HAS A HARD ROAD TO TRAVEL

The Old Midland No Sooner Out of One Trouble than It Falls in Another.

Boone County Officers Seize a Released Engine for Debt and Chain It to the Rails—L., R. & C. Conference Held Yesterday.

Henry Crawford's Chicago & Southeastern railway is again tied up. One week ago the Boone Circuit Court placed the road under the control of Empson T. Lane, of Lebanon, as receiver, to satisfy judgments and delinquent taxes that the management had been unable to pay. Mr. Lane, in this time, had the road in fair shape to pay out the indebtedness in a short time, the trains were running on time, and the road regained the confidence of the business men which Crawford's control had lost years ago, but a bond for $50,000 was filed in the Supreme Court this morning, and its approval authorized the receiver to deliver up the property to Crawford. No sooner was this done than the Boone county treasurer levied on two of the four engines in service, and chained them to the track. After the first engine was secured by the deputy treasurer the company tried to run the other through town and get away. The locomotive was coming, with the president's car in the train, at about twenty miles an hour, when the track was blocked at the intersection with the Big Four road. The engineer barely stopped the train in time to escape its being ditched. The treasurer now has deputies awaiting the arrival of the remaining two engines, when they will be seized and held until payment is made.

Hard to Divert Business from an Old Line.

"Did you ever notice how difficult it is," said an old railway man, "to draw business from an old-established road to some new line or some newly-established route? This was illustrated with the Big Four consolidation, in the case of the old Bee-line, when an effort was made to divert the business east-and-west bound via another route—the Peoria & Eastern, via Springfield, O—but it didn't work, and proved a losing game all round. Before the consolidation no road in the country hauled more live stock, and its fast-freight lines outdid all others in volume of business, but, when an effort was made to change the routing, the business fell off in a manner to create alarm with some of the officials. Not only the citizens on the old Bee-line but Eastern and Western connections raised such a howl that the Big Four management abandoned the idea of building up the Peoria & Eastern at the expense of the Bee-line, and in the few months the old order of things has been re-established the business on the Bee-line has reached proportions never before attained. Of course, this is in some measure due to the remarkable increase in business at Anderson, Muncie and other new manufacturing towns on the line, but under the attempted change of routing even these industries were crippled. The Vandalia is another instance. The St. Louis division of the Big Four is in every way equal to that of the Vandalia in comfort and convenience, still the old-time traveler will take the Vandalia, and the hope of the Big Four's Louisville division comes from its own connections and the new travel which every year brings out. That new business is apt to go to a new line is evidenced in the case of the Cincinnati, Hamilton & Dayton. Here both roads have the best of track, good equipment, and make fast time, but every one knows that but for the activity of the C., H. & D. representatives it would not carry near its share of business against the Big Four to Cincinnati."

The reporter asked, "How about the new Monon?"

"They do a good business," said the railroader, "but you know as well as I do that it is largely on mileage books. Then, there is an impression abroad, despite the denials by General Passenger Agent Barker, that this road is not a stickler for full rates, and naturally the seeker after low rates goes to the Monon to see what truth there is in such reports, and you seldom see a man come out of a Monon office without his ticket. That the Monon, for a new road, gets a big business, all will admit. It has men looking for business who usually know where it is to be found."

The Santa Fe in a Tight Place.

Chairman Caldwell, of the Western Passenger Association, has decided that the Atchison road has no right to make a $12 rate from Chicago to Denver and return on account of the Knights Templars' conclave. The grounds of justification presented by the Atchison were that the Chicago & Alton had contracted to carry a commandery at Kalamazoo and another from Batavia, N. Y., at the rate of $12. A representative of the Alton said his company secured the Kalamazoo commandery on a pled ge of one fare for the round trip, or as much lower rate as any competing line west of Chicago might openly adopt. Recently, through a misunderstanding, this commandery sent out a printed circular announcing a rate of $12 by way of the Alton and the Union Pacific. It was proven that this circular was unauthorized, and at the request of the Alton people had been withdrawn. Regarding the Batavia commandery it was shown that the Alton's contract with it was not closed until last Saturday, after the Atchison had declared that the twelve-dollar-rate would be put into effect. A committee of representatives of rival lines was appointed to make application to Chairman Caldwell for an order affording relief as against the $12 rate of the Atchison. It is claimed that the Santa Fe $12 tickets are already on sale, and that some of them have been bought. If the chairman is sustained the Atchison will be forced to get out of the association or turn over to the body the total revenue derived from the business done at the $12 rate. The latter alternative would involve a forfeiture of not less than $100,000.

No Definite Action Taken.

Messrs. Del'auw, Coen, Patrick and others interested in the building of the Indianapolis, Rockport & Chattanoogo road were in conference at the Denison House yesterday for a couple of hours. D. P. Erwin, president of the company, was unable to get home from the East in time to attend the meeting, for which reason no definite action was taken, but the time was occupied in discussing the phases of the situation and what could be done to get the citizens of Indianapolis more interested in the enterprise. Mr. Patrick is very enthusiastic, and is confident the road will be built, the prospects brightening daily. The DePauws are not disposed to commit themselves on paper regarding the building of the road, but Mr. Patrick says they are all right. So far as securing right of way, subsidies and enthusiasm along the line, Mr. Patrick says matters could not be improved on. There is still a belief that the Chicago & Eastern Illinois will build from Terre Haute or Brazil to Louisville via Mitchell, making the south end of the projected L., R. & C. road one of its southern feeders. Most of the subsidies were voted with the understanding that the road was to be built through to Indianapolis.

The Break in Freight Rates.

The reduction in east-bound freight rates made by the Vandalia is creating a good deal of comment. "The fact is," said a freight man, "Horace Hibbard has become tired of seeing the Wabash, the Toledo, St. Louis & Kansas City and the Big Four taking the bulk of the sixth-class business, and the Vandalia dropping behind in tonage, and having satisfied himself that there was some shading of rates going on, he knocked the bottom out." The trunk lines, it is claimed, excepting the Baltimore & Ohio, have declined to share in the rate made by the Vandalia, but that the rate will be made effective is evidenced by the large number of empty cars ordered the last day or two from the Cincinnati, Hamilton & Dayton, the connecting link of the Vandalia and the Baltimore & Ohio. two hundred cars going west yesterday. Those acquainted with the situation say that Mr. Hibbard cannot be blamed for taking the steps he has. It seemed the only way that he could protect the Vandalia in its business.

Will Restore East-Bound Rates.

A meeting of the passenger agents of all the railway lines running from Cincinnati to the Atlantic seaboard was held there yesterday to adjust passenger rates. It was unanimously agreed to restore to the regular tariff all east-bound passenger rates, to take effect Thursday, July 28. An agreement was reached to clear the market from all reduced-rate east-bound tickets now in the hands of ticket-brokers.

Slow to Divert Freight.

Last month the commissioners of the Western Traffic Association issued an order to several roads to divert certain amounts of freight to the Rock Island. The Burlington has turned over to the Rock Island traffic amounting to $8,000 in revenue. The Missouri Pacific refused to obey the order, and the Atchison refuses to divert any more of its freight because of the attitude of the Missouri Pacific.

Personal, Local and General Notes.

J. J. Byrne's title will be contracting agent of the Nickel-plate fast-freight line at Indianapolis.

W. S. Roney, auditor of the Vandalia, passed through the city yesterday, eastward, on his vacation.

General Manager Barnard, of the Peoria & Eastern, who has been absent for several days, is expected home this evening.

P. A. Lynn, formerly of this city, now representing one of the Northwestern lines in Pittsburg, is visiting in the city for a day or two.

Harry King, passenger conductor on the Pennsylvania, has arranged for a month's vacation and will leave on Sunday for Portsmouth, N. H.

The net earnings of the Lake Erie & Western for May were $101,910; increase over May, 1891, $10,817. Since Jan. 1 the net earnings of the L. E. & W. were $557,550; increase this year, $58,089.

The Illinois Central company is pushing the work of elevating its tracks in the city of Chicago. The Monon is hauling large quantities of Bedford stone for the abutments at crossings of streets.

The Pennsylvania Company has issued a handsome invitation to the delegates who attend the annual meeting of the National Association of Ticket Agents, which convenes in Philadelphia, Sept. 14.

A good deal of money is being expended on the Indianapolis & Vincennes road this season in constructing stone waterways in place of wooden structures. The work done is of a very substantial character.

R. W. Davis has been appointed general freight agent and E. C. Lapey general passenger agent of the Buffalo, Rochester & Pittsburg road. Mr. Davis began ten years ago on this road as a train-dispatcher.

The Indianapolis lines are now bringing in from 250 to 300 car-loads of wheat a day, about 33 per cent. of which stops at Indianapolis. The bulk of that stopping here comes from southern Indiana and southern Illinois.

Stone traffic from the Bedford and other oolitic quarries on the I. & V. and the Monon is almost at a standstill, as the quarrymen have been obliged to quit work, so intense did the heat in the quarries become the last few days.

The Pennsylvania is preparing to ventilate its tunnel at Baltimore by fans driven by electric motors. The plant will include an engine, four boilers, generator and the necessary electrical apparatus. The plant will not only ventilate but will light the tunnel.

The St. Charles car-works have considerably enlarged their plant in its passenger equipment department. The company is now building ten coaches for the Vandalia, and ten reclining chair cars for the Missouri Pacific and twelve coaches for the Wabash.

The Grand Rapids & Indiana road is making a good earning record this year, having, since Jan. 1, earned $1,660,632, an increase over earnings for the corresponding period of 1891 of $93,625 on the same mileage, which is a good exhibit for a north-and-south line.

The one series of excursions on Saturday night from Indianapolis to Chicago, at $3 for the round trip, by the roads in the Chicago and Ohio River Traffic Association is likely to suffice. On Monday every scalper in Chicago was offering the return part of these three-dollar tickets at $1, and one scalper dropped the price to 50 cents.

The Mackey lines are not holding their own this month. The Evansville & Terre Haute earned in the second week of July $25,302; a decrease, as compared with the corresponding week of 1891, of $2,837. The Peoria, Decatur & Evanville earned $14,597; decrease this year, $1,686. The Louisville, Evansville & St. Louis earned $26,034; decrease this year, $2,929. The Ohio & Mississippi earned in the second week in July $86,457, a decrease this year of $3,136. It should be borne in mind, however, that comparisons this year are made against weeks of 1891 in which earnings were good.

The Louisville, New Albany & Chicago last year added largely to its freight-car equipment and to its power, but its business is so much heavier this year that were as much more equipment purchased it could be used to advantage and would largely increase its present surprisingly large earnings. The freight business of the road is seemingly just beginning to develop. At nearly all important points on the line new industries are being established, and most of them prove to be industries which furnish a large tonnage of freights to this road. Through its connection with the Louisville Southern it secures a very handsome north-bound traffic, consisting of live stock, produce, grain and liquors from the Kentucky distilleries.

The board of directors of the Pennsylvania Company has ordered a general reorganization of the freight department of the Pittsburg, Cincinnati, Chicago & St. Louis road, creating a new position, that of freight traffic manager, which position, it is understood, is to be filled by William Stewart, and D. T. McCabe is to be made general freight agent, and on each division there is to be an assistant general freight agent, organizing the freight department on the same plan as is the passenger department. The circular announcing the reorganization, which takes effect Aug. 17, is quite lengthy, going into details as to the duties of each of the officials under the new titles. The headquarters of the freight traffic manager is to be Pittsburg, and of the general freight agent Columbus, O.

Only $3.75 to Chicago

Via the popular Monon route, the dining-car line.

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For a correct answer to any ONE word,	$20.00	For a correct answer to any SIX words,	$150.00
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For a correct answer to any FIVE words,	$125.00	For a correct answer to all of the TEN words,	$250.00

As SPECIAL GRAND REWARDS we will Pay in Cash:
For the FIRST correct answer to ALL of the entire Ten words, $5,000
For the SECOND correct answer to ALL of the entire Ten words, $3,000
For the THIRD correct answer to ALL of the entire Ten words, $2,000

Here are the Ten Word-Riddles—Can You Solve Any of Them?

1	B-rn--	A NAME MADE FAMILIAR BY GREAT ADVERTISING TO EVERY MAN, WOMAN AND CHILD WHO HAS EVER VISITED A CIRCUS.
2	-ea-ty	A CHARMING QUALITY WHEN POSSESSED BY WOMEN, THAT ATTRACTS THE ADMIRATION AND OFTEN WINS THE LOVE OF MEN.
3	Bl---e	WAS NOT CONSIDERED DESIRABLE AT THE MINNEAPOLIS NATIONAL REPUBLICAN CONVENTION BY A MAJORITY OF THE DELEGATES.
4	-le------	SERVED TO DEFEAT JAMES G. BLAINE FOR THE PRESIDENCY IN 1884.
5	-ol---	THAT WHICH YOU CAN SECURE TO THE AMOUNT OF $5,000 IF YOU WIN THE FIRST PRIZE HEREIN OFFERED.
6	-r-ss	THAT WHICH WOMEN KNOW HOW TO WEAR TO BETTER ADVANTAGE THAN MOST MEN.
7	-i-ht	SOMETHING WHICH JOHN L. SULLIVAN, CORBETT, JACKSON, SLAVIN AND OTHER BIG PUGILISTS EXCEL IN.
8	-ar-i--n	OCCUPIES THE MOST RESPONSIBLE AND FOREMOST POSITION CONNECTED WITH THE GOVERNMENT AND PROTECTION OF THE PEOPLE AGAINST FOREIGN OR HOSTILE NATIONS.
9	-ict--e	THAT WHICH PLEASES OR SATISFIES THE EYE, AND WHICH, IF ARTISTICALLY EXECUTED, ATTRACTS THE ATTENTION AND EXCITES THE ADMIRATION OF LOVERS OF THE BEAUTIFUL.
10	Qu-e-Vic-----	PROBABLY CONSIDERED OF GREATER CONSEQUENCE AND MORE SOUGHT AFTER BY THE IDLE, EXCLUSIVE AND TITLED ENGLISH NOBILITY THAN BY THE AVERAGE BUSY, HUSTLING AMERICAN.

Explanation. Each dash appearing in the partially spelled words indicates the absence of a certain letter, and when the proper letters are supplied the original word selected to form each Riddle will be found complete. EXAMPLE: H—r—e, something every farmer should possess. In this case the omitted letters are o and s, and when properly inserted the completed word is HORSE.

REWARDS paid in cash the VERY DAY any answer is found to be correct.

Each answer will be numbered as received, to be examined in the order of its number, and when found correct a New York Certified Bank Check for the full amount of whatever reward such correct answer secures will be sent the VERY DAY the award is made.

REMEMBER If you only solve one word you will receive $20 in Cash; you are not confined to any particular word—any one of the entire ten will bring you a $20 cash reward—while if you are bright enough to solve more than one your reward will be increased in proportion from $50 to $250. Also remember that you do not have to be first, or last with your answer. EVERY correct answer for even a single word wins a splendid cash reward.

The Only Condition. The object of this extraordinary offer is, of course, to secure Subscribers at once and in large numbers. We therefore require that 50 cents for a year's subscription to some one of our papers shall be remitted with every answer. We publish four great papers: The American Fireside, The American Homestead, The American Household Journal, and The American Cottage Home. Name your choice of any one of the four—they are all the same price, 50c. a year. If you send answers to more than one word you must send a separate name and 50c. for every word you answer. Thus, if you send answers to two words, send an extra name besides your own and $1, and so on—one name and 50c. for a year's subscription for each word you answer. The total amount of cash rewards that you receive for correct answers can be divided pro rata among the list, or you can keep it all, just as you arrange between yourself and those whose names you send. In every case we will pay the full amount of the reward for correct answers to the person who sends the names.

Don't send answers without subscriptions—they will receive no attention and cannot possibly win a reward even if correct.

Protection. As a means to guard against even an appearance of irregularity or collusion, a copy of the original ten words selected to make up the above Word-Riddles is deposited with Mr. C. P. SMITH, Superintendent of the Jersey City Police Department, under seal, to be opened December 31, 1892, in the presence of witnesses, after this contest closes. The complete list will be printed in full in the January issues of our four papers, so that all who have not received rewards for correct answers will know wherein they failed. This method of protection is due to all concerned, and absolutely prevents everything that is not wholly honest and fair to every subscriber.

DESIGNATE THE WORDS YOU ANSWER BY THEIR NUMBERS, and be wise and send your answer at once.

Address all letters and make all remittances payable to the Treasurer of the American Publishing Co., as follows:

Hon. J. F. KELLY, Treas., 214 Washington Street, Jersey City, N. J.

COPY OF STATEMENT OF THE CONDITION

—OF THE—

TRAVELERS INSURANCE COMPA'Y

On the 30th day of June, 1892.

Located at Hartford, Connecticut.

The amount of its capital stock is	$1,000,000
The amount of its capital stock paid up is	1,000,000

THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

Cash on hand and in bank	$609,607.10
Real estate unincumbered	1,318,304.93
Bonds and stocks owned by the company, bearing interest at the rate of — per cent., as per schedule filed, market value	7,625,112.78
Loans on bond and mortgage, being first lien on unincumbered real estate, worth double the amount loaned	3,064,716.97
Loans on collateral security	1,104,568.00
Unpaid and deferred life premiums	354,512.14
Interest on real estate loans, accrued but not due	61,749.63
Total assets	$14,138,571.55

LIABILITIES.

Losses unadjusted	$157,924.73
Losses in suspense, waiting for further proof	95,450.00
All other claims against the company	10,000.00
Amount necessary to reinsure outstanding risks	11,463,761.16
Total liabilities	$11,727,135.8

The greatest amount in any one risk, $30,000.

State of Indiana, Office of Auditor of State:

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1892, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 18th day of July, 1892. J. O. HENDERSON, Auditor of State.

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