Eel River railroad receivership case, was commenced at Logansport, yesterday, by Charles Stewart, attorney for the Wabash railroad. Judge Winfield will, to-day, answer for the receiver, and Harry Crawford, the corporation lawyer, of Chicago, will close for the Wabash railroad. The case is attracting much interest.

Inquirer.—Approximate earnings are just what they are stated to be—approximated. They are not estimated, because they are based upon actual business done, as quickly as it can be ascertained, within a given time. With a majority of the roads a month's earnings, published before the 10th or the 12th of the month, are approximated; with some roads, such as the Pennsylvania lines, actual earnings are not known before the last week in the following month.

For centennial year the Pennsylvania road increased its equipments one hundred coaches and thirty passenger locomotives, and then could not accommodate the business. As this was a small affair as compared with what the world's fair is to be, it is evident that all the lines leading to Chicago will need largely increased passenger equipment. For this reason the builders of passenger equipments are preparing for a large business the next eighteen months. Already many of the works have contracts which will keep them busy for four or five months.

Vice-President Orland Smith, of the Baltimore & Ohio railroad, says that there is no truth in the report from Chicago that the B. & O. had cut rates on grain, discriminating in favor of Gill & Fisher, the large exporters of Baltimore. Mr. Fisher said that his firm had not been granted any favors by the B. & O. or any other road. He thought that the story had been started, as it was two years ago, to divert the trade of Baltimore to some other ports, but that this being the natural corn outlet the present attempts to change or divert the trade would be as futile as former efforts.

The officers of the Louisville, New Albany & Chicago road state that proxies are coming in rapidly, and that there is little doubt that the proposition to increase the capital stock will be approved at the special meeting Nov. 9. General Manager McDoel tells the directors that the business offered exceeds what he has equipment to handle, and he expresses the opinion that with $1,000,000 to put into improvements in the next eighteen months he can increase the earning capacity of the road $600,000 a year, half of which would be net. As it is, he says, the road is showing better earnings than any road in this section.

East-bound shipments of freight by rail from Chicago last week aggregated 60,105 tons, against 59,047 tons the preceding week and 71,025 during the same week of 1890. The lake shipments reached a total of 103,425 tons. The shipments of flour, grain and provisions from Chicago to the sea-board by the lines in the Central Traffic Association amounted to 25,449 tons, against 23,702 for the preceding week, an increase of 1,747 tons, and against 32,691 for the corresponding week last year, a decrease of 7,242 tons. The Vanderbilt lines carried 54 per cent. of this traffic; the Pennsylvania, 14; the Chicago & Grand Trunk, 9, and the B. & O. 13 per cent.

APPELLATE CHURCH COURT

How the Evangelical Association Will Settle Disputes in the Future.

Ministerial Term of Service Not Lengthened—General Cut Made in Salaries—Routine Conference Work.

General Conference yesterday made rapid progress in its work, and adopted some important measures, principal among which was the creation of a court of appeals, but it voted against the lengthening of the ministerial term of service.

A good omen for the tenth day's session was that when the roll was called every man not previously excused by conference answered to his name. The morning session was opened by Bishop Bowman. According to previous arrangement, Rev. H. Kiekhœfer, president of Northwestern College, Naperville, Ill., addressed conference in the interest of that institution. He dwelt upon the good work that is being done, and spoke of the importance of keeping the moral and spiritual culture of the students in view in the work, so that the men sent out from the college may be morally and spiritually as well as intellectually qualified for life's work. He urged conference to labor for an increase of the endowment fund and to unite their efforts to convert the college into a university and make it one of the first institutions of learning of the country. Upon the conclusion of Professor Kiekhœfer's address, Rev. J. G. Haller, of the Michigan Conference, offered a resolution to the effect that conference heard the address with interest and pleasure, and that it be referred to the committee on high-schools, for careful consideration.

Again the roll of conference was called, to receive petitions and recommendations. Rev. W. Horn asked the committee on the Orphans' Home to consider the advisability of erecting a home for old folks on the property of the Orphans' Home. Rev. L. F. Emmert, of the Wisconsin Conference, recommended a change in the Discipline, relating to the basis of representation in General Conference, so that there should be one delegate for every two thousand members of the church. Rev. M. L. Wing, of the Canada Conference, presented a request from the board of trustees of Northwestern College that the agents of the publishing house be permitted to grant a certain number of books to the college library.

SABBATH AND SALOONS.

The committee on Sabbath and temperance presented a very strong report. On the observance of the Sabbath the report insists on abstinence from all unnecessary care and labor, and, in obedience to the Discipline, abstinence from all worldly reflections on the Lord's day, on the proper observance of the day in attending upon the services of God's house, reading God's word, spiritual meditation and religious instruction. Another item condemns the selling and distributing of Sunday papers and all sensational reading of any kind. The fourth item deplores the effort put forth to keep open the world's fair on Sunday, and earnestly protests against any and all such movements. That part of the report referring to the cause of temperance was referred back to the committee for correction and changes.

The committee on the publishing-house reported several items of interest. The first item was a recommendation that each of the eight districts into which the various conferences have been divided for the purpose of electing the eight members of the board of publication, shall nominate two men, one of whom shall then be elected by the conference to represent said district in the board of publication. The second item fixed the salary of the publishing agent and of the editors at $1,400, and that of the assistant editors at $1,100 per year. An amendment to make it $1,300 and $1,000, respectively, was voted down. Item third recommended for favorable consideration the publishing, by the board of publication, of the biographies of Bishop J. Long and of fathers W. W. Orwig and C. Hammer. At the suggestion and recommendation of Bishop Esher and Rev. M. Lauer these biographies are to be published in the English language first. The fourth item recommended that the salaries of bishops be fixed at $1,600 per annum. This is a reduction of $200 per annum as compared with their salary during the past quadrennium. Rev. F. Zimmerman moved an amendment to make it $1,400. A lively discussion ensued on this motion. Rev. Guehlich thought the bishops ought to be placed on an equal footing with the editors. Rev. J. C. Hornberger said that there was no church in America, not even among the colored people, that paid its bishops or general superintendents so small a salary as did the Evangelical Association. Finally Rev. Snyder, of the Wisconsin Conference, offered a compromise amendment making it $1,500; but directly, on motion of Rev. W. H. Bucks, of the Ohio Conference, all the amendments were tabled, after which the report of the committee making the salary $1,600 was adopted. The morning session was then closed with prayer by Rev. J. Tobias, of the Kansas Conference.

The afternoon session was again presided over by Bishop Bowman. Rev. A. Vandersall, of the Ohio Conference, offered the opening prayer. The committee on worship reported, appointing Rev. J. J. Kipphardt, of the Kansas Conference, to preach that evening, and Rev. J. Knapp, of the Germany Conference, to present the work of deaconesses in his conference on Tuesday evening. Both appointments were made for the church in which conference convenes.

COURT OF APPEALS.

The committee on revision now presented a partial report. The first and most important item was the following, regarding the creation of an appellate conference:

1. General Conference shall elect quadrennially fifteen elders to constitute a court of appeals. In addition to the fifteen it shall elect five alternates.

2. No one who has not been an elder in the church in good standing for twelve consecutive years shall be elected to this court, nor shall more than two members be chosen from any one annual conference.

3. This court shall have jurisdiction in all cases of appeal from annual conferences. It may confirm or revoke sentences of suspension from office, expel the guilty from the church and in cases of suspension it may add expulsion, or it may remand back for new trial. In all such cases its jurisdiction shall be complete and final, excepting when new trials are ordered.

4. This court shall also be a court of trial; as such it shall be its duty and shall have power to try a bishop when placed under charges, according to our Discipline during the interval between General Conference sessions; and it shall also try officers of General Conference, viz.: the editor, general book agents, corresponding secretary and treasurer, of the missionary society, and the superintendent of the Orphan Home, when placed under charges of official misconduct.

5. A bishop shall preside at all sessions of this court, but he shall have no vote; but if no bishop be present then the court shall elect a president from among its members, who, however, shall not thereby be deprived of his vote.

6. This court shall be called into session at Cleveland, O., or if necessary elsewhere, by the bishops whenever there is any business on hand. Its expenses shall be paid by the publishing-house.

7. Vacancies shall be filled by the body itself, eleven members shall constitute a quorum, and all decisions shall be made by a two-thirds majority of votes of those present.

8. All laws in the Discipline not in harmony with this provision shall be brought into harmony with the same.

The second important item recommends that the ministerial term of service be lengthened from three to four years. Bishop Esher said that after taking part in the work of stationing preachers upwards of two hundred times he was convinced that it would be better to let well enough alone. Rev. Berstecher said three years were hardly enough for a man to get acquainted with the people. To this Rev. Oertle replied that if a man was not acquainted with his people at the end of three years he should already have been removed at the end of the second year. Rev. Mr. Fitzinger said he never met one stationed on a poor field of labor who was in favor of a longer term of service, and Rev. W. H. Bucks thought that this was an equalization of matters. Then the bishops, editors, and all others will be permitted to serve a term of four years. When conference took a vote on this question fifty, or just one half, voted in favor of the change recommended, but as the Discipline requires a three-fourths majority of the votes, it was defeated.

The committee on missions also presented a partial report. In the first item the report gives thanks to God for the measure of success which has attended the missionary work of the church in the past quadrennium. Notwithstanding the most determined opposition on the part of those who have rebelled against the authorities of the church, the receipts have been $20,000 more than in any previous year. The second item states that the committee has carefully examined the treasurer's report and found it correct. The third recommends that inasmuch as the Japan mission fund is depleted the board of missions shall annually appropriate a certain sum of money for the carrying of the missionary work among the heathen nations. The fourth item recommended the election of one man as corresponding secretary, whose duty it shall be to devote all his time and energies to the missionary cause, and that his salary should be the same as that of the editors, and that the treasurer's salary shall not exceed the salary of the assistant editors. The afternoon session was closed with prayer by Rev. G. Vetter, of the Illinois Conference.

BISHOP DUBS'S BOOK.

It was in evidence before the trial conference of Bishop R. Dubs that he had circulated a book, the character of which was such as decent men did not care to speak about. Statements to the effect that the book referred to was a very obscene book have been made here at General Conference in open session, and thence reported in the Journal. Now it seems R. Dubs has sent a challenge through the Associated Press all over the country, saying that the indefinite character of the accusations render it impossible for him to meet them with a specific denial, and desires to know by what house the book is published, by what house it was imported and when and where he circulated it. It was in answer to this challenge that Rev. F. W. Voegelein, missionary in Japan and a delegate at General Conference, yesterday sent R. Dubs the following telegram in care of Rev. Jesse Yeakel, in Philadelphia:

Do you deny that you recommended and caused to be sent to me a copy of an obscene book, written by a German physician, in which free love, prostitution, etc., are advocated?

F. W. VOEGELEIN.

A number of the delegates have looked into the book and convinced themselves that it is a grossly licentious book, excusing and defending incest, polygamy, prostitution, nudity in public, and other similar horrors. It was imported by a former agent of the publishing-house of the association, under the impression that it was a work against licentiousness, but when he learned the obscene and licentious character of the book he suppressed its sale. R. Dubs highly recommended the book to Rev. W. Yost, and urged him to get it and read it. There are traces of other instances where he introduced it.

Bishop Dubs Indignant.

Philadelphia Times (Sunday.)

After the adjournment yesterday Bishop Dubs said: "During the present meeting of the Indianapolis conference it has been stated that a report was made at a session that I had introduced throughout the land and obscene book, written by a German physician, in which the doctrines of free love, polygamy, etc., are favored. This report, like all the other accusations made against me, is emphatically false, and I ask those who have thus charged me to give the public all the particulars connected with the alleged offense, so that I shall be able to meet it, and in such statement I ask them to answer the following questions: By what publishing-house was the book imported? By what publishing-house was the book offered for sale? In what manner, at what time, and to whom was this book sold?"

Bishop Dubs's Conference.

PHILADELPHIA, Pa., Oct. 12.—At to-day's session of the General Conference of the Evangelical Association it was decided that the board of publication shall consist of seven members, four of which shall be ministers and three laymen.

City News Notes.

Con Sullivan, of the Plasterers' Union, will go to Decatur, Ill., to-morrow to organize a union.

Alfred Heales, of London, England, was yesterday made a commissioner of deeds for the State of Indiana.

As there were not enough members present to constitute a quorum, no meeting of the Commercial Club was held last night.

Ed Harvey, the fellow who shot Henry Sweetland, near Greenfield, recently, is at the county jail, on his way to Jeffersonville penitentiary.

The members of Samaritan Lodge, No. 658, I. O. O. F., will meet at their hall in West Indianapolis at 3 o'clock this afternoon to attend the funeral of their late brother, Fred Newman.

Marriage licenses were yesterday issued to Henry P. Keath and Hulda A. Smith, John J. Spey and Jennie J. Heaton, John Bogren and Katie Repp, Charles H. Stetzel and Lena M. Ball.

The Laurel Butter and Cheese Company took out papers of incorporation with the Secretary of State yesterday. The capital stock of the concern is $4,000, and the place of business at Laurel, Franklin county.

Hollweg & Reese, the wholesale crockery merchants, received sixty-eight crates of decorated earthen-ware through the custom-house yesterday, on which they paid a duty of $1,918.85. The goods were English make.

Dr. Stuart, who is associated with Dr. W. B. Fletcher, lost a handsome new open-top buggy by the running away of a colt on North Meridian street. The young horse frightened while standing hitched. It was slightly injured.

William Ryan, a young boy employed at the Shelby-street street-car barn, while operating a feed-cutter yesterday afternoon, was knocked in the head by the chain breaking and thrown into violent convulsions. Powers & Blackwell's ambulance removed him to his home at 162 Laurel street.

BOILS and pimples and other affections arising from impure blood may appear at this season, when the blood is heated. Hood's Sarsaparilla removes the cause of these troubles by purifying, vitalizing and enriching the blood, and at the same time it gives strength to the whole system.

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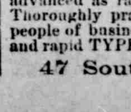

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