

THE I. L. & C. WILL BE BUILT

President Talbott Says the Line Has Been Located, Except Within the City.

Two Routes Surveyed from North Indianapolis to the Union Station—Meetings of Western Traffic Associations.

President Talbott, of the Indianapolis, Logansport & Chicago road, says there is no longer a question as to this line being built. It is located practically to within three miles of the Union Station.

For this distance it is not definitely settled as to what line will be utilized. One line, as surveyed, after reaching the Belt road, follows the Belt from North Indianapolis for about a mile, then bears toward the Fall creek mill-race, and follows that down to the old Landers pork-house, and then takes the Cape Horn road, as it is called, to a connection with the Union tracks.

Another line from North Indianapolis bears a little to the east, coming in just east of the Schoutzen Park, then across the bottom to Fall creek mill-race. The first-named line would doubtless be chosen but for the fact that the company of the Big Four, as it would come between the Big Four track, or the portion of the Belt road which the Big Four controls, and several industries which are to be located on the Big Four north of Houghville; consequently, if possible, without increasing the expense, the second line will be selected.

It has been suggested that the new company make an arrangement for track service over the Big Four line after reaching North Indianapolis, as a customary has become for railroad companies to enter into such an arrangement. Although the officers of the new company deny that they have any such intention, the Vandalia is behind the enterprise, a belief prevails that one of the companies named expects to utilize the road after completion, and several industries which entrance into Indianapolis would be desirable.

Traffic Association Meetings. When the special meeting of the Western Passenger Association convened at Chicago yesterday it was found that some of the members were opposed to proceeding with the business of electing a new chairman until it was known what the Transmissouri Association intended to do.

The Transmissouri was in session in the adjoining room, having met to consider the proposition to separate its passenger and freight departments and consolidate them, respectively, with the Western Passenger and Western Freight associations. The result of this meeting was likely to have an important influence in the selection of a successor to W. W. Finley, the Western Passenger Association decided to adjourn without action to-day, inasmuch as it might proceed more intelligently with the work before it.

Soon after the Transmissouri Association was called to order, J. H. Crawford, in his resignation as chairman. This, of course, was not unexpected, since the failure of the Western Traffic Association to re-elect Mr. Smith as a member of the board of commissioners made this step practically unavoidable. The resignation was formally accepted, and a resolution adopted placing the affairs of the association in the hands of Secretary McFadden until such time as the vacancy could be filled. Taking up the question of the Western Traffic Association, a majority of the members voted against the proposition. They were not in favor of separating the passenger and freight departments, and without such a separation it was conceded that the proposed consolidation would be impracticable.

The effect of this action, therefore, was to forestall the movement to merge the Transmissouri Association into those occupying the territory east of the Missouri river. The question was then taken up for discussion, and the meeting adjourned. It is well understood that this means the election of J. N. Fathorne as chairman of the Transmissouri Association. It has been decided to amalgamate the passenger departments with the Western Passenger Association. Mr. Fathorne was in all probability the best man for both. As it is the Western Passenger Association must look further for a chairman, and Chairman Fathorne's election is limited to the present boundaries of the Western Freight Association.

A Shipper and His Clerk in Trouble. A sensation was sprung in the railroad world at Omaha yesterday by the Interstate-commerce Commission causing the arrest of Daniel Farrell, jr., a prominent jobber, and his chief clerk, Edward H. Sharp, on a federal grand jury indictment, charging them with a violation of the interstate-commerce law. The firm recently shipped a car-load of jellies and syrups to Lake City, Minn., by means of a deal with an inspector of the Western Railway Weighing Association the rate was manipulated, the inspector receiving a bribe of \$200. The car was loaded with twenty-five thousand pounds of jellies and seven thousand pounds of syrups, and was billed as syrups, effecting a saving of \$200 to the shipper. The car went through the scales at Lake City, and the inspector by means of a deal with an inspector of the Western Railway Weighing Association the rate was manipulated, the inspector receiving a bribe of \$200. The car was loaded with twenty-five thousand pounds of jellies and seven thousand pounds of syrups, and was billed as syrups, effecting a saving of \$200 to the shipper.

New Railroad Crossing Tested. A special train loaded with railroad and newspaper men went from Chicago to Hanna, Ind., yesterday, to inspect and test a continuous rail crossing put in by the Fontaine Crossing Company, of Detroit, where the main line of the Pennsylvania Company intersects with the Chicago & West Michigan road. The Fontaine crossing is a device destined to supersede the open crossing, giving a continuous rail in every direction and doing away with the jolt and jar of the ordinary crossing. The special train passed over the crossing at Hanna at a high rate of speed without a perceptible jar, and even the experienced railroad men on board were not aware that they had gone over it until the interlocking tower was passed. Afterward the party saw the crossing in operation, and it was found that it would work as well as long as the stock rail and can be renewed in less than an hour without interruption to traffic, and at a cost of less than \$25.

Announced by Petty Persecution. "Managers of important roads," said an attorney of one of the large systems, "are much tried by the petty systematic persecution of local attorneys who make it their business to drum up suits against railway corporations, based on the slightest possible claims, and to further annoy the company, exact bonds disproportionately large to the amount of damages which could possibly be recovered." The attorney then cited a case in which a \$10,000 bond was required by the court, which was settled without coming to trial for \$250. Another case was mentioned in which the pay-roll of a company was garnished in an express company's office, and in consequence the employees kept out of their pay for a couple of days, the lawyer well knowing that if given proper time the company would furnish any bond required; but, said the railroad attorney, "to do the business of the company, and not to have any annoyed the railroad company to an extent to gratify the petty lawyer and his client."

Personal, Local and General Notes. J. Q. Vanwinkle, general superintendent of the St. Louis railway terminals, spent yesterday in the city. The Erie road in April earned, \$2,492,255; increased over April, 1891, \$261,308. The road earned, net, \$209,102; increase this year, \$75,045. Since Oct. 1 the road is ahead of the corresponding period last year, gross earnings, \$1,275,848; net earnings, \$127,704.

Charles Curtis, who represents the Vandalia in the Southwest, with headquarters at Dallas, Tex., was in the city, yesterday, en route East.

The Kentucky & Indiana Bridge Company expects to have the wooden trestles replaced with steel by July 1, and the heaviest locomotives can then run over the bridge without danger.

W. J. Beckley, who represents the Chicago, St. Paul & Kansas City road, is in the city on official business. He says that after this road expects to get more business out of this territory.

Owing to an accident to the dining car run on the Chicago & Eastern Illinois road service could not be given on Monday, and the train arriving at Danville every passenger was invited to leave the train and get a good breakfast, the company paying the expense.

Despite the unfavorable weather, the Big Four lines are carrying a large amount of business. The official report shows that on the Big Four system on Saturday last 6,045 cars were handled, of which 4,621 were loaded, and on the same day several divisions handled 22,377 passengers.

A. Stewart, general live-stock agent of the Big Four line in the city. He says that the old Bee-line division of the Big Four has again reacted, the result being live stock, hauling the business over the old Bee-line instead of via Springfield, O., thereby effecting the traffic.

The Louisville New Albany & Chicago management expect to soon be hauling 100 car-loads of stone from the Bedford quarries daily northward. The company is now receiving its new flat cars at the rate of fifteen a day, and will be ready to shape to handle all the stone traffic offered.

R. C. Houston, general claim agent of the Union, has resigned, to take effect June 1. He has been with the company six years, and has proven a loyal and valuable man. His duties will hereafter be performed in part by Captain Jack, of this office, and in part will devolve on the legal department.

As an alleged boycott against the Pennsylvania line is on, more than usual interest has been taken in the results of May business. George Reeb, general agent of the outside ticket office, footed up the receipts from sales of tickets at both offices for the month, and they amounted to \$11,868, an increase over May, 1891, of \$2,442.

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RESIDENTS OF INDIANA AND ILLINOIS Whose Claims Have Been Allowed.

Original—Jacob Herman, Isaac L. Sabin, Michael Sheely, Lamb D. Wolfe, Charles Eliau, Wm. G. Hillock, Charles Collins, Seth Stratton, Leonard Taylor, Brian Smith, Edward Wade, John Burkhardt, John W. Garner, John Davenport, John C. Royburn, Wilhelm T. Schaefer, William W. Zuehlke, Elmon E. Johnson, William A. Early, Michael Heiman, Wm. McIntire, Additional—Franklin Soper, George J. Newson, Joseph W. Hixley, Calvin Reed, John A. Barkas, William Jenkings, Supplemental—William H. Plevy, increase—Gibson, James N., Calhoun, John L. Elliott, Charles Larimore, John J. Eddies, John Schmitt, William H. Shover, Albert J. Abbott, John J. Brewer, Thomas J. Milburn, George Phillips, William B. Kimball, William Bolton, increase—Samuel Flowers, Anton Miller, William W. Tucker, Robert Neill, Reissue—Edwin Ashby, Charles E. Hanson, Henry L. Clapp, Lewis W. Jester, Original widow—Sarah J. Iard.

Original—Reuben Richardson, Chas. Phillips, John Powers, Richard Warner, Thomas Neary, Wm. F. Peters, Henry J. Chittenden, Hansbald F. Lewis, Christian Mueller, Alice McCruder, John H. Hamilton, Andrew D. Howell, Geo. Ahlman, Erasmus Fuller, Wm. T. Sorrell, Geo. Elms, Samuel W. Wells, John Volker, Richard Taylor, Pardon L. Kimball, William Metz, Additional—Francis B. Henderson, Elmer J. Newkirk, Albert Harvey, Lewis F. Beck, George W. Acklan, Israel Lingo, John B. Krumer, Rolandus O. Longnecker, Reissue—John W. Increase, William A. Holt, increase—Samuel Flowers, Anton Miller, William W. Tucker, Robert Neill, Reissue—Edwin Ashby, Charles E. Hanson, Henry L. Clapp, Lewis W. Jester, Original widow—Sarah J. Iard.

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DR. H. HADLEY, Office, 130 N. Delaware St.

DR. SARAH STOCKTON, 227 North Delaware Street.

DR. C. L. FLETCHER, Office, 270 N. Delaware St.

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Original—Jacob Herman, Isaac L. Sabin, Michael Sheely, Lamb D. Wolfe, Charles Eliau, Wm. G. Hillock, Charles Collins, Seth Stratton, Leonard Taylor, Brian Smith, Edward Wade, John Burkhardt, John W. Garner, John Davenport, John C. Royburn, Wilhelm T. Schaefer, William W. Zuehlke, Elmon E. Johnson, William A. Early, Michael Heiman, Wm. McIntire, Additional—Franklin Soper, George J. Newson, Joseph W. Hixley, Calvin Reed, John A. Barkas, William Jenkings, Supplemental—William H. Plev