

CHEAP FARES IN PROSPECT

Unrestricted Two-Cents-Per-Mile Tickets Likely to Be Issued Soon.

The Maple Leaf Getting Tired of the Action of Rival Roads—The C. & E. L. A. Thru to the C. & O. R. Association.

The management of the Chicago, St. Paul & Kansas City road is seriously considering the advisability of selling two-thousand-mile tickets at a flat rate of \$40, and making them good for the transportation of the person presenting them, regardless of signature. The present price of these tickets in the territory of the Western Passenger Association is \$50, with a rebate of \$10 and a restriction which makes them available only to one who has signed his name to the ticket. Sold under such conditions mileage tickets cannot easily be manipulated to disturb the regular rates, but the case would be different if the plan now under consideration by the Chicago, St. Paul & Kansas City should be carried out. With the rebate system abolished and the non-transferable feature removed, \$40 would buy a two-thousand-mile ticket outright, and it could be used by any one who might purchase or borrow it from the original owner. One effect of such a move would undoubtedly be a reduction of the regular rate between Chicago and St. Paul, which is now \$100, to \$150 lower than the present rate. It seems the Maple Leaf has been provoked to the verge of commencing litigation on the belief that it is not being fairly dealt with by some of its competitors. The Minneapolis & St. Louis road, for example, has made its mileage tickets non-transferable, and its low connections, except the Chicago, St. Paul & Kansas City, and in other ways, it is said, has been very successfully established here and there by the lines that are members of the Western Traffic Association. The Chicago, St. Paul & Kansas City road is said to be surprised if the Maple Leaf throws out some of the restrictions that now operate to its disadvantage, and proceeds to make it lively for its competitors.

Nothing New in Big Railway Deals. Said a railway financier yesterday: "People seem amazed at the big railway deals now being effected; they forget that just such things have been happening for thirty years, but they are more frequent now from the fact that there are so many more railroads to speculate with. When I was a young man business men were almost paralyzed over the old Fiske and Gould operations in the Erie railroad's stock, when Daniel Drew and Commodore Vanderbilt were handsomely engaged to then the Commodore cornered New York Central stock until it suited his purpose to make it a matter of course to sell to the son, W. H. Vanderbilt, ostensibly paring with \$20,000,000 of New York Central stock at 120. In order to get the public might be permitted to share in the profits of the road. Almost everybody believed him, and some paid as high as 150 to get the stock. Then the Vanderbilt family of the West Shore road, and its acquisition, after a costly rate war by the New York Central, declined to 90. Now there is practically but one road between Albany and Buffalo, against five when the foregoing deals were carried through."

Prefer to Be Free Lancers. It is said that the failure of the general managers of the Chicago and Ohio-river Traffic Association lines to get together and confer on the revision and extension of their passenger agreement is partially due to the refusal of the Chicago & Eastern Illinois road to become a member of the association. The Chicago & Eastern Illinois road is said to be in the field where the other terms a free lance in what it does not care to be bound by association rules. The Chicago & Eastern Illinois has persistently ignored the repeated invitations to cast its lot with the association.

A New Rate-Outer in the Field. What is known as the Poughkeepsie bridge route is destined, it is feared, to be a rate-disturber. At the present time goods are shipped west from Boston on the same rate that Philadelphia gives, and its lines are making good time. It is probable that the trunk lines will soon take some action as regards the rate of the Poughkeepsie line, which has been maintained for the last two years.

Vandalism May Move Its Repair Shops. It was rumored at Brazil yesterday that the Vandalla Railroad Company contemplates moving its repair shops and roundhouse to that city in the near future. The report is only confirmed by that company purchasing three acres of ground in the east end of Brazil. The manager of the line has been notified that the location is more central and convenient.

Personal, Local and General Notes. The Pennsylvania Company has established a station at Tuscarawas, O., and appointed S. Walton agent. Six townships in the line of the projected Indianapolis, Logansport & Chicago road have voted subsidies to the enterprise. A station has been established at Center Point, Ind., on the line of the Logansport & Chicago road, and J. H. Long has been appointed agent.

It is said important changes will be made in the management of the Kentucky & Indiana Bridge Company within the next thirty days. The new round-house of the Big Four at Louisville will be occupied Sunday. It will house thirty cars and is said to be complete in every respect.

The Cincinnati, Wabash & Michigan division of the Big Four earned in the first week in February \$1,284,274, an increase of the corresponding week of 1928, \$3,883,782. W. E. Hall, late assistant master mechanic of the Pennsylvania road, with headquarters at Altoona, who recently resigned, has connected himself with the Niles tool works.

E. B. Walls, superintendent of motive power of the Pennsylvania road, who has been elected president of the alumni of Stevens Institute of Technology. It is not generally known, but the superintendent of telegraph on all important railway systems is employed jointly by the railroad company and the Western Union Telegraph Company.

The new box cars which the Louisville, New Albany & Chicago, the Chicago & Eastern Illinois, and those to be built for the Big Four are to be equipped with the American continuous draw-bar. An effort is being made to bring all roads south of the Ohio river in the passenger association. A meeting of general passenger agents has been called to convene in Atlanta, on Feb. 16, to consider the matter. J. D. McIlwain, who for ten years past has been superintendent of the Grand Trunk car-shops at London, Ont., now has supervision of the Harvey steel-car shops at Harvey, Ill., which is a rapidly-growing industry.

H. C. Moore and others, who propose to build a short line between Sandusky and Columbus, O., paralleling the line and over the Pittsburgh & Western road, before July 1, by that date it is expected that the road will be in much better condition.

H. B. Hammond, president of the Indianapolis, Decatur & Western road, as president of the East River Tunnel Company, New York, is to receive \$12,000 a year salary. Construction work on this great project will begin in a few weeks. There is ample capital behind the enterprise.

An order has just been issued by the Pennsylvania road and Pennsylvania Company instructing their agents to sell single round-trip tickets at a one-half rate to ministers of the gospel, who are traveling on business, as two-third rates prevailed heretofore.

The members of the Louisville and Jeffersonville Bridge Company state that work will be completed on the bridge between Jeffersonville and Louisville in the spring, and the structure pushed to completion. There is some talk of President Hoover becoming interested, but this is not official.

BIG DAMAGES ARE AWARDED

Della Abbott Gets a Verdict for \$8,000 Against the Lake Erie & Western.

A Former Verdict in the Same Case Set Aside—Damages for Breach of Promise—Suit Against the Citizens' Company.

The jury in Judge Walker's room yesterday gave Della Abbott a verdict of \$8,000 against the Lake Erie & Western road. At the former trial, in Judge Harper's room, the judgment for the plaintiff was \$3,500, and was set aside by the court on motion of the defendant's attorneys. The court based his action on the inconsistency of the verdict and the award of damages. In the second suit thirty-five interrogatories were submitted to the jury, and it is said the answers do not impel the verdict. This is noted as one of the few cases where a second trial benefits the plaintiff. It enabled the plaintiff's counsel to patch up some weak points in their case, which was done in an excellent manner. The jury quickly rid itself of the original liability, and the first ballot disclosed that the lowest amount named for damages was \$3,500. The highest was \$9,000. The amount of the verdict reflected a unanimous vote yesterday morning at 3 o'clock. It is expected the company will appeal the case, in the event of the refusal of a new trial.

Suit Against the Citizens' Company. The suit of Henry De Berger against the Citizens' Street-railway Company, was tried yesterday by Judge Harper and a jury. The claim was for \$3,000 for ejectment from a street car. The evidence showed that the plaintiff, a boy of twelve years, was a transfer passenger, and when his fare was demanded, said he had gotten on at West street. The car had just passed West street south, and the boy had jumped on at West street north, but he did not explain until the conductor had attempted to put him off. When explained he was allowed to finish his ride. The suit was marked by some sharp exchange of words by attorney Rochford and attorney Clay Allen, and also by a great deal of attention paid by Messrs. Heardon and Rochford to President Frenzel personally. The plaintiff is the son of a street-car driver who was killed by a street-car on South Delaware street, while driving a car and defending his cash-box. One of the railroads struck him on the head with a horse. The family were long on the company's pension list.

Got \$500 for Breach of Promise. Mary Tatemam, of Hanghville, yesterday was given a judgment against Richard Stoll for \$500 in Judge Brown's court. The demand was for damages for breach of promise. The defendant made no defense. He came to Hanghville from St. Louis, and obtained employment in the malleable iron-works. The plaintiff, who is about twenty-five years of age, and very energetic, opened a laundry, but found time to accept the plaintiff's offer to give his marriage engagements her business interests overcame her natural dislike of matrimony, and she sought to give up her suit. She is highly spoken of by those who know her. Stoll has wealthy relatives, and it is said he is now in Lafayette.

The Court Record. SUPERIOR COURT. Room 1—Hon. Nicholas T. Judge. William L. Higgins vs. City et al; damages. On trial by jury. Addie P. McWalters vs. Thomas McWalters; divorce. Decree granted. Romona Oulitte Stone Company vs. George F. Brannan et al; account. Judgment on verdict for plaintiff, \$55. Room 2—Hon. James W. Harper, Judge. Henry De Berger vs. Citizens' Street-railway Company; damages. Jury out. John H. Vajen vs. Octavia K. Young; forcible detainer. Judgment for Octavia Young and George B. Young for \$152.44. Room 3—Hon. Lewis C. Walker, Judge. Della Abbott, Plaintiff, vs. Lake Erie & Western Railroad, Defendant; returned a verdict for \$8,000 for plaintiff. Oliver W. Vorhis et al vs. Richard Johnson et al; damages. On trial by jury. New Suit Filed. Indianapolis Lumber Company vs. Washington T. Scott; account. Demand, \$500. Robert Kennington vs. James M. Haley; trustee; foreclosure. Street assessment lien.

CIRCUIT COURT. Daniel Stewart et al vs. Thomas S. Wallace et al; quiet title. Title quieted in plaintiff. Frank J. Barr vs. Mahlon Thompson; ejectment. On trial by jury. Mary Tatemam vs. Martin Stoll; breach of promise. Defendant defaulted, and judgment in favor of plaintiff for \$500. New Suit Filed. Charles N. Lookenbill vs. Mand Lookenbill; divorce. Abandonment. John Seimoyer vs. Andrew J. McKinney et al; quiet title.

AMUSEMENTS. PRESS CRITICISMS OF MARGARET REID. New York critics do not like anything new as a usual thing, but Margaret Reid's successful debut forced a little praise from them by her successful debut as Ophelia at the Metropolitan Opera-house Wednesday night. Here are the criticisms of the four newspapers making most pretensions in that direction.

The Herald: It may be affirmed that the interest of the evening centered in the debut of the new Ophelia, Miss Margaret Reid. Until she sang as the opera-house last night Miss Reid was a name known to a stranger to New York. She is an American, and has, I understand, studied under Mme. Leonard and Signor Vianesi. She made a most excellent impression. Her voice, a pure, clear, sweet and sympathetic, though not exceedingly well-balanced soprano, was well controlled in the second act and again in the trying mad scene. The upper register is singularly pleasing in quality. She has had, still much, of course, to learn as an actress—she hardly say that—but her future on the operatic stage should be assured after her marked success in Hamlet. New and then (and chiefly in the second act) she sang the least bit flat. But this may have been due to nervousness and limited experience. The Tribune: Miss Van Zandt was first announced to sing the part of Ophelia, but a day or two ago a change was made, and Miss Marguerite Reid (Kieckhefer), of Indianapolis, was invited to effect her first appearance on the operatic stage in the part. The young woman has a most promising mezzo soprano voice, and her performance contained many evidences of intelligence and musical instinct. That it was constrained and amateurish could scarcely be said; operatic artists are not the products of a day, and it is not to be expected that she should be a great success. She did not make an actress. But she seems promising.

The World: Miss Reid was naturally somewhat nervous and ill at ease last night, as the ordeal of a first appearance before a metropolitan audience is certainly trying one, but she was not to be deterred. She decided to sing, and she had having made a distinctly favorable impression, although she is as yet perhaps an artist of decided promise. She has a mezzo soprano of mellow, even quality of marked sweetness and compass. Her voice is particularly in the high and lower medium registers; the medium voice seems a little weak in comparison. Making due allowance for her nervousness and limited experience, Miss Reid acted and sang exceedingly well, and made altogether a most successful debut. She has both taste and intelligence, and knows, moreover, how to sing. She was most cordially received by the audience, who gave her a rousing ovation. The fact that they were listening to an artist of really unusual promise and ability is not to be forgotten.

"Have Been Affected" With an affection of the throat from childhood, caused by diphtheria, and have used various remedies, but have never found any thing better than Brown's Bronchial Troches.—Rev. G. M. F. Hampton, Fikeon, Ky. Sold only in boxes.

The Sun: While she seems totally unskilled in dramatic action, and even awkward in her way of standing and in gesture, there is an unconsciousness and a genuine sincerity in her manner that make her charming. Refinement and modesty are also plainly and most winningly perceptible. Her voice is soft, sympathetic, and especially large and fine in the highest register. The middle tones are somewhat weak, the lower ones insignificant. However, it is a voice that promises well, and which has qualities that evidently please in more than ordinary measure, for Miss Reid before long have a career of repute, and certainly was quite as competent and as prepossessing in the role of the heart-broken girl as Miss Van Zandt in the part of Desdemona. Her performance was a most successful one. The most brilliant bit of writing and the most effective scene are, of course, the mad scene. The upper register is singularly pleasing in quality. She has had, still much, of course, to learn as an actress—she hardly say that—but her future on the operatic stage should be assured after her marked success in Hamlet. New and then (and chiefly in the second act) she sang the least bit flat. But this may have been due to nervousness and limited experience. The Tribune: Miss Van Zandt was first announced to sing the part of Ophelia, but a day or two ago a change was made, and Miss Marguerite Reid (Kieckhefer), of Indianapolis, was invited to effect her first appearance on the operatic stage in the part. The young woman has a most promising mezzo soprano voice, and her performance contained many evidences of intelligence and musical instinct. That it was constrained and amateurish could scarcely be said; operatic artists are not the products of a day, and it is not to be expected that she should be a great success. She did not make an actress. But she seems promising.

Answers to Puzzles. No. 3717—L. H. K. E. R. I. V. E. R. S. B. E. R. S. P. E. C. I. A. N. P. A. N. T. O. L. E. T. A. T. I. O. N. E. N. S. E. No. 3718—P. A. L. I. N. G. L. O. O. L. O. N. A. F. L. O. W. A. C. T. U. A. L. N. O. U. S. E. L. No. 3719—P. E. L. T. A. A. T. O. N. E. D. I. S. No. 3720—1. Origin, organ, 2. Orval, oral, 3. Moll, moll, 4. Crust, crust, 5. Cornet, cornet, 6. Clout, clout, 7. Clutter, clutter, 8. Clover, clover.

Original Puzzles. NO. 3731—NUMERICAL ENIGMA. I am composed of thirty-one letters. My 10, 24, 16, 2, 14 is interred. To investigate, 4 certain insects. 7. A Roman measure of capacity for liquor. 8. A musical syllable. 4. A letter.

NO. 3732—CHARADE. My first's the nickname of a boy, My second's a name of a man, We hope the name which we employ Will not your brain befog.

My two all printers do employ, Think that that's work to measure; What that that's name is named, Can name the two to pleasure.

My total was a novelist, Of very greatest fame; What that that's name is named, Will think you'll see on fiction's list. This worth your name.

NO. 3733—HALF SQUARE. 1. A hall, 2. The May-fay, a genus of insects, 3. To make sour, 4. A neuter pronoun, 1. sect. 5. To investigate, 6. Certain insects, 7. A Roman measure of capacity for liquor, 8. A musical syllable. 4. A letter.

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