DIED.

SIMMONS—Kate Clinton, wife of Daniel Simmons, at 10:30 p. m. Notice of funeral later.

KOPP—Albert F. Kopp, at the age of forty-four years, at family residence, 230 Park avenue, Wednesday, April 29. Funeral Friday afternoon, 2 o'clock.

SCHURMANN—Helen, only daughter of Charles and Maria H. Schurmann, aged seventeen years, eleven days. Tuesday at 12:40 a. m. at 78 West Michigan street. Funeral services Thursday at 10 a. m. Burial private.

FUNERAL DIRECTORS.

FLANNER & BUCHANAN—Funeral directors, 172 North Illinois street, between New York and Vermont. Office always open. Telephone 641.

SOCIETY MEETINGS.

MASONIC—Pentalpha Lodge, No. 564, F. and A. M.—Special meeting in Masonic Temple this (Thursday) evening, at 8 o'clock, for work in the second degree. Visitors welcome. GEORGE A. GAY, W. M. WILLIAM H. SMYTHE, Secretary.

WANTED—MALE HELP.

WANTED—An idea. Who can think of some simple thing to patent? Protect your ideas; they may bring you wealth. Write JOHN WEDDENBURN & CO., patent attorneys, Washington, D. C., for their $1,800 prize offer and list of inventions wanted.

WANTED—AGENTS.

WANTED—Agents; 181 East Merrill street.

WANTED—MISCELLANEOUS.

WANTED—Information about a lady, aged forty-three, who wandered from home Tuesday night. She wore a calico dress, sunbonnet, and carpet slippers and carried a small basket. Please inform WILLIAM SCHULTZ, 166 Martindale avenue.

FINANCIAL.

LOANS—Money on mortgages. C. F. SAYLES, 75 East Market street.

LOANS—Sums of $500 and over. City property and farms. C. E. COFFIN & CO., 90 East Market street.

MONEY—To loan on Indiana farms. Lowest rates, with partial payments. Address C. N. WILLIAMS & CO., Crawfordsville, Ind.

MONEY—To loan on Indiana farms. Lowest market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & CO., Rooms 325-330, third floor Lemcke Building, Indianapolis.

FOR RENT.

TO LET—Floors with power; space to suit tenants. W. KANTSKE, Madison avenue and Morris street.

FOR RENT—Furnished, a first-class new modern ten-room brick house, within the original "mile square," from June to September; references exchanged. Address Q. R. S. T., Morning Journal.

FOR SALE—HORSES AND VEHICLES.

FOR SALE—New traps, surreys, buggies, phaetons, delivery wagons, harness, whips. STURTEVANT'S, 68 South Pennsylvania.

JARVIS AND TAYLOR

ONE RECEIVER AND THE OTHER ATTORNEY FOR L., E. & ST. L. ROAD.

Judge Woods's Formal Order Yesterday—Mr. Jarvis to Take Charge of the System To-Night.

Judge Woods, of the federal court, yesterday made a formal order appointing George T. Jarvis to succeed James H. Wilson and Edward O. Hopkins as receiver for the Louisville, Evansville & St. Louis Consolidated Railroad Company. The bond of Jarvis to the amount of $35,000 was accepted with the American Surety Company as surety. Edward O. Hopkins was appointed as advisory receiver for the part of the road west of Mount Vernon, Ill.

Mr. Jarvis will take hold of the road at 12 o'clock to-night. He will have headquarters at Louisville. The new receiver was here last night, and announced the appointment of C. W. McGuire, of the P., D. & E., to the position of auditor of the consolidated road. Mr. Jarvis further announced that he had selected W. L. Taylor, of this city, as his attorney. Mr. Taylor, it is understood, will act as the general attorney for the road. Mr. Jarvis furnished a bond of $50,000 for the faithful performance of his duties as receiver. The bond was approved by the court.

FORECAST FOR TO-DAY.

Possibly Showers in the Morning, Followed by Fair Weather.

Forecast for Indianapolis and Vicinity for the Twenty-four Hours Ending 11 p. m., April 30—Possible showers in the morning, followed by fair weather on Thursday.

General Conditions Yesterday—The storm area, decreasing in energy, continued to move northeastward with its center to St. Paul, Minn., the barometer reading 29.52 inches. Rain and thunderstorms continued in the Mississippi valley from Mississippi northward, in the lower Missouri and Ohio valleys, in Illinois, Wisconsin, in Michigan and in West Virginia. Cooler temperature prevailed in Missouri, Mississippi and Tennessee northward; elsewhere the temperature rose.

C. F. R. WAPPENHANS,
Local Forecast Official.

FORECAST FOR THREE STATES.

WASHINGTON, April 29.—For Ohio—Partly cloudy weather; possibly light local rains; fresh and brisk southeasterly winds.

For Indiana and Illinois—Conditions fair for light local rains, but the weather will be fair most of the day; southerly winds.

Wednesday's Local Observations.

	Bar.	Ther.	R.H.	Wind.	Weather.	Pre.
7 a. m.	30.09	70	72	S'east.	Cloudy.	0.00
7 p. m.	29.80	75	55	South.	Pt.cl'dy.	0.00

Maximum temperature, 81; minimum temperature, 68.

Following is a comparative statement of the temperature and precipation on April 29:

	Temp.	Prec.
Normal	58	.13
Mean	74	.00
Departure from normal	*16	—.13
Departure since April 1	*222	—2.33
Departure since Jan. 1	*197	—5.34

*Plus.

C. F. R. WAPPENHANS,
Local Forecast Official.

Yesterday's Temperatures.

The following table of temperatures is furnished by the United States Weather Bureau

	7 a. m.	Max.	7 p. m.
Atlanta	62	78	74
Bismarck, N. D	40	58	54
Buffalo	56	64	52
Calgary, N. W. T.	26	38	34
Cairo, Ill	66	72	70
Cheyenne	34	56	56
Chicago	66	76	70
Concordia	54	68	66
Des Moines	56	64	60
Davenport, Ia	60	72	64
Dodge City	54	72	70
Galveston	74	78	76
Helena	34	60	58
Jacksonville, Fla	68	82	72
Kansas City, Mo	54	64	62
Little Rock, Ark	66	84	76
Minnedosa	38	..	..
Marquette, Mich	50	64	56
Memphis	62	78	72
Nashville	68	76	62
New Orleans	72	84	78
New York	54	64	50
North Platte, Neb	50	64	62
Omaha	54	62	54
Pittsburg	62	80	72
Qu' Appelle, N. W. T.	38	62	60
Rapid City, S. D.	50	64	60
Salt Lake City	42	68	66
St. Louis	64	76	66
St. Paul	62	72	64
Springfield, Ill	60	74	62
Springfield, Mo	68	78	62
Vicksburg	72	82	78
Washington, D. C.	56	78	66

Wanted in Anderson.

Richard Brandes, said to be a fugitive from justice, was captured by detective Kaehn yesterday afternoon. Brandes is a German and gave his age as thirty-eight. By occupation he is a jeweler. The police say that the prisoner is wanted in Anderson for stealing a lot of jewelry.

Impoverished blood causes that tired feeling. Hood's Sarsaparilla purifies, enriches and vitalizes the blood, giving new life and increased vigor and vitality.

Hood's Pills are easy to take, easy to operate. Cure indigestion, biliousness, headache.

SHE WANTED REVENGE

MRS. HIRTH'S ATTEMPT TO GET AT PRISONER ALBERT LINTNER.

The Young Man Bound Over to the Grand Jury for Murdering the Woman's Husband.

After his preliminary hearing in Police Court yesterday morning Albert Lintner, charged with the murder of Leo Hirth, was remanded to jail without bond, and Judge Cox announced that the case must go to the grad jury. Mrs. Bridget Hirth, widow of the murdered man, and Dr. Richard F. Bigger, deputy coroner, were the sole witnesses placed on the stand, and the score or more of detectives and police officers who had been summoned were not called upon to testify. Mrs. Hirth and her husband's brother arrived early and sat side by side during the tedious routine of disposing of petty cases. Among the spectators sat Mrs. Lintner, mother of the accused. The case against his brother Amos, charged with associating with known thieves and loitering, was indefinitely postponed, and he was released on his own recognizance. Before Amos Lintner was called, Mrs. Hirth left the court room for a few moments. There was a stir in the room as the prisoner, Albert Lintner, was brought in. He took a seat beside his attorney, Newton Harding, and sat but a few feet from the witness stand. Then Mrs. Hirth, leaning heavily on the arm of detective Splann, came slowly into the room, passing from behind the prisoner. Police Matron Buchanan assisted her to the witness chair and stood by to aid her, in case she should be suddenly overcome. All eyes were turned upon the witness when the examination began.

"What is your name?" asked the prosecutor.

"Mrs. Bridget Hirth," replied the witness, in a calm, distinct voice. Throughout the hearing Mrs. Hirth spoke clearly and with precision. In answer to questions from the prosecutor Mrs. Hirth said that she had seen the prisoner some months ago, when he, with several other men, came into her husband's saloon. As they said that they had no particular business there, they were ordered out of the place. Upon that occasion the witness heard Lintner speak. She remembered his voice the night of the murder, and that was what led to his identification. She was highly excited as the scenes of the murder passed through her mind, and, half rising from her seat, she pointed to the prisoner and exclaimed vehemently, "That's the man who killed my husband."

HER THIRST FOR VENGEANCE.

In an excited, disconnected way Mrs. Hirth went on to describe the scene at the station house when she identified Lintner. He spoke while in her presence. It was the same voice she heard on the night of the murder, although calmer and less harsh. She told of seeing the burglars at her bedroom door. "There were two of them," she said, "both heavily masked. His mask, 'pointing at the prisoner,' was drawn tight down across his face, and I could see the marks of his face beneath." Mrs. Hirth disregarded the questions of the prosecutor and spoke excitedly and rambled on, "He said to me, G—— d—— you, I'll kill you, too." He shot my husband and he fell on the kitchen floor." Mrs. Hirth almost screamed the last words and arose from her seat, completely carried away by her fury and thirst for vengeance. She reached towards the prisoner wildly and shook her clenched fists almost under his face. "If I could get my hands on you," she cried, "I would tear you to pieces." Lintner sat unconcerned and greeted her wild words with a slight smile of scorn. Matron Buchanan soothed the excited woman and she sank back into her chair. After her passion had subsided somewhat, Mrs. Hirth was again questioned by the prosecutor. In an incoherent way, she said that she had never known of any trouble between her husband and the prisoner. She said that $200 had been placed under some soiled garments at the bottom of the closet in her bedroom. The money was stolen.

W. N. Harding, the prisoner's attorney, began the cross-examination by asking why she had hesitated to identify the prisoner. She declared that she had not hesitated. She was overcome by her desire for revenge. "Revenge is what I want, and I will have it if it takes all my life," she said. Mrs. Hirth was led away, attorney Harding not caring to ask further questions. Lintner was taken back to jail.

If, as Lintner's friends say, that his demand for a preliminary examination was simply a ruse to gain some idea of the evidence that has been accumulated against him by the police, he must have been disappointed at the result of the proceedings in Police Court, as nothing new was brought out. On the other hand, no idea of what defense will be made was gathered by the police. There was some fear that an attempt might be made to secure the prisoner's liberation by Judge Cox, and the police and detectives breathe easier, now that additional time is given in which to secure information of Lintner's movements on the night of the murder.

Every person who is known to have been a crony of Lintner has been closely questioned, and all deny having any knowledge of his whereabouts on that night. If he proves an alibi, Lintner will have to introduce the testimony of persons who are not known to be his friends. A great many persons who are supposed to have had some connection with him deny knowing him at all, and some of them, when closely questioned, admit that they knew him once, but that it was a long time ago.

AL LINTNER'S HABITS.

But for an accidental circumstance, Harvey Range, a cousin of the Lintner boys, might have been a valuable witness to prove an alibi. On the Saturday afternoon before the murder Range was up the canal fishing with Amos, the prisoner's brother. They decided to attend a ball that night, and Range was to accompany Amos home for supper. As evening drew near, however, he felt ill and decided to go to his own home for supper, Amos agreeing to return later to accompany him to the ball at Bankey's saloon. The Lintner's live two blocks east of North Indianapolis, while Range lives at the western end of the suburb, on the corner of the canal and Shoemaker street, nearly a mile from the Lintner home. As Amos did not return, Range went to Bankey's saloon alone. He says that he saw the character of the crowd that was gathering and left the place. While on the way home he met Amos Lintner, who was walking towards Bankey's. Range declares that he then retired and saw neither of the brothers until between 11 and 12 o'clock the next forenoon, when, Al Lintner rode past him on his bicycle, while he was fishing in the canal above North Indianapolis at the springs. As Al rode by he spoke to him, but did not dismount from his wheel. Lintner was then riding north. The detectives say that Amos Lintner declared at the time of his arrest that Albert was not home to supper on the night of the murder, and that he did not ascertain whether Al had returned when he got home from the ball.

Range's father and Mrs. Lintner are brother and sister. Mrs. Range died while Harvey was a boy, and for five or six years he lived with the Lintners. Consequently, he is thoroughly acquainted with the habits and characteristics of his cousins. Range says that Al has always been temperate, neither drank nor smoked, had but few companions and was not in the habit of spending his time away from home at night. Occasionally he would walk down town after supper, but was always home and in bed early. Al never kept company with women, Range says. "If Al ever had a girl, I don't know it. I've got his first girl to see yet," said Range, smiling at the idea of his cousin associating with women. "Al is different from most boys," he continued. "I never knew him to loaf around town, and never saw him with any one." Others who knew Albert Lintner say that he had no close friends. While he was sociable enough in his disposition, he made no confidants and had no "chums." He is described as being a man who kept his own counsel.

The police have tried to show that the $88 found under Lintner's pillow on the morning of his arrest was a part of the money stolen by the burglars who murdered Leo Hirth. It was reported that Lintner had bought a new bicycle a few days subsequent to the murder. S. B. Dale, proprietor of a barber shop in South Indianapolis, said yesterday that he had traded the bicycle to Lintner for a gold watch three or four months ago. Lintner told him that he got the watch from a man in New Orleans, who left it as a pledge for $13 which he borrowed. When Lintner determined to come home the man was unable to pay the borrowed money and told Lintner to keep the watch. When the detectives learned this fact from Dale they took the number of the watch, intimating that Lintner might have stolen it, and that it might be claimed by the owner. So far, no owner has been found.

LOAFED AT DALE'S SHOP.

Dale says that he formed Lintner's acquaintance while they were both in the penitentiary. Dale was pardoned by the Governor two or three years ago, and returned to Indianapolis. His pardon papers occupy a conspicuous place in the barber shop in North Indiapolis. It seems that about the only place Lintner did any loafing was at Dale's barber shop. The latter says that Lintner was in the habit of coming into his swhop three or four evenings every week, and that he generally sat around until closing time, when he went home. He was not there the Saturday evening of the murder, Dale says. The barbers confirm Harvey Range's statements to the effect that Albert had no particular place of spending his evenings, and seemed to have no intimate acquaintances. Both Range and Dale said that they could not name anyone who had been a close friend of Lintner's, and that they had no idea where he spent his time when he was not at home or at the barber shop. Dale and Veach, a barber employed in the shop, say that Lintner was temperate in his habits, did not drink nor smoke and was very careful to save his money. In the summer time he followed the county fairs, working the "shell game" and other gambling devices, and always kept plenty of money on hand, as he frequently had to pay as much as $100 for the "privilege" of working in the grounds. "Lintner often told me," said Veach, "that he was different from other gamblers, who spent money as fast as they made it. He said that he never had to call on anybody to stake him when he wanted to go into a game." The assertion of Mrs. Lintner and Amos, that "Al always has money," is corroborated by the stories told by the barbers. Mr. Dale is confident that Al is not guilty and that he will be able to clear himself. "If Al says that he can account for his whereabouts on the night of the murder you can depend upon it that he will do so. He always means what he says. He don't talk much, but what he says goes."

"Why didn't he clear himself in Police Court?" asked a bystander.

"He knew that they would have him indicted anyway. He has had experience in the Police Court and always waits until he gets into the Criminal Court before trying to defend himself."

The police have sent a number of people to the jail for the purpose of identifying Lintner, but for what purpose cannot be learned. The superintendent said last night that J. F. Poe, the Mount Jackson conductor who, it is thought, will be able to identify Lintner as one of the men who alighted from his car near Hirth's saloon on the night of the murder, has not yet seen the prisoner, notwithstanding reports to the contrary. Sheriff Womack says that Poe has not called at the jail.

WILL BE NO RECEIVER.

Judge Brown Holds the Answer of Order of Equity of Defendants Good.

Judge Brown, of the Circuit Court, has held the answer of the defendants good in the suit for a receiver of the Order of Equity. This finding is practically to the effect that Manee, who brought the suit, has no standing in court. Judge Brown gave the plaintiff's attorneys until this morning to proceed further if they desire. It is not probable that further steps will be taken in the matter. The plaintiff's lawyers admit that the suit was based on an old copy of by-laws which Manee informed them were yet in use. The attorneys were not aware that the laws had been amended.

A SHORT WORKHOUSE SENTENCE

Judge McCray Awards to a Man Who Shot Another.

Judge McCray sent Michael Harding, colored, to the workhouse for four months yesterday for shooting in the dining room of the Allen Surgical Institute. Harding was a waiter employed at the institute. He had trouble with another waiter and tried to shoot him.

Roy Shreve, incorrigible, was sent to the Reform School for Boys.

Fredericks's Ex-Wife Gets the Piano.

The replevin suit of Orris Soult against John W. Fredericks, tried in the Superior Court yesterday, resulted in a verdict for the plaintiff, who was formerly Mrs. Fredericks. The litigation was over a piano in the possession of Fredericks. The evidence showed that the piano was presented to the plaintiff while Mr. Fredericks was courting her. After the couple were married the piano was retained by both, and when a divorce was granted the husband laid claim to it. He said he had not intended it as a gift to his prospective bride, but meant for her to have the use of it. Judge Bartholomew found that she was entitled to the instrument.

Nancy Sutherland's Damage Suit.

The twenty-five-thousand-dollar damage suit of Mrs. Nancy Sutherland against the Big Four railway went to trial in Room 2, Superior Court, yesterday. The plaintiff was struck by an engine while crossing the company's tracks at Kentucky avenue. Since the accident she has been afflicted with paralysis and is almost helpless. Yesterday afternoon the attorneys for the railroad presented a motion to dismiss, which the court took under advisement.

Court Notes.

William T. Brown has been appointed administrator of the estate of Lee Hirth. Bond was furnished in the sum of $1,000.

Benard F. Mullen sued the Big Four railway yesterday for $500 for the loss of two horses, which the plaintiff alleges strayed upon the company's track and were run down by one of its locomotives.

George T. Richter has sued John R. and Hattie D. Pearson for damages for maintaining an open cellar-way on California street. April 11 the plaintiff fell into the excavation while working along the sidewalk. He alleges that the accident happened without negligence on his part. He demands $5,000 damages.

THE COURT RECORD.

Superior Court.

Room 2—Lawson M. Harvey, Judge.

Nancy Sutherland vs. C., C., C. & St. L. Railroad Company; damages. On trial, by jury.

Room 3—Pliny W. Bartholomew, Judge.

Elmer L. Dunbar vs. Minnie Dunbar; divorce. Dismissed at plaintiff's cost.

Orris Soult vs. John W. Fredericks; replevin. On trial by court.

Indianapolis Manufacturers' and Carpenters' Union vs. Joshua L. Fatout et al.; note. Finding and judgment vs. Joshua L. Fatout for $1,514.26.

Circuit Court.

Edgar A. Brown, Judge.

Thomas Moorhouse vs. Mary E. Penny et al.; to set aside will. On trial by jury.

William Manee vs. Supreme Council Order of Equity for receiver; demurrer to defendant's answer to complaint overruled.

New Suits Filed.

George T. Richter vs. John R. Pearson et al.; suit for damages. Superior Court, Room 3.

May Ehrisman vs. Mary A. Blanchard et al.; suit for possession. Circuit Court.

Henry W. Bennett vs. Ernest E. Sherman et al.; suit on note. Superior Court, Room 1.

Russell Eckman vs. James M. Condit; suit on note. Superior Court, Room 3.

Shellhouse & Co. et al. vs. Samuel J. Rice et al.; mechanic's lien. Superior Court, Room 2.

Bernard F. Mullen vs. Cleveland, Cincinnati, Chicago & St. Louis Railroad Company; damages. Superior Court, Room 2.

Mary V. Cook vs. Margaret Krutz et al.; action for damages. Superior Court, Room 2.

Nelson Morris et al. vs. David Wechster et al.; suit on note. Superior Court, Room 1.

In Respect to Father Quigley.

The Hibernian Dramatic Club, at the request of Father Quigley, had arranged to reproduce "Eileen Oge" for the benefit of the new Holy Cross Church, which he was building at the time of his death. A committee of the club was held yesterday, and the following resolution was drafted by a committee appointed for that purpose:

"Whereas, The Almighty has seen fit to pluck from His terrestrial garden one of His most fragrant and promising buds, Rev. William Francis Quigley, a loving and faithful pastor and a patient and indefatigable worker; and,

"Whereas, We have been both pained and shocked at the news of his sudden and early demise, and feel that not only has this earthly field lost a much revered friend and teacher, a bright and shining example of all that was good and holy, but also that students of art, music and the drama have lost a revered instructor and helpmate; therefore, be it

"Resolved, That the members of the Hibernian Dramatic Club hereby express their high esteem for the reverend father and deeply mourn his untimely demise, feeling keenly the loss of his presence among us, and the good graces shown by him

"Resolved, That through respect to his memory the play of 'Eileen Oge' be postponed until the latter part of May, and that a copy of these resolutions be published in the papers, and as an appropriate floral design be placed upon his grave."

This is signed by Thomas F. Hallinan, Miss Katherine Duffy, Martin J. Murphy and Herman Frey, committee.

ARROGANCE IN OFFICE

PROMOTION MAKES SOME RAILROAD EMPLOYES UNCHARITABLE.

The P., D. & E. to Inaugurate the Brown Discipline System—An Engine Which Makes No Racket.

"In railroad circles," said a man who has spent many years in the service, "there is a growing disposition on the part of railroad men who are fortunate enough to be promoted to higher positions to show a coolness toward their old associates when they were in subordinate positions, and this feeling is not confined to the strong lines. The secret of success in operating roads is to have a friendly feeling existing between the official and the employe." The speaker cited J. Q. Van Winkle, general superintendent of the Big Four, who rose from an office boy; George Stevens, general manager of the Chesapeake & Ohio, who rose from messenger boy; P. A. Bonebrake, of the Louisville division of the Pennsylvania lines, and N. K. Elliott, formerly general superintendent of the Vandalia; E. A. Gould, of the Wabash, and a half dozen others, all of whom manage their men with the greatest success, the relations between the official and the employe being mutual, and the employe anxious that trains should be on time and the road operated economically and safely. When there is occasion to call a man before them for violating rules it is done in such a manner that the violator leaves the presence of the official with a feeling that the correction was deserved, and that such a thing will not occur again. "I was led into this train of remark," continued the speaker, "through observing the manner in which a railway official high in authority spoke of a certain class of men in the employ of railroad companies, whom he charaterized as leeches on the road. But a few years ago this man occupied a similar position, and only through nepotism did he reach his present position, in which he feels secure because a wealthy relative is his backer. This uncharitable feeling toward associate employes has been noticeable the last few months in freight circles. A few months ago word was sent out, with seeming authority, to the effect that the railroad companies intended to cut down expenses by reducing the number of fast freight lines, and hundreds of agents and clerks of these lines were filled with anxiety, but thus far the reform has not been inaugurated and it is well known that the attempt to consolidate fast freight lines has by no means been a success. During all this period of anxiety there were railway officials who had the impression that their positions were secure, and they showed a disposition to make the situation unpleasant for those who feared they were about to lose their jobs."

Disqipline System.

R. B. Starbuck, general superintendent of the Peoria, Decatur & Evansville, announces that on May 1 the system of suspending employes for minor derelictions of duty will be abandoned and a credit and debit system for good or bad service inaugurated, allowing accumulated credits to offset debits when possible. In his circular to officers and employes Mr. Starbuck says: "This arrangement is intended to give continuous employment so long as services of employes are efficient and satisfactory. Records will be carefully kept in the office of general superintendent, showing the service of each employe. These records will be confidential as between the company and each individual employe; that is, any employe may be shown his individual record at any time he may desire to examine it; but he may not under any circumstances be shown the record of another employe. When the individual record shall show an employe to be careless, indifferent or incompetent to the detriment of the company's interests, such employe shall be permanently retired from the service. The removal, however, shall not take place until the same shall have been approved by the general superintendent. Each employe will be notified of all entries made in the record book opposite his name. In the promotion of employes, their previous record will be carefully considered. When an employe performs an especially meritorious act, it will be made a matter of record to his credit."

A Noiseless Switch Engine.

Among mechanical engineers for the past two or three years one of the chief problems has been the construction of a switching engine which will make but little noise, consume its own smoke and be free from anything that is annoying in its operations. This is desirable because eight out of ten switching engines are used at points where there is a dense population, and the constant switching to and from yards near by becomes very trying on the nerves. The Schenectady locomotive works have just completed for the New York Central a switching engine which goes far toward accomplishing such results. The engine is built after designs of William Buchanan, superintendent of motive power of the New York Central, and is now in service in the making up of trains in the yards at the Grand Central Station, New York.

Eel River Stockholders Examined.

At Butler yesterday testimony was taken in the suit to deprive the Wabash Railroad Company of its lease of the Eel River Railroad Company and to annul the charter of the latter company. The road runs from Butler to Logansport. The witnesses examined were General Manager W. V. Troutman, of the Eel River; Judge Dykeman, of Logansport, and Judge Hammond, of Lafayette, stockholders, together with Sheriff S. P. Stroh, of Auburn.

Personal, Local and General Notes.

Harry Miller, superintendent of the Vandalia main line, was in the city yesterday, and went to Richmond last night.

Conductor Trindle's report shows that Train 20 yesterday carried 106 local and sixty-nine through passengers on its run from St. Louis to Indianapolis.

With the taking effect of the summer time table next month it is stated that the Wabash will put on a new daylight train between St. Louis and Toledo.

The Wabash shops, which have been closed the last few days to bring the monthly appropriation within the limits for April, will resume operations to-morrow.

H. C. Watkins, one of the veterans in service on the New York Central, died on Monday at Buffalo. Mr. Watkins made an excellent record in the late war as a soldier.

A doubtful rumor is afloat to the effect that the Lake Shore is about to or has acquired control of the Eel River branch of the Wabash, over which there has been so much litigation.

The receipts from sale of tickets at the Big Four up-town ticket office on Tuesday were the largest of any day of the present year and at the other offices business is reported as improving.

The Western roads have agreed to a rate of one fare plus $2 for the round trip for the national session of the Junior Order of United American Mechanics, to be held at Denver, July 16 to 20.

Paul Rainer, chief of the weighing and inspection bureaus, was in the city yesterday. This branch of railroad service has evidently come to stay and has proven a very profitable one to the roads.

The work of remodeling the shops of the Vandalia at Terre Haute, which are the oldest railroad shops in the West, has been commenced and when completed the facilities will be greatly improved.

George Lowell, general superintendent of the Monon lines, was in the city yesterday, and accompanied P. A. Bonebrake, superintendent of the Louisville division of the Pennsylvania lines, to Louisville.

The Louisville, New Albany & Chicago earned in the third week of April $69,108. Increase over corresponding week, 1895, of $6,823. Since July 1 the road has earned $2,652,252. Increase this year $275,789.

M. W. Mansfield, superintendent of the Indianapolis & Vincennes, is putting in another week at Chicago assisting in preparing the plans and specifications for elevating the tracks of the Panhandle in that city.

S. T. Earley has been appointed roadmaster of the Nashville, Chattanooga & St. Louis, with headquarters at Paris, Tenn. Mr. Earley has been roadmaster of the Columbus, Sandusky & Hocking since it was built.

The stone traffic of the Monon from Bedford is beginning to improve, and it is believed the present will be one of the road's best years in this class of freight, and the road is better equipped to handle it than ever before.

George Rockwell, district passenger agent of the Pennsylvania lines at this point, announces that these lines have been selected by the Indiana State committee as the official route to Washington for the Christian Endeavor Society, which meets in July next. A special train will be run from Indianapolis for their use. Ohio and Michigan have also selected these lines.

Vice President and General Manager Bradbury will to-day announce who is to succeed George T. Jarvis as assistant superintendent of the Lake Erie & Western. The place will be filled by promotion of a man now employed on the system.

Traffic is so light on the Big Four system that at the Dillon-street roundhouse thirty-five engineers' names appear on the extra list, and unless there is soon a marked improvement in business they will be "set back." The younger men will be given work as firemen.

A call was issued yesterday for the next regular meeting of the Central Passenger Committee to be held in Chicago on May 6. The question of transportation of bicycles is about the most important matter to be considered, and there is a great amount of routine business to be gone through with.

The Big Four will build a new depot at Bellefontaine, on the Bee line division, and the citizens have appointed a committee to visit Cincinnati and confer with President Ingalls regarding the improvement. The citizens will contribute something if the company will construct a modern building.

It is stated that Chairman Caldwell, of the Western Passenger Association, is determined to secure all the tickets of all classes held by scalpers in that territory. He believes that when the market is once cleared of such tickets, and only the new description of tickets used, rates will be maintained strictly.

A number of men have been discharged recently on the Philadelphia & Reading road, it is alleged, because they were members of one of the unions, and committees have been appointed to wait on the receivers and request them to abandon the policy of not employing men who are members of the brotherhoods.

Colonel William Shaw, general traveling passenger agent of the Chicago, Burlington & Quincy, was in the city yesterday. He has just returned from an extended Eastern trip, and says Western lines have no good ground for complaint of the passenger business they are doing. Business on Eastern lines is very light.

The last thirty days construction work has been pushed on the Lima Northern. Between Napoleon and Wauseon the roadbed is all graded, and a temporary bridge has been constructed across the Maumee river. As the track is laid a large gang follows ballasting, and it is now expected that by the middle of May trains will be running between Napoleon and Lima.

The meeting of the Western lines, which was to have been held at Chicago on Friday of this week to consider the question of party rates and that of mileage books, has been postponed until next week. The inability of several of the executive officers to be present at the meeting this week caused the postponement. The meeting will probably be held on Tuesday.

The Chicago-St. Louis lines assert that their revenues are being reduced by reason of tickets sold from Dubuque to St. Louis via Chicago at short-line rates. They have requested their Dubuque connections to make the rates the sum of all the locals. The St. Paul lines say that if the request is not complied with they will demand full locals in divisions on all tickets sold from Dubuque to St. Louis via Chicago.

The annual meeting of the stockholders of the Union Pacific Railway Company was held at Boston yesterday. The old board of directors was re-elected, with the exception that Alex Miller, secretary and assistant controller of the company, was chosen to succeed S. Endicott Peabody, while George Q. Cannon, of Salt Lake City, was elected in the place of James Sharp as a representative of the Salt Lake City stock interests.

The visit of President Ingalls, of the Big Four, and his staff at Terre Haute on Tuesday was very opportune. Mr. Ingalls spent more time there than at any previous visit since he became president of the St. Louis division of the Big Four, and he now knows the needs of the road at that point to place it on a par with the Vandalia. Each year the business of the Big Four at Terre Haute is increasing, more especially its passenger business, as in time and equipment it is not excelled.

It is stated by traveling passenger agents that there is a quiet movement on foot in all parts of the State to create a sentiment in favor of a 2-cent-a-mile rate on the roads of Indiana, and to have it so pronounced that the Legislature, at its next session, shall act favorably. In speaking of this a transportation man said yesterday that such action on the part of the Legislature would, if put into effect, simply mean fewer trains and inferior passenger equipment, as Indiana was not yet thickly enough settled for a 2-cent-a-mile rate.

Said a railroad man: "All this talk about the Big Four having given up its plan of establishing a through line between Cincinnati and Toledo in connection with the Toledo & Ohio Central, makes me smile. Did the Cincinnati, Hamilton & Dayton, when it established its line between Cincinnati and Chicago, in connection with the Monon, think of harmony, or did it entertain a similar thought when it established its line between Cincinnati and St. Louis, in connection with the Vandalia? It may be depended upon that the Big Four will have its Toledo line."

As there is little doubt as to the Pennsylvania securing a more direct interest in the Grand Rapids & Indiana railroad through the sale of that property, there is much speculation among the officials as to the new policy that will be pursued in the operation of the line and it is generally predicted that the Pennsylvania system of management will be extended to the road, as it was in the case of the Vandalia last winter, and that some of the local officers of the company are slated for promotions. It is predicted that a great many promotions will follow the change of policy in the Grand Rapids & Indiana, as the property is to be made a part of the Pennsylvania lines under a separate organization, like the Vandalia.

Commencing May 1, the transmissouri roads have agreed that all their lines shall make certified daily reports to the auditors of the respective lines of all tickets sold from Missouri river points, Kansas City to Sioux City, inclusive, to all Colorado common points, Denver to Pueblo, inclusive, and to Cripple Creek. The chairman of the Western Passenger Association has undertaken to obtain a corresponding statement of the sales of similar tickets by Chicago and St. Louis lines. The lines between Denver, Colorado Springs and Pueblo will make a daily exhibit of coupons on all above described tickets which read to one Colorado common point through any other Colorado common point, to the secretary of the Colorado Common Point Local Association. The value of any uncollected coupon of such tickets which may be honored for passage beyond the proper train limits will be forfeited to the association.

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