

THE BICYCLE CRAZE

IT IS SERIOUSLY AFFECTING THE EARNINGS OF RAILWAYS.

Suburbanites Now Use Either the Wheel or the Trolley Line, and the Steam Roads Suffer.

The passenger earnings of many roads are not only being cut locally by the bicycle, but by the trolley lines, but by the bicycle. Since the warmer weather sets in, people living out a few miles from their places of business have been patronizing suburban trains now ride the bicycle. Indianapolis lines have not yet felt the bicycle craze very seriously, but where there are cities but a few miles apart the passenger men say that between the electric road and the bicycle competition their local earnings are showing marked decrease. A passenger official who has just returned from Boston states that within a radius of eight to ten miles hundreds now come in on bicycles on pleasant mornings and return in the evening to the electric road. He says more find the electric car quite an attraction, so that altogether the Boston steam roads are losing quite heavily on this particular portion of their income. He says that Boston passenger men told him that trains that were formerly packed and full only fairly well filled, and in some instances a number of trains run for suburban business have had to be cut out of their hauls for fewer coaches.

Pullman Sues for \$700,000.

The suit of the Pullman Palace Car Company against the Chicago, Milwaukee & St. Paul railroad for \$700,000, came up before Judge Seaman, in the United States Court, at Chicago, yesterday. In that case two companies entered into a fifteen-year contract, which the road was privileged to end at the expiration of five, eight or eleven years. The railroad furnished \$300,000 and the Pullman company \$100,000 for the building and equipment of forty-five parlor and sleeping cars to be run on the road. The Pullman company was to take charge of the operation of the cars and each year render an accounting and make a division of the profits according to the interests of each. The contract provided that at the end of five, eight or eleven years, the railroad could buy the Pullman company's interest in the cars for the sum of \$100,000 and become sole owner of the cars and service. At the expiration of the eight years in 1932, the railroad gave notice to the Pullman company of its intention to buy the cars for the sum of \$100,000. The Pullman company claimed \$165,000 for their interest and the railroad insisted on deducting from the \$100,000 the amount of the depreciation on the cars. This was not allowed, and the Pullman company is suing for \$700,000 damages. The railroad is willing to compromise for one-fourteenth of that sum, but the Pullman company has refused to do so. The railroad is now on trial there is one by the railroad against the Pullman company pending on the charges of breach of contract. Compelling the Pullman company to render an accounting for the expense of operation during the last year of the contract was in force. The hearing of the case will probably take a week or more.

Low Rail Rates in This Country.

One of the most valuable features of the last annual report of the Interstate-Commerce Commission is the result of the investigation, by order of Congress, to ascertain the average charge per ton per mile for moving freight on the railways of different countries. The following table gives the average:

Table with 2 columns: Country and Average charge per ton per mile. Includes Great Britain, United States, Germany, France, etc.

Boycot to Be Lifted.

At Macon, Ga., yesterday, the Seaboard boycott case was harmoniously adjusted by the counsel for both sides. In the morning when the United States convened attorneys for both the Seaboard Air-line and the Southern Association requested an intermission, and after holding several hours' conference they compromised. The terms of the compromise are that both sides make liberal concessions. Judge Speer ruled that the agreement should not go through until the details of the compromise in the minor case are still held as confidential. It is believed that the terms of the compromise are that the Seaboard will maintain rates and the Southern will lift the boycott. These terms are regarded as a victory for the Seaboard Air-line, but both sides are expected to be satisfied.

Row Over Percentages.

The executive officers of the Western roads wrestled with the question of percentages at Chicago yesterday. They worked and argued all day upon the matter but were unable to reach a conclusion. It was finally decided to leave the matter to arbitration if the directors of the Missouri Pacific would authorize the officers of their lines to settle the trouble in that manner. If the directors decline to do so, the arbitration proposition is difficult to see how it can prevent the Western freight rates from being raised. Several of the lines have declared emphatically that they will not consent to the percentages in no other way than to increase their percentages. The meeting to-day will take up the question of rates and freight rates.

Changes on the F. Ft. W. & W. Ry.

J. H. Russell, of Port Wayne, general ticket and freight agent of the Findlay, Fort Wayne & Western railway, has resigned to accept the position of cashier of the Body House at Toledo. General Manager Bissell has been appointed to succeed him. Mr. Frank Ganes, for many years division freight agent of the Pennsylvania Company, has been succeeded by Bissell. The change takes effect June 1.

Rockport's Railroad Facilities.

Rockport and vicinity are elated over the present outlook for abundant railway facilities. Rockport has had a railroad for about forty years. The Rockport branch of the Air-line which was constructed from Rockport to Jasper, Dubois county, between the L. E. & St. L. (Air-line) was scarcely

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thought of. Work of grading on the Chicago, Indianapolis & Rockport railroad will be completed between Rockport and Grandview this week and trains will be running between the two places by July 4. There is much talk now of extending the Evansville & Newburg line to Rockport, a distance of only about twenty miles. It is a big stretch of fine farming country lying in between the Evansville division of the Air-line and the Ohio River. It is a big stretch of fine farming country lying in between the Evansville division of the Air-line and the Ohio River. It is a big stretch of fine farming country lying in between the Evansville division of the Air-line and the Ohio River.

Personal, Local and General Notes.

The transcontinental lines have abandoned their attempt to form a passenger association. Stanley Hurlbert, of the first vice president's office of the Pennsylvania, sails for Europe to-day. Thomas Noonan, general manager of the Central Ohio Division, returned yesterday from the East. The Northern Pacific has voluntarily re-stated its policy of cutting salaries in some of the departments. On Memorial day on the Chicago division of the Big Four alone thirty-eight passenger trains were cancelled. J. F. Keesbury, for many years agent of the Pennsylvania road at Altoona, died in Philadelphia on his way to work. Freight cars now delivered in Indianapolis in 19 hours from Los Angeles, forty hours quicker time than two years ago. On June 1 the Erie will put on a train to make the run from Pittsburg to Cleveland regularly in four hours. Freight agents predict that every available car will be needed to handle the traffic after the middle of July until the close of the year. The New York Central railway is beginning to place checks on the trolley lines where they propose to cross the tracks of that road. Elliott Monet takes charge to-day as general Western passenger agent of the New York, Ontario and Western, with headquarters at Chicago. The Missouri, Kansas & Texas has awarded a contract to the Philadelphia Iron works for a bridge across the Missouri river at Ironville. A special train on the Erie on Wednesday night will make the run from Toledo to Detroit in 19 hours, two hours and ten minutes, making two stops for water. The receiver News & Mississippi Valley company, organized for the purpose of leasing railroads, has been authorized to sell the franchise of the company. On Wednesday last a stock train of twenty cars was taken from Ironville to Peoria & Eastern, forty-five miles, in sixty-four minutes. M. E. Ingrass, president of the Chesapeake & Ohio, is quoted as saying that one good year of coal and iron will mean a dividend of \$100,000,000 to the C. & O. for good. The fifty cabooses of the Vandavia are going to be sold to the Evansville company. The introduction of modern improvements to make their occupancy by the trainmen more comfortable is being hastened. It was a busy day at the stock yards yesterday. There were received forty cars of hogs and sheep, and the shipments were large for Friday. E. E. Welland, agent of the Evansville & Newburg, has been transferred to the agency at Evansville, taking the place of John Connolly, who has been promoted to commercial agent of the road. Hugh Miller, the newly appointed general agent for the Chicago, Burlington & Quincy line in this city, left yesterday. Mr. Miller left the Elgin, Joliet & Eastern to accept his present position. The Cincinnati, Hamilton & Dayton on Thursday turned over to the Chesapeake & Ohio 137 Dunkards en route to Booneville, Mo. They came from the Elgin, Joliet & Eastern and the Lake Erie & Western lines. John Kennedy, one of the oldest of the Panhandle engineers, after an illness of two years has resumed work in what is known as the Elgin branch, where the work is lighter than on other divisions of the Panhandle. The Pennsylvania will try the experiment of trolleying its Mount Holly branch, running from Philadelphia to Philadelphia, a distance of seven miles. This branch has always been a source of great expense. It has been decided by the Erie people to default on the interest of the funded bonds of the Erie on which \$2,000,000 had been paid. This is undoubtedly a move to force a foreclosure sale and reorganization of the Erie. F. X. Mudd, general manager of the Live Poultry Transportation Company of Chicago, was in this city yesterday. He stated that the count of the high prices of meat he states that there will be a great movement of poultry in this city. W. P. Wilson, of Buffalo, general manager of the West Shore line, passed through the city yesterday. He is expected to look after business at that point. Mr. Wilson reports his line as showing a fine increase in business. E. P. Broughton, superintendent, and Charles Stone, general passenger agent of the Chicago & Indiana Canal, were in this city yesterday. They were on their way to Chicago to look after business at that point. The Louisville, Evansville & St. Louis set its track in good shape and properly equipped the line its passenger business. The shortest line between Louisville and St. Louis, and it properly equipped the line. The Louisville, Evansville & St. Louis set its track in good shape and properly equipped the line its passenger business. The shortest line between Louisville and St. Louis, and it properly equipped the line. The Louisville, Evansville & St. Louis set its track in good shape and properly equipped the line its passenger business. The shortest line between Louisville and St. Louis, and it properly equipped the line.

SUNDAY SCHOOL WORK

ELUCIDATION AND REVIEW OF INTERNATIONAL LESSON, JUNE 2.

The Resurrection of Jesus, as Related in Mark xvi, 1-8—The Enlarging of Woman's Mission.

By REV. JAMES E. GILBERT, D. D., Secretary of the American Society of Religious Education.

These lessons constitute the Sunday-school extension department of the above-named society. All who study them are requested to send their names, postoffice address and denomination, to the author of this paper, to the author at Washington, D. C., for enrollment.

INTRODUCTION.—When Jesus expired the earth shook, the veil of the temple was rent, and the tombs were opened. These convulsions in nature caused the centurion to exclaim, "Truly this man was the Son of God." (Matt. xxvii, 50-52.) The bodies of the crucified were usually left hanging upon the cross to be devoured by the birds and beasts. But, as the following day was the Sabbath, the Jews desired that Jesus might be removed from the cross before the Sabbath. The request of Joseph of Arimathea, who, assisted by Nicodemus (John iii, 1), removed the body from the cross, hastily embalmed it, and laid it in his own tomb. (John xix, 38.) A large stone was rolled to the mouth of the sepulcher. All this was done before dawn of the morning. The stone was rolled away, and the body was found to be missing. (Matt. xxvii, 62-66.) The Sabbath began at sunset.

There is no written account of the resurrection of Jesus. No mortal witnessed when He revived, and no one could tell when He immediately did, how He appeared, when He left the sepulcher, where He went first. One evangelist only (Matt. xxviii, 1-4) relates events that preceded the resurrection. The stone was rolled away, and the body was found to be missing. The stone was rolled away, and the body was found to be missing. The stone was rolled away, and the body was found to be missing.

As before stated, Matthew shows that the early occurrences at the sepulcher were reported by the guard to the chief priests. The evangelists give a fuller account of what followed, more anxious to state the manner in which the intelligence reached the apostles. In the passage set for our present lesson it appears that women were the first messengers. The apostles are not ashamed to acknowledge their ignorance of the resurrection. The women were the first messengers. The apostles are not ashamed to acknowledge their ignorance of the resurrection. The women were the first messengers. The apostles are not ashamed to acknowledge their ignorance of the resurrection.

SUNDAY SCHOOL TOPICS.

Interesting Talks Given at County Association Meeting.

The Marion County Sunday School Association held its annual convention yesterday afternoon in the parlors of the First Baptist Church. The convention was held in the parlors of the First Baptist Church. The convention was held in the parlors of the First Baptist Church.

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A Visit to North Carolina. Cochranton, Pa.—Some years ago I visited North Carolina, and while there had one of my bilious attacks. Hearing of the first time, of Simons' Liver Regulator, I bought a bottle. It was a most satisfactory remedy. It was a most satisfactory remedy. It was a most satisfactory remedy. It was a most satisfactory remedy.

EVERY PACKAGE Has the Red Z Stamp on the Wrapper. J. H. ZEILIN & Co., Philadelphia, Pa.

"WE HAVE NO CURE-ALLS" The vendors of patent and proprietary medicines tell you that they have a cure-all for every ailment. They tell you that they have a cure-all for every ailment. They tell you that they have a cure-all for every ailment.

DAILY VITAL STATISTICS—MAY 31. Births. August and Marie Hoffman, city boy, Adam and Mary Grosskopf, No. 110 W. 10th street, city boy, Henry and Carrie Fechtman, No. 63 Beatty street, girl, Mary and John colored, No. 70 Yandes street, girl, George and Ophelia Clinton, No. 111 Adams street, girl, Otto and Mary Schmidt, No. 401 South Delaware street, boy.

Deaths. Bessie Mitchell, twenty-one years, No. 332 Clinton street, consumption, Elizabeth R. Henson, sixty-nine years, No. 1215 North Washington street, cancer of the liver, Lewis Sherefsky, thirty-eight years, No. 375 South Illinois street, cerebral hemorrhage, Herman Reinken, twenty-six years, No. 375 East St. Clair street, tuberculosis, Mrs. Laura M. Ryan, seventy years, 249 North Alabama street, cancer of the liver, Nellie Mieszen, twenty-three years, East of 10th street, cancer of the breast, Cora Paine, twenty-three years, East of 10th street, cancer of the breast, Infant Fechtman, No. 63 Beatty street, still-born, Helen J. Wells, twenty-six years, No. 174 East St. Clair, pulmonary phthisis, Edith Thornton, thirty-nine years, No. 110 West Tenth street, meningitis, Louisa M. New, thirty-six years, No. 15 Daugherty street, exhaustion from hysterical condition, Dixon A. Irvin, fifty-one years, Inane Hospital, phthisis pulmonary, Carl J. Hayes and Bertha La Revo Rogers, Luther P. Jolly and Anna Ferras.

Building Permits. Indiana Bicycle Company, 1 1/2 brick house, 2 1/2 stories, 12x12 ft., corner of 10th and Washington streets, Nicholas Dugan, frame house, No. 290 Pennsylvania street, \$2,000, Cora Paine, two-story cottage, corner of 8th and Yandes, \$300, Charles F. Kirkhoff, frame house, Walnut street, \$1,000, Ida M. Smith, frame house, Nora Meridian street, \$2,500, frame house, No. 167 Meek street, \$1,000, frame house, Bates street, \$1,000, frame addition, No. 42 McInnis street, \$1,000, Mrs. A. Fulton, frame house, Forest avenue and Twenty-second street, \$2,000, frame house, corner Delaware and Ninth streets, \$2,000, Dan Duke, remodel double frame house, No. 520