

MONEY FOR IMPROVEMENTS

Stockholders of the C. H. & D. Increase Its Capital Stock and Bonded Debt.

Several Millions to be Spent in Improving Terminals and Acquiring New Lines - Train Changes on the Big Four.

C. W. Fairbanks, one of the stockholders and general solicitor of the Cincinnati, Hamilton & Dayton road, went to Cincinnati, yesterday, to attend the special meeting called to vote on the increasing of the capital stock and bonded debt of the company. It was a called meeting of the stockholders for the purpose of voting upon the subject of increasing the capital stock of the company by the addition of 40,000 shares of common stock of the par value of \$100 per share, "for the purpose," as the official stated, "of constructing a second additional track, extending its line or constructing branches, increasing its machinery, rolling stock, depots, and for the purpose of paying off any unfunded or floating debt, or for either or all the purposes aforesaid." Also, for the purpose of voting on the subject of authorizing the issue of \$5,000,000 of five-per-cent general mortgage gold bonds, running fifty years, and the execution of a mortgage to secure them. Both propositions were ratified. What will be done with the funds thus obtained is not clear as the purpose, as given in the call, allows a wide latitude in its expenditure. One projected improvement is the building of a center branch at Cincinnati, with an elevated approach. In financial circles a good deal of interest is felt in the action taken yesterday, as it is believed that a considerable sum of money so raised will be expended in acquiring new lines as well as improving terminals and recently acquired roads. The increased bonded debt does not bond the road as heavily as a majority of the Ohio roads and most of the Indiana roads, yet there is a feeling that the C. H. & D. is one of the best earning properties in the West, there is such a thing as overloading it with poor roads. Others believe that the roads recently acquired and those which rumor says the company will eventually acquire will develop as paying lines. The Dayton, Fort Wayne and Cincinnati and Dayton & Ironton have shown handsome increases in earnings in the few months the C. H. & D. has controlled and properly equipped them.

Another Wait from Chicago. The fact that east-bound shipments of grain from Chicago have fallen off until they are thousands of tons short of the volume that was moving at this time last year is regarded as a sure indication that the bulk of this traffic is going east by other gateways than Chicago. The Trunk-Line Association has authorized a rate of 15 cents per 100 pounds on grain by lake and rail from Chicago to the sea-board, as against the all-rail rate of 20 cents. Yet the report reached Chicago yesterday that the New York Central has made contracts for the transportation of grain by lake and rail from Chicago to the sea-board at a through rate of 7 1/2 cents per 100 pounds, which includes elevator charges at Buffalo and all terminal charges in New York city. Against the Chicago rate of 15 cents, the rate from Duluth should not be less than 17 1/2 cents, so that the new rate is regarded as a cut of 10 cents per 100 pounds.

Last week the east-bound shipments of dead freight from Chicago by all the railroads amounted to 5,500 tons, against 9,122 tons during the previous week, and 55,508 during the same period last year. The shipments of flour, grain and provisions from Chicago to the sea-board by the roads in the Central Traffic Association aggregated 18,512 tons, against 20,179 for the preceding week, a decrease of 1,667 tons, and against 27,281 for the corresponding week last year, a decrease of 8,769 tons. The business was divided among the several roads as follows: Vanderbilt, 41 per cent; Pennsylvania lines, 35; Chicago & Grand Trunk, 14; B. & O., 11.

Improving the Big Four Train Service. On Sunday next the Big Four will make several radical changes in the running of its express trains and put on two new trains, running solid between Cincinnati and St. Louis in both directions. The train will leave Cincinnati for St. Louis at 6:40 P. M.; reach Indianapolis at 9:50 P. M., and leave for St. Louis at 10 P. M. The Chicago express will run as it now does, leaving Indianapolis at 11:15 A. M., now Chicago. Coming east, Train 13 will leave St. Louis at 7:55 P. M., leave Indianapolis at 8 A. M., and reach Cincinnati at 7 A. M. Train 10 will leave St. Louis at 8:45 P. M.; reach Indianapolis at 4:45 A. M., and leave at 5 A. M., reaching Cleveland at 2 P. M. Commencing with Sunday next this train will run via Anderson, Muncie, Union and Galion, as formerly. The Peoria & Eastern train from St. Louis will be changed to run via Anderson, Muncie, Union and Galion, as formerly. The Peoria & Eastern train from St. Louis will be changed to run via Anderson, Muncie, Union and Galion, as formerly. The Peoria & Eastern train from St. Louis will be changed to run via Anderson, Muncie, Union and Galion, as formerly.

The Pennsylvania's New Equipment. E. B. Wall, superintendent of motive power and rolling-stock of the Pennsylvania lines west of Pittsburgh, was in the city yesterday. In conversation he stated that seventy-five new locomotives would be built this year. These will be equally divided between the northwestern and southwestern systems. For the southwestern system twelve have already been received, seven modified class "O" passenger engines and five class "R" freight engines. Orders have been issued to build fifty passenger coaches for the Cincinnati and twenty-five at the Altoona shops, for the lines west of Pittsburgh, and a contract for fifty passenger coaches will be placed this morning with the specifications. All are to be of the best Pennsylvania standard.

Cut Passenger Rates. No little excitement existed yesterday in Northwestern passenger circles over the report that heavy cuts are being made by lines east of Chicago in rates to the Republican national convention at Minneapolis. To make matters worse, another report was started to the effect that one of the lines between Chicago and Minneapolis had contracted for certain delegations at \$6.50 per passenger for the round trip. This is \$5 lower than the agreed rate. It is not known how much this reduction is borne by the Northwestern line, but in all probability a considerable proportion of it falls upon its Eastern connections, considering that the demoralization began in the territory east of Chicago.

Personal, Local and General Notes. The Chicago & Rock Island yesterday opened its Red-river extension as far south as Chekasa. The use of car stoves on Ohio roads is prohibited, under a law recently enacted, after Sept. 1, 1892. The Columbus & Hooking Valley road earned in April \$280,353.40, an increase of \$7,341.98 over April, 1891. J. J. Fletcher, general freight agent of the Kansas City, Fort Scott & Grand, has been stopping a day or two with friends in this city. John Mitchell, passenger conductor on the Santa Fe line, is spending a day or two with his brother, Judge James Mitchell, of this city.

The Superintendents' Association of Indianapolis will hold its regular monthly meeting to-morrow in the office of D. F. Whitcomb. The Wagner and American Fish Car Company, of this city, has appointed J. J. Eames the company's representative in Chicago. Thus far this year over eight

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The sentiment met with general approval, and was indorsed in remarks by President Kennedy. W. A. J. Ross, Henry Gale and others. The only objection urged was that the members are already wearing so many badges that a place could not be found for another. The trustees made a report showing that the union might retain the present quarters on consideration that all smoking be prohibited and the cuspidors used for the use of the members are already wearing so many badges that a place could not be found for another. The trustees made a report showing that the union might retain the present quarters on consideration that all smoking be prohibited and the cuspidors used for the use of the members are already wearing so many badges that a place could not be found for another.

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Will Aid the Cigar-Makers. At the regular meeting of the Journeymen Tailors' Union last night it was resolved to sustain the cigar-makers in any reasonable demand on their bosses, and it was further resolved to support them financially.

Roberts Park Revival Meetings. A genuine revival of religion is in progress at Roberts Park M. E. Church, conducted by Evangelist George W. Willis, of Cleveland. The meetings are a union effort between Roberts Park and the Friends' Church, where Mr. Willis began and continued until the attendance was large and the interest very marked. The singing was in charge of the Alliance, and was full of animation and spirit. The sermon was from the text, Hebrews, vi, 16: "Let us come boldly to the throne of grace that we may find mercy and find grace in time of need." The sermon held the audience in chained attention, and at its close a number came to the altar, some of whom were converted. One lady was converted in the audience.

REAL-ESTATE TRANSFERS. Sixteen Transfers, with a Total Consideration of \$32,671. Instruments filed for record in the recorder's office of Marion county, Indiana, for the twenty-four hours ending at 5 P. M., May 9, 1892, as furnished by Elliott & Butler, abstractors of titles, Hartford Block, No. 84 East Market Street. Edson F. Folsom to David Zeph, lot 15, in section 2 of Martindale & Elmer's addition, \$500.00. John M. Bohmie and wife to Christian A. and Charles H. Schrader, part of lot 4, in square 61, \$10,000.00. Elijah B. Martindale and wife to Alonzo Powell et al., lot 4, in square 61, \$1,000.00. Charles Martindale, trustee, to James R. Murray, lot 5, in Jackson Park addition, \$300.00. Charles Martindale, trustee, to James R. Murray, lot 5, in Jackson Park addition, \$300.00. Thomas M. Butterfield and wife to Elmer S. Pike and wife, lot 8, in block 3, in Caven & Rockwood's Woodlawn addition, \$1,500.00. John B. Martindale, lot 5, in Rose's subdivision of square 2, in Drake's addition, \$3,500.00. E. Laycock et al., lot 4, in the Indianapolis & Cincinnati Railroad Company's subdivision of outlet 90, \$2,250.00. Julius A. Hanson and wife to Felix W. Miller et al., lot 12, in McKernan & Pierce's subdivision of Henderson's addition, \$1.00. Robert Murray, lot 5, in Jackson Park north half of lot 7, in Ruddle's subdivision of square 22, in Johnson's subdivision of square 22, in Johnson's addition, \$3,800.00. William F. Burns and wife to Archimedes J. Burns, the south half of lot 7, in Ruddle's subdivision of square 22, in Johnson's addition, \$3,800.00. John B. Martindale and wife to Elmer S. Pike and wife, lot 8, in block 3, in Caven & Rockwood's Woodlawn addition, \$1,500.00. Joseph H. Clark et al. to Lewis H. Baldwin, lot 62, in Clark's third addition, \$400.00. John B. Martindale and wife to Elmer S. Pike and wife, lot 8, in block 3, in Caven & Rockwood's Woodlawn addition, \$1,500.00. Matt B. Hedges to George E. Hedges, lots 21 to 32, in block 3; lots 8 to 15, in block 4; lots 21 to 27, in block 5, and lot 1, in block 10, in Braden's Riverside addition, \$420.00. Conveyances, 16; consideration, \$32,671.00. "History Repeats Itself." And so does Hood's Sarsaparilla in the monthly cure it affords for skin complaints. If you will give this medicine a fair trial it will do you good. Hood's Pills act easily yet efficiently.

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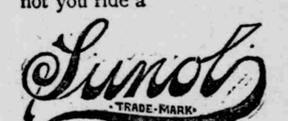
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DR. C. L. FLETCHER, RESIDENCE - 570 North Meridian Street. OFFICE - 308 South Meridian street. Office hours, 9 to 10 a. m., 2 to 4 p. m., 7 to 8 p. m. Telephone - Office 907. Residence 427.

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