

TRAFFIC PICKING UP

Volume of Freight Business is Coming Nearer an Average.

Fears that the Advance in Rates Beginning Next Month Will Cripple Through Tonnage.

The train records show that 865 more loaded cars were received and forwarded at Indianapolis in the week ending Dec. 23 than in the week preceding, and the volume of business is now nearer that of the corresponding period of previous years than at any time for some months. The coming week promises further increase in tonnage, but freight men fear that with the advance in rates on Jan. 1, through business will drop to a minimum, at least so far as grain shipments are concerned.

Table with 3 columns: Name of route, 1893, 1892, 1891. Rows include L. & N. Air-line, C. & W., C. & D. (Ind'l's div.), etc.

Navigation Company in a Bad Way. Manager Leads, of the California Traffic Association, which organizes a company to offset competition on New York freight, has publicly announced that at San Francisco the navigation company is in a bad way, and unable to meet its contract with the Panama Railroad company.

Business is improving again with the Cincinnati, Hamilton & Dayton, and Superintendent Galloway thinks that the outlook for cars is bright, and the business of the coming week will be very satisfactory.

East-bound traffic with the Vandalla continues heavier than west-bound, this road last week bringing in 1,002 against 719 forwarded west. The inch-bound line also dropped to 119 cars, the smallest number of cars of live stock brought in for some weeks.

The empty car movement westward is large. The Vandalla sent out 1,271 cars. Of this number 522 were empty. The St. Louis division sent out 1,041 cars, of which 745 were empty.

The Pennsylvania lines seem to have struck an off week. The Indianapolis & Vincennes is the only line showing a heavy movement. Four last week, the Louisville division last week handled at Indianapolis 75 fewer loaded cars than in the third week of December, 1892.

Last week, for the first time in the last eight months, the Big Four handled more loaded cars at this point than in the corresponding week of 1892, the number being 8,871 loaded cars this year, against 7,499 last year; increase, 1,372 cars. The lines are moving a good deal of coal from the South; also, grain and iron turned over to them by Northwestern routes. The west-bound traffic is heavy, and the Big Four at Cincinnati by both the Chesapeake & Ohio and the Baltimore & Ohio. The Kansas City and the Central States Dispatch have built up a handsome west-bound business.

Personal, Local and General Notes. The Pittsburg & Western will organize a voluntary relief association similar to that of the Pennsylvania.

J. R. Barnard, general manager of the Peoria & Eastern, has gone to Cincinnati to spend the holidays with relatives.

A. J. O'Reilly, general agent of the Monon at his point, has gone to New Orleans to spend the holidays with relatives.

All the transcontinental lines, the Canadian Pacific, the Atlantic Coast, and the agreement to advance passenger rates Jan. 1.

Bellamy Sutton, superintendent of the Cairo division of the Big Four line, will spend the holidays with relatives at Shelbyville, Ind.

The name of L. A. Boyd has been mentioned in connection with the position of superintendent of the Monon, vice George Lowell, promoted.

The Big Four lines earned, in the second week of this month, \$23,018, a decrease, as compared with the corresponding week in December, 1892, of \$4,287.

Another railroad from Salt Lake City to Los Angeles is likely to be built. New York capitalists are said to be behind the enterprise, which is taking definite shape.

J. E. Magill, for some years with the New York, Pennsylvania & Ohio, will on the first of the year enter the service of the Cotton Belt freight agent.

The acquisition of the Toledo, Peoria & Western by the Panhandle company gives the Pittsburg, Cincinnati, Chicago & St. Louis 1,400 miles of main track in that system.

The Panhandle people will soon begin running through coaches between New York and Keokuk, via Burlington, and the Virginia and Peoria, over the recently acquired T. & W.

The Chicago & Eastern Illinois has, since the 1st of July, earned \$2,190,273, an increase over the corresponding period last year of \$750,000, which is a creditable exhibit in these depressed times.

The Lake Shore was operated last year on 64 per cent. of its gross earnings, against 69 per cent. in the preceding year; the Michigan Central on 74 per cent., against 75 per cent.

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