

BUSINESS OF THE RAILWAYS

Freight Traffic Not So Heavy Last Week as in the Previous Seven Days.

Increase in Shipments of Produce, Fruits and Provisions - The Grand Trunk and the Reading Alliance.

The train records show that 179 forward loaded cars were received and forwarded at Indianapolis in the week ending June 24 than in the week ending June 17, but when compared with preceding years it will be noticed that the loaded car movement this year is much heavier, it being this year 870 loaded cars in excess of the movement of the corresponding week in 1892; as compared with 1891 it was 1,876 larger, and 900 in excess of 1890. The east-bound tonnage continues to increase, all lines being benefited, the improvement being noticeable more largely in export business. Shipments of grain to New York and New England points are on the increase. Shipments of produce, fruits and provisions are heavier than usual, and more live stock for Eastern markets and for export is going forward. West-bound traffic averages well with former years, although the shipments of high-class freights are the lightest in June of any month of the year, and the dullness of the iron industry is beginning to lessen the tonnage of lower-class freights. Shipments of harvesting implements are an important feature of both through and local business. One thing which affects through business west-bound, especially in this territory, is the general use of natural gas. In former years, when freight traffic westward was light, as in June, 1892, and shipments of anthracite coal were heavy, dealers stocking up when favorable rates could be arranged. The business falls short of the usual June volume in that respect, but the decline will be more noticeable were it not for the extensive street improvements in progress, the material for which much shipped in recent months. The tonnage of building material has fallen off, and this affects the north-and-south lines. The dullness with manufacturers depresses their shipments, but the inbound shipments of iron, steel and grain are much heavier than in June last year, and so far as is concerned, heavier than in any one of the last eight years. The business, when the sum up on the business, are very well satisfied and look for more, rather than less business, as the season advances. Below is given the tonnage of goods received and forwarded at this point for the week ending June 24, as compared with the corresponding weeks of the preceding two years:

Table with columns: Name of Road, 1891, 1892, 1893. Rows include L. N. & C., A. & C., C. & D., Penna. lines, Peoria & Eastern, Big Four, and Vandalia.

The Grand Trunk and Reading Alliance. A Montreal dispatch says: "L. J. Sargent, general manager of the Grand Trunk, has confirmed the story of the alliance between the Grand Trunk and the Reading system. For details he referred to J. Burton, general manager of the freight and traffic department. The latter said: 'It is true that we have formed an alliance with Reading, which we hope will greatly benefit both systems. We have long desired to have a direct rail route to New York under our own control. The new arrangements will go into operation on Aug. 1, but we did not intend to make the matter public until details were complete. We had a connection with the Eastern system via Detroit and the Wabash, but we wanted our own connection with the Chicago & Grand Trunk system. The alliance gives us, as we join the Reading at Buffalo, via the New York & Lehigh road. We now hope to have the freight from the Eastern and Southern States going west over the Canadian Pacific and Saint Ste. Marie roads by giving every facility in rates, etc., for its quick carriage to North Bay. We also hope to have the freight from the New Jersey smelting furnaces direct to the New Jersey smelting furnaces. The organization of the new routes is not yet complete as to details, but it will be in full operation by Aug. 1, and each road entering the alliance has bound itself to furnish a largely increased equipment of rolling stock."

Proving to Be Fast Runners. The locomotives which the Brooks works built for the Lake Shore road are surprising not only the officials of the road, but also, the builders. Engine 588, on June 5, hauled the "Exposition Flyer" train from Cleveland to Erie, eighty-eight miles, in 102 minutes—weight of train, 370 tons. The same engine hauled the returning train from Erie to Buffalo in 105 minutes, in each case gaining several minutes on the scheduled time. The average between several stations a speed of seventy miles an hour was reached. The Brooks locomotives are now used to haul these fast trains, and are being sent to Chicago, and their performance, equal those of the big fast engines of the New York Central is being noted. That the Lake Shore people appreciate the engine is shown by the letter below, addressed to the Brooks locomotive works, by George W. Stevens, superintendent of motive power:

As a piece of good news, in which you are interested, I beg to state that on Saturday last our "Exposition Flyer" left Buffalo fifty-nine minutes late and arrived in Chicago on time. In fact, at Elkhart they were only five minutes late.

The Cincinnati, Hamilton & Dayton handled at this point, last week, 1,008 cars, 802 being loaded. The empty-car movement on this road is remarkably light.

The Peoria & Eastern is doing the lightest freight business at any time in its history, last week handling on both divisions but 2,200 cars, 1,678 being loaded.

The evenness in loaded car movement on the Vandalia is striking. In the week ending June 24 the road brought into Indianapolis 955 and forwarded 869 loaded cars.

Business with the Indianapolis division of the Pennsylvania is so heavy that engines are being transferred from other divisions. Last week the road brought into Indianapolis 948 and forwarded 869 loaded cars.

The Big Four lines handled at Indianapolis last week a total of 4,202 cars, 3,832 being loaded.

Personal, Local and General Notes. Thomas Noonan, general manager of the Central States Dispatch, left for New York last evening.

The Big Four is completing a new depot at Charleston, Ill., which is a very neat and convenient building.

E. B. Park, assistant to General Manager Hudson, of the Tennessee, Virginia & Georgia, was in the city yesterday.

The Vandalia and the Big Four will jointly put in an interlocking switch and signal at the Colfax, Ind., crossing of the lines.

The business of the Central States Dispatch has been so satisfactory that all the lines interested are increasing their quotas of cars.

Receivers Dickson and Fowler, of the St. Louis, Chicago & St. Paul, announce by circular their appointment, Mr. Fowler remains as general superintendent, and the receivers propose to push the extension from Alton to St. Louis. From Alton to Springfield, the line will be operated by a very complete interlocking and signal for double tracks is nearing completion where the Belt road crosses the Big Four on the East Side.

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E. G. Davidson, traveling passenger agent of the Erie lines, has been transferred to Erie, where he will have supervision of the Pullman car service over the Erie lines.

A large number of the car accountants who attended the annual convention in Chicago on Monday and Tuesday last, and then went to Chicago to visit the world's fair, passed through here yesterday, en route to their respective headquarters.

The Erie and Northwestern earned in May \$2,818.67, the largest earnings of any month in its history, and an increase over May, 1892, of \$2,304.04. In the first eleven months of its fiscal year it has earned \$20,709,747, an increase over the corresponding eleven months ending May 31, 1892, of \$1,267,470.

The annual statement of the Lake Shore is in the hands of the directors, and it shows that the year the company was obliged to haul one ton of freight six and one-fourth miles to make one cent profit, yet the road last year earned enough to pay 7 per cent interest, and put 5 per cent of its gross earnings into improvements.

It is said that General Passenger Agent Roberts, of the Erie lines, has his eye on the Indiana territory, and is taking steps to get business here, both for New York and New England, as the Erie is now running solid trains between Chicago and Boston, with which the Cincinnati, Hamilton & Dayton makes good connections.

The Erie will probably appoint a representative in this section, with headquarters at Indianapolis.

Last Saturday all the Big Four offices at Cincinnati closed at 1 o'clock, and William Garstang, superintendent of motive power, in the city, just removed his forces to Indianapolis, and intended the same for the hours here for the summer months, hoping that other departments will take similar action. It is stated that all but the local freight agents favor closing the freight depots at noon, as is done in most other cities in July and August. "As the householders are to close their accounts," says one of the agents, "little can our holding the depots open for business."

These well informed say that railroad officials, as a rule, are encouraging the formation of the American Railway Association, hoping that it will lessen the demands on their time in listening to grievance committees. "It will be noticed that the annual reports" said one of the officials are obliged to give too much time to grievance committees is alluded to, where, however, all one association is concerned, could be taken up and acted on at certain times and a much more practical method of doing business would result. A gentleman who recently talked with Eugene Debs, the organizer of the association, says that he states that railway employees are beginning to look at the efforts to simplify their relations with the road, and to deal of interest, and Mr. Debs is really surprised that both the employes and railway officials are taking so much interest in the placing of the new association. He said that he states that railway employees in all departments, well upon its feet.

Cruelty to Farm Animals. That cruelty to dumb animals assumes many forms the yearly report of the prosecuting agent of the Massachusetts Society for the Prevention of Cruelty to Animals attests. The frequency with which the farmer figures in the pages of the report struck us. This cruelty is made explicit as an instance in the case of a farmer who paid \$20 for beating a cow. Another was fined \$5 for failing to shelter two calves belonging to him. In other cases, who left their stock out in the storm until they were covered with ice, were fined \$12 each for their brutal folly. Still another paid a like fine for neglecting to shelter his cows from the rain. In one case these farmers committed should not be permitted to escape by a fine. Confinement with hard labor should accompany a money fine in every such instance. We are unable to give many examples that would show the magnitude of such wanton cruelty. Men so low in the scale of humanity as to be guilty of willfully inflicting needless pain and suffering on dumb creatures are almost as numerous as mules. They deserve none. Their punishment should be swift, stern and severe.

Fanny Kemble as a Dress Reformer. Mrs. Sedgwick's excursion on the lake was also marked by an incident. Mrs. Kemble was the guest of the late Mrs. Sedgwick, who was very particular about dress, and on this occasion appeared in full bloomer costume—blossoms, pants and boots. Mrs. Sedgwick, who was very particular about dress, and on this occasion appeared in full bloomer costume—blossoms, pants and boots. Mrs. Sedgwick, who was very particular about dress, and on this occasion appeared in full bloomer costume—blossoms, pants and boots.

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NOTHING LIKE THIS

SWIFT'S SPECIFIC is totally unlike any other blood medicine. It cures diseases of the blood and skin by removing the poison, and at the same time supplies good blood to the wasted parts. Don't be imposed on by substitutes, which are said to be just as good, if it has performed as many "miracles" as this wonderful cure, or relieved so much suffering.

"My blood was badly poisoned last year, which gave me a skin eruption of the most violent and constant source of suffering, no appetite and no enjoyment of life. Two bottles of Swift's Specific cured me. There is no better remedy for blood diseases."

Treatise on blood and skin diseases mailed free. SWIFT SPECIFIC CO., Atlanta, Ga.

READY MADE MUSTARD PLASTERS. We were the first manufacturers on this continent. Our Improved Mustard Plaster is anything ever produced. 15c, 25c, 35c, per tin. Be sure to have SEABURY'S. Ask for them spread on cotton cloth.

SEABURY'S SULPHUR CANDLES. Prevention is better than cure, by burning these candles in the room, the miasmata, miasma, &c. are destroyed, and thus contagious diseases are kept away; also useful for expelling mosquitos and irritating insects, etc.

To purify sick-rooms, apartments, etc., use HYDRONAPHTHOL PASTILLES, which in burning, distillate and produce a fragrant refreshing and invigorating. 25c. per tin. Sold by all Manufacturers.

SEABURY & JOHNSON, Pharmaceutical Chemists, NEW YORK.

RAILWAY TIME-TABLES. Indianapolis Union Station. Trains Run by Central Time.

Ticket Offices at Station and at corner Illinois and Washington Streets. Daily, except Sunday.

Table with columns: FROM INDIANAPOLIS TO, ARRIVE, DEPART. Lists routes to various cities like Philadelphia, New York, St. Louis, etc.

VANDALIA LINES. SHORTEST ROUTE TO ST. LOUIS AND ST. CINCINNATI.

From Indianapolis Union Station. Trains leave for St. Louis 7:30 am, 11:50 am, 1:00 pm, 11:00 pm. Trains connect at Terre Haute for E. & W. points.

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BUSINESS DIRECTORY

SAWS AND MILL SUPPLIES. ATKINS, E. C. & Co., Manufacturers and Importers of CIRCULAR GROSS CUT, BAND and all other Mill Supplies.

SAWS BELTING and MILL SUPPLIES AND OILS. W. B. BARRY Saw & Supply Co., 132 S. Penn. St. All kinds of Saws Repaired.

Nordyke & Marmon Co. (Established 1851.) Founders and Machinists Mill and Elevator Builders.

THEODORE STEIN. Successor to Wm. C. Anderson. ABSTRACTOR OF TITLES. 86 EAST MARKET STREET.

ELLIOTT & BUTLER, Hartford Block, 84 East Market Street. ABSTRACTS OF TITLES.

WARWICK H. RIPLEY, LAW AND ABSTRACT OFFICE. 21 Thorpe Block.

HEROD & HEROD, ATTORNEYS AND COUNSELLORS AT LAW. 14, 16 and 17 Fletcher's Bank Building.

JAMES B. BLACK, ATTORNEY AT LAW. Rooms 57 and 59 Lombard Building. 24 1/2 EAST WASHINGTON STREET.

Dr. J. H. MANVILLE. Office—78 North Illinois street. Calls promptly answered day or night. Specialties: Eye, Ear, Throat, and Skin diseases.

W. B. CLARKE, M. D., HOMOEOPATHIC PHYSICIAN. 9 North Illinois street. Telephone 871. Residence, 158 Jackson street, near Military Park.

DR. J. A. SUTCLIFFE, Surgeon. Office—95 East Market street. Hours—9 to