WILL RESTORE THE TRAINS

Coming Change of Great Importance to Anderson, Muncie and Other Cities.

One Cent Per Mile to Be the Rate from Indianapolis to Washington During the G. A. R. Encampment—Traffic on Local Lines.

The business men along the old Bee-line division of the Big Four at such points as Anderson, Muncie, Pendleton, Winchester and Union City will be glad to learn that with the taking effect of the spring time-table trains Nos. 7 and 12, which were taken off this division a few months ago to be run over the Peoria & Eastern, will be restored on the old Bee-line. It is stated by one in a position to know what is going on that, with the taking effect of the spring time-table, the running time between Boston and St. Louis will be shortened two hours, and on trains Nos. 7 and 12 the Boston through cars will be hauled. This faster time is demanded by the Boston & Albany people, and to make it these trains must be run via Union City and Galion, as, in running them via Springfield and Columbus they are hauled thirty-eight miles out of the way just to make business for the eastern division of the Peoria & Eastern. The results of making this change a few months ago have been anything but satisfactory. A high official of the Big Four, on Saturday, when asked as to the truthfulness of this report, remarked that the reporter's informant should be credited with being a good guesser, at least, and the tenor of his conversation afterwards made it evident that such a change will be made.

A Heavy Tonnage of Freight Still Moving.

There seems to be no lack of business with any of the roads centering at Indianapolis, the train records showing that only 166 fewer loaded cars were received and forwarded at this point in the week ending March 5 than in the week preceding, when the movement was heavy beyond precedent for this season of the year, and present indications are that traffic will be heavy for months to come. East-bound shipments of grain the last ten days have not been as heavy as in some months past. This is due to the bad country roads, farmers not being able to haul grain to the railway stations; consequently the present shipments are largely from elevators at the more prominent railroad points. Most of the roads have been enabled to get rid of the accumulated business which has been held on side tracks. The lighter shipments of grain eastward have been offset by increased shipments of lumber, live stock and miscellaneous freights, so that an average tonnage was forwarded last week as compared with preceding weeks since the crops of last year began to go forward. Export rates on all classes of freight rule steady, and the tonnage going forward, while not as heavy as a few weeks ago, is largely in excess of that of March, 1891. West-bound business is at high-tide, and freight men say they have never before seen the shipments of first-class freight so heavy in early March as this year; the goods are consigned to merchants all over the West, Southwest, and to transcontinental-line points and Southern cities. Every year a larger tonnage passes through here to such points via Louisville, Evansville and St. Louis. Through business with north-and-south roads continues light; aside from shipments of provisions and machinery little is going southward. Local business was never heavier. Distribution of agricultural and harvest implements form an important item. The mild weather admits of handling produce freely. The prospects for building are so favorable that large quantities of lumber, brick and stone are being handled. In local freights coal traffic is light, little being used, except as fuel for locomotives on roads centering here. Live-stock shipments are increasing, but are hardly up to the volume of the corresponding period of 1891. In all directions, however, as a whole, business is fully up to expectations of freight men. Below is given the number of cars received and forwarded at this point for the week ending March 5, as compared with the corresponding week of the preceding two years.

Name of Road.		Loaded cars, 1892.	Loaded cars, 1891.	Loaded cars, 1890.
L., N. A. & C., Air-line		438	291	352
L., D. & W.		402	370	361
C., H. & D. (Ind'p'l's div.)		1,026	786	818
L. E. & W.		481	411	511
Penn'a lines	I. & V.	576	599	519
	Louis'le div	977	1,114	991
	Chic'go div.	548	551	537
	Ind'a'p'lsdiv	1,581	1,359	1,420
Peoria & Eastern	East div.	1,084	905	604
	West div.	1,406	1,514	710
Big Four lines	Chicago div.	2,124	2,352	1,673
	Cl'e'n'ti div.	2,851	3,121	1,766
	St. Louis div.	2,078	1,706	2,038
	Cl'v'l'nd div.	1,998	1,790	2,520
Vandalia		2,053	1,852	1,988
Totals		19,600	18,725	16,801
Empty cars		4,878	4,610	4,312
Total movement		24,478	23,335	21,113

Secret Receivership Proceedings.

There is much discussion in New York over the action of Judge Speer, of Macon, Ga., in appointing a receiver for the Georgia Central. It seems that the application was heard in secret and Mr. Alexander's appointment made at 10 o'clock last Thursday night. The friends of the Olcott committee of reorganization of the Richmond Terminal say that the receivership will not interfere with the carrying out of the plan. J. C. Morben, a director of the Georgia Central, says: "The performance is most extraordinary. Why should such action have been taken at night and at the instance of a single stockholder, and a woman at that? The Terminal company was not represented, and knew nothing about any such application. There was no occasion for such haste. Nothing was to be done by the Terminal company that could induce such action. Furthermore, the minority interest in the Georgia Central voted for the present board of directors. The election was almost, if not quite, unanimous. Gen. Alexander stated that the present board would have been elected without the Terminal vote at all. The talk that this move was inspired by Terminal people is all nonsense. It was a stock-jobbing scheme. I don't say who was in it. This action does not interfere with the reorganization plan which contemplates a voluntary exchange of securities. Nobody can prevent that. I do not see why this suit should even delay the publication of the plan. There is no injunction. The persons getting the receiver probably wanted some outsider, but Judge Speer clearly would not have that and appointed General Alexander, so as not to disturb existing interests if he found there was no occasion to do so. Yet, even with that modification, it was a very strange thing to do."

Receiver for an Ohio Road.

Judge Smalley, of Upper Sandusky, O., has appointed Walter B. Ritchie, of Lima, receiver for the Pittsburg, Akron & Western railway, the new road running from Delphos to Akron. The appointment was made on application of a number of plaintiffs to whom payment is due for work done on the construction of the road. The company is said to be in debt over $200,000.

The Rate to Be One Cent Per Mile.

The meeting held in Cincinnati on Friday, which was attended by E. A. Ford, of the Pennsylvania lines, Charles Scull, of the Baltimore & Ohio, Harry Fuller, of the Chesapeake & Ohio, E. O. McCormick, of the Cincinnati, Hamilton & Dayton, James Barker, of the L., N. A. & C. (Monon), and D. B. Martin, of the Big Four, was more far reaching in its result than has been made public. E. A. Ford stated that, as general passenger agent of the Pennsylvania lines, he should make a 1-cent-a-mile rate for the Grand Army of the Republic and their friends who wished to go to Washington, D. C., at the annual gathering, which was something of a surprise to those who have in years past looked upon Mr. Ford as being the greatest stickler for rates of one fare for the round trip on all such occasions. The stand he took led the other general passenger agents to taking a similar step, so that in all Central Traffic territory the rate to Washington, D. C., and return will be 1 cent a mile, making the fare from Indianapolis for the round trip by either line $13.50, and from other points in the same proportion.

Mitchell Will Vote the Subsidy.

A dispatch to the Journal from Mitchell, Ind., says: "Much interest is manifested here in the result of the election which is to be held March 8 to determine whether a tax shall be voted to aid the Chicago, Indianapolis & Chattanooga Southern Railway Company in completing their proposed line from Rockport to Indianapolis. It is the intention to also build a road from this place to Brazil, Ind., to connect with the Chicago & Eastern Illinois railway. The people of this town favor the road, which is sure to be built, and are anxious to get a direct route to Indianapolis and Chicago, and to keep the route from being changed to suit some other town, but a large number of farmers near here oppose the tax, some claiming that if it is voted they will quit trading here. To-day it seems that the tax will carry. Several townships south of here have already voted in favor of it by large majorities. This place is about midway between Indianapolis and Rockport, and if the tax is voted work in both directions will be commenced from here at once."

Personal, Local and General Notes.

Official changes are intimated in the near future on the Toledo, St. Louis & Kansas City road.

A. J. Holt, general agent of the Grand Rapids & Indiana road, spent Sunday with friends in this city.

Josephus Collett, of Terre Haute, went East yesterday to look after some railroad matters in which he is interested.

R. H. Wallace has been appointed traveling passenger agent of the Chicago & Erie road. Indianapolis will be in his territory.

The Trunk-line Association has agreed to allow the use of tourist cars between Boston and the West to meet the competition of the Grand Trunk road.

The first of next month work will be resumed on the new shops of the Mackey lines at Princeton. It is the expectation to have them completed and the machinery in position by Sept. 1.

Fredric Wild, sr., has been appointed general freight and passenger agent of the Kansas City, Nevada & Fort Smith road. Mr. Wild was at one time connected with the Nickel-plate road.

D. J. Mackey is in New York trying to complete the deal by which he will secure control of the Mobile & Ohio River road. There is good authority for stating that he has disposed of all the stock he held in the Chicago & Eastern Illinois.

Serious trouble is threatened in the Chicago & Ohio River Passenger Association. The tickets of two of the lines are being handled by scalpers to such an extent that it is creating trouble.

T. J. Hyman has been appointed assistant to J. J. Hill, president of the Great Northern Railroad Company. For years he has been connected with the auditor's department of the Wisconsin Central.

It is stated that at the meeting in New York on Tuesday all the roads in the Central Traffic Association and Trunk-line territory will be represented and steps taken to insure a maintenance of full rates this summer.

Edward Caddy on the first of this month began his thirty-first year as target man of the Pennsylvania line and the Baltimore & Ohio Southwestern road at Loveland, O., and during that time he has not been off duty a day.

The floating-bridge, iron and pile-driving gangs of the Cincinnati, Hamilton & Dayton system have been transferred to the Indianapolis division, and will spend several weeks in placing the structures of this character in good condition.

The Lake Erie & Western has had for years something of a monopoly in handling the oil traffic of northern Ohio. The Toledo, St. Louis & Kansas City, with its connections, is now making arrangements to handle a portion of this business.

George Frey, who is now interested in ticket-scalping offices at five different points, spent Saturday in the city. He states that the scalpers, despite the obstacles thrown in their way, are now doing more business than at any time in years.

Judge Ricks is expected this week to give his decision as to what disposal shall be made of the $40,000 forfeiture money of the Cincinnati, Jackson & Mackinaw purchasing committee, which failed to meet the payments required under the agreement.

Instructions have been given that the monthly bulletin of the Pennsylvania Voluntary Relief Association shall be posted in conspicuous places at offices and shops, so that men may see the aid this department is giving to sick and injured members.

John Ewan, formerly division superintendent on the Big Four, has had a position offered him on one of the roads crossing Indiana, which he will probably accept. Mr. Ewan has fully recovered his health, and is getting restless to return to railroading.

The Big Four is distributing rails weighing eighty pounds to the yard on the portion of the C., S. & C. disvision lying between Columbus and Springfield, a distance of forty-five miles. This piece of track is to be placed in the best of physical condition.

The Erie has again entered this field for passenger business, and as a result, the Cincinnati, Hamilton & Dayton, in the month of February, sold more tickets to New York over this line than in any month for years. Until quite recently the Erie has neglected this field.

The new superintendent of the dining-car service on the Lake Shore road has reduced the pay of conductors from $100 to $80 per month, which an old railroader says is a mistake, as the conductors on that road are veterans in the service and help to make the road popular.

Jay Gould, accompanied by Misses Helen and Annie Gould, Howard Gould, Dr. J. H. Munn, Mr. and Mrs. S. H. H. Clark and Judge T. M. Campbell, arrived at San Antonio, Tex., last evening, in Mr. Gould's private car. They will leave for the City of Mexico to-day. Dr. Munn states that Mr. Gould is improving.

The Louisville, Evansville & St. Louis road furnishes fifty-three miles the shortest line between Louisville and St. Louis, and if its road-bed could be put in physical condition to compare favorably with its equipment it would, without doubt, become the popular line between those cities.

A circular issued by E. B. Thomas, first vice-president of the Erie system of roads, announces that Alfred Walter, formerly with the Baltimore & Ohio, has been appointed general manager of the Erie lines east of Salamanca. A statement made a few days ago, to the effect that he was to take that position, met with a vigorous denial.

A discrimination in rates between Kansas City and St. Louis has been corrected by the Western Freight Association. Heretofore Kansas City has been allowed a rebilling privilege on seed of all kinds, hay, potatoes and castor beans, which, in effect, gave Kansas City a rate of 7½ cents per hundred lower than St. Louis could command. This rebilling privilege has now been restricted to grain and its products, and as a result Southern shipments will now be made on a more equitable basis.

E. O. McCormick, general passenger agent of the Cincinnati, Hamilton & Dayton, and James Barker, of the L., N. A. & C. (Monon), will leave to-day for Los Angeles to attend the annual meeting of the General Ticket and Passenger Agents' Association of America, which convenes at Los Angeles March 15. Mr. McCormick is president of the association. They will travel in the private car of General Manager McDoel, of the Monon, and be accompanied by their wives.

The directors of the Akron & Eastern, a projected road which is to be a link in a new east-and-west trunk line, are puzzled over the selection of a route from Akron to the Pennsylvania State line. Four routes have been under discussion, the latest being what is known as the old Clinton Air-line. Another is by way of Mogadore and Poland; a third by way of Berlin Center and Niles, through the Mahoning Valley to New Castle, Pa. Kent people want a route following generally the line of the P. & W. and Nypano through Kent, Niles and Youngstown. The first named route is said to be the favorite. The Clinton Air-line was named after General DeWitt Clinton, whose pet scheme was the construction of a line from New York to the Missouri river. In the fifties and as late as 1888 there was some talk of building the road between Hudson and Pittsburg.

A NEW INDUSTRY STARTED

Bicycle-Fitting Company Will Begin to Erect Its Building To-Day.

Atlas Works May Put Up Locomotive Engines—War of Dealers and Manufacturers That Means Cheaper Ice.

The Cycle Fitting Company, recently organized, has purchased the ground just north of the buildings of the Indiana Bicycle Company where the old hotel and a number of other buildings stand. The work of removing these buildings commences this morning and where they stand the Cycle Fitting Company will erect a three-story building 196 feet long by 55 wide, the building to be constructed of brick resting on a stone foundation. The Sheridan Brick Company has been awarded the contract to furnish the brick. The company expects to give employment to two hundred or more men.

Cheap Ice in Prospect.

A rate war between the manufacturers of artificial ice and the ice-dealers who housed excellent crops the last winter is imminent. The manufacturers of artificial ice have all increased their producing capacity for this year, and claim to have a larger per cent. of domestic patrons. While they cannot to advantage compete with the natural ice-dealers in furnishing butchers and other establishments where large quantities of ice are used, in furnishing private consumers they are on equally good ground with the dealers who furnish natural ice, as the chief expense is in delivering it. So difficult was it last year to get natural ice that hundreds of families went to using artificial ice, and a majority of them were so pleased with results that, with anything like similar price, they will continue to use it, and this is what will likely lead the dealers who stored large quantities last winter to break prices. Last year, to private consumers, both the artificial and natural ice-dealers charged 40 cents per one hundred pounds, but this year it is believed that prices will break until natural ice will be furnished at least as low as 25 cents per one hundred pounds. The ice manufacturers are expending money liberally to improve their plants and increase capacity, and say they have no fears of those who used artificial ice last year ever going back to using ice which is cut from the canal and ponds in and about Indianapolis.

Indianapolis May Have Locomotive-Works.

While no definite action has been taken, the Atlas Engine-works Company is seriously considering the building of locomotives at its establishment. At a very small expense this additional work could be done. In busy times the works employ six hundred men and have ample room to increase their force. Heretofore the works have built only stationary and portable engines, turning out an average of fifteen hundred a year, varying in capacity from 20 to 200 horse-power. The new foundry building would be well adapted to erecting engines, and none will question that a better point than Indianapolis to establish locomotive-works could not be found.

Industrial Notes.

The elevators are practically idle, receipts of grain are so light on account of bad country roads.

The Sheridan Brick Manufacturing Company has over 6,000,000 brick already sold to go into new buildings in Indianapolis this year.

Fiske & Co., carriage manufacturers, among other improvements to their establishment, have put in an elevator and run it by electric power.

E. C. Atkins & Co. will this morning commence running ten hours. The payrolls show that the company now employs over three hundred men.

Hetherington & Berner are building for their own establishment a monster punch and shearer. Its weight is 12,000 pounds, and it will cut through a plate 1½ inch in thickness.

Hetherington & Berner have added to their establishment a boiler-shop. The building is 189 feet long by twenty-eight wide. New machinery has been placed in the old boiler-shop building.

The Sensitive-governor-works Company is preparing to manufacture dynamos and motors. Indianapolis is in a fair way to become a great center for the manufacture of electrical appliances.

Dean Brothers had one order last week from an extensive manufacturer in St. Paul, Minn., for eight pumps. Business, which for a few weeks with them has been rather quiet, is now active.

The National Starch Manufacturing Company last week contracted for three more large boilers. When in position the company will have in use ten boilers of an average of 180 horse-power each.

Cassidy, Carter & Co. is the name of a new manufacturing company which is to manufacture ornamental glass. Wright & Co. are putting in the shafting for the establishment and other needed machinery.

The Terre Haute Carriage and Buggy Company is to place its manufactures on this market. G. H. Shover is to represent the works. Mr. Shover has increased his storage room by taking in rooms 168 and 170 East Market street.

The Premier steel-works were obliged to suspend operations for part of last week owing to the breakage of a thirty-inch roll. They are getting things in readiness for the new blooming-mill which will be shipped from Philadelphia this week.

The Indiana Bicycle Company has increased its force to 410 men, and is turning out 50 per cent. more bicycles than at any time since they commenced operations, and they find it difficult to fill orders as promptly as they would like to.

The Indianapolis Harness-manufacturing Company is settled in its new building on McCrea street. Its present force of fifty men is to be increased by twenty-five. The company has built up an extensive trade in Texas and other Southwestern States.

A company which has been organized for the manufacture of veneerings on an extensive scale, has purchased two acres of ground from the L., N. A. & C. (Monon) Railroad Company near the point that the Monon crosses the Belt road north of the city.

Fletcher & Thomas have in the last two days received telegrams ordering large Quaker brick-making machines, engines, etc., for plants in Valejo, Cal., and San Francisco, and one for Little Rock, Ark. Such contracts help several manufacturing interests here.

Another bicycle manufacturing company has been organized, the Novelty Bicycle Company, which has leased the three-story building on North Delaware street, just above Ohio street, to manufacture in. The Jenny Motor Company is building a twenty-horse-power motor to run the plant.

The Van Camp Canning Company is rapidly getting things in shape to resume operations. The new engine-house, 32x22 feet, and the boiler-house, 50x50, will be completed this week, and the new engine and boilers will be put in place as soon as possible, as it is the intention of the company, in 1892, to manufacture more goods than in any former year.

The Malleable iron-works, Haughville, is one of the most active industries in this section. The pay-rolls show that 642 men are employed at the establishment, and the works are kept so busy that there is no time to work up dissatisfaction among the hundreds of employes. This company is credited with paying better wages than any establishment of like character East or West, which accounts in a large measure for the harmonious relations between the management and employes.

An album series of seventeen photographs of scenes and incidents pertaining to the late strike were made by Mr. F. A. Hetherington with one of the magazine cameras that the firm of Hetherington & Hibben are manufacturing in this city. These pictures were the only successful ones made of these events, on account of the gloomy light of the past few days, which caused conditions unfavorable to the photographer. It is claimed by the makers of this camera that it will make shutter, or so-called instantaneous views, in less light than any other camera made. The lenses are made by Darlot, of Paris, expressly for this camera. The pictures are in great demand, and have been ordered by the Street-railway News, of Chicago, and Once a Week, of New York, which papers will reproduce them entire.

The Evans' Linseed Oil Company has had a very successful year. In the last crop year they have manufactured 6,000 barrels of oil, 6,000 tons of oil cake, and several hundred tons of oil-meal. It required 300,000 bushels of flaxseed to carry them through the year. Most of the oil they manufacture is sold in the home or near by markets, but the oil cake and meal is shipped all over the country. But a few years ago oil cake could not be sold in this country, foreign countries furnishing the market. Now its use has become so general in this country that but very little is exported.

At Nordyke & Marmon Company's is noted an activity not usual with mill-furnishers at this time of year, as the busy season in this line does not ordinarily open until later in the spring. Their shipments for the first week in March were uncommonly heavy and presage a season of unusual activity. Among the shipments the past week of special machinery for the manufacture of flour and fancy corn goods we mention those to Brookfield, Mo., Paris, Tex., Memphis, Mo., Lexington, Ky., Cristie, Va., St. Louis, Mo., Leon, Mexico, and a line of machinery for manufacturing foundry facings to Chicago. Many of their customers come to the factory and place their orders after examining the machinery in course of construction. They come from all parts of the country, and it is no uncommon occurrence to hear a discussion upon the relative merits of spring and winter wheat-milling between representatives of the two widely-separated sections which make different systems necessary, and who have met here for the common purpose of purchasing machinery, which is furnished by this company, to suit the different conditions incident to their locations.

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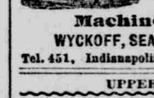

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