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THE RAILWAYS IN 1896

WITH TWO EXCEPTIONS TRAFFIC WAS THE LIGHTEST SINCE 1855.

The Light West-bound Business the Cause—The Passenger Business Made an Unfavorable Exhibit.

The following exhibits, which are gathered from the official train records of the fifteen roads centered at Indianapolis, show that in the year 1896 there were received and forwarded at this point a total of 1,198,046 cars, a decrease, as compared with 1895, of 48,375. Of the total number handled, 701,725 were loaded, a decrease in the amount of movement of 41,888, being the lightest loaded car movement of any year, except 1894 and 1892, since 1855.

The decrease in business began with January and continued through the entire year. The heaviest month's business was in December, when 8410 fewer loaded cars were handled than in December, 1895. The lightest month's business was in July, when only 69,000 loaded cars were handled. The other ten months the exhibits of 1896, as compared with those of 1895, were not so favorable, but, the year through, the volume of traffic was disappointing. A review of the business of 1896 shows, east-bound, an increase in export freight of corn and corn products, and an increase of shipments of provisions, but a falling off in shipments of flour and live stock. In but one or two years in the history of the roads have the shipments of corn in November and December been as large as in 1896, most of them for export, being via Baltimore, Newport News and Norfolk.

The shipments of live stock, taken by the roads, were in excess of those of 1895, and in dressed meats there was an average tonnage handled. Shipments from Kansas City and St. Louis were in excess, via Indianapolis, of any former year, and the shipments of local packing houses were in excess of any former year. In the last six months of the year were they heavy. The through shipments of cotton were lighter than in any year since 1882. In excess of those of 1895, in western shipments, the through shipments of wool, which in 1895 were 1,000,000 lbs., were 1,200,000 lbs. in 1896. Had the traffic been as light as that of 1895, the freight receipts would have been up to the usual average, there is not an exception in the history of the roads. The freight receipts of 1896 were 1,200,000 lbs. in excess of those of 1895, and in the months when the best earnings are made, the traffic was the lightest.

Street improvements and the large amount of building during the summer increased the demand for the local lines quite handsomely. Large quantities of stone, brick, asphalt, water and gas mains and lumber were shipped. The prosperity of the local packing houses, coupled with that of the Indianapolis stock yards and the Indiana stock market, were very important items. It should be borne in mind, however, that the business of 1896 was very satisfactory, while in 1896 a large number of manufacturers were shut down by the depression of the market. The year 1896 was the lightest in many years. The Big Four proper handled at this point nearly 400,000 cars, or 33 per cent. of the total of the lines. But the Indianapolis and Cincinnati divisions, both the St. Louis and Bee-line divisions handling 400,000 cars, or 33 per cent. of the total of the lines. The Pennsylvania lines did the lightest business of any year since 1892. The Vandavia handled in 1896 1,200,000 lbs. of wool, a decrease of about 100 cars per week as compared with 1895. The Cincinnati, Hamilton & Dayton lines handled 1,200,000 lbs. of wool, a decrease of about 100 cars per week as compared with 1895. The Indianapolis and Cincinnati divisions, both the St. Louis and Bee-line divisions handling 400,000 cars, or 33 per cent. of the total of the lines. The Pennsylvania lines did the lightest business of any year since 1892. The Vandavia handled in 1896 1,200,000 lbs. of wool, a decrease of about 100 cars per week as compared with 1895.

Below is given the loaded-car movement at Indianapolis for the corresponding months of four preceding years:

Table with 4 columns: Year, Jan., Feb., Mar., Apr., May, Jun., Jul., Aug., Sep., Oct., Nov., Dec., Total. Rows for 1896, 1895, 1894, 1893.

Below is given the loaded-car movement at Indianapolis for the corresponding months of four preceding years:

Table with 4 columns: Year, Jan., Feb., Mar., Apr., May, Jun., Jul., Aug., Sep., Oct., Nov., Dec., Total. Rows for 1896, 1895, 1894, 1893.

The total loaded movement of empty and loaded cars for the year is 1,198,046 cars. Below is a table showing the car movement at Indianapolis for the last twenty-four years:

Table with 4 columns: Year, Total, Loaded, Empty, Total. Rows for 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896.

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SUGAR AND COFFEE

ARBUCKLES AND HAVEMEYERS ARE WAGING A RELENTLESS WAR.

How the Present Difficulty Originated and its Probable Effect on Other American Businesses.

Chicago, Colo., Dec. 28.—The coffee and sugar war which is now being waged between the Havemeys and Arbuckles is looking more and more like a struggle for the benefit of the consumers of both commodities unless a settlement of the trouble is not soon effected. It is a fight in which thirty households may well resent the interference of arbitrators and the will of the arbitrator is to be the law. The example by the old paper's spouse, cry with fervor, "Go it, old man; go it, bear." There has been, as yet, no noticeable reduction in the price of either sugar or coffee outside of the territory in which it is disputed. It is a general disparaging of the values of all grades of both articles as looked for by well-informed dealers if the fight lasts much longer.

As the contest goes on some of the hitherto well-kept secrets of the sugar trade and the coffee trade, which are of interest to the general public, as they illustrate the business methods of the parties involved, are becoming known. For years the Arbuckle brothers—John and Charles—were kings in the package coffee business and accumulated large fortunes. Charles, who was a banker and a very conservative disposition, achieved considerable notoriety some years ago by playing one of the leading parts in the celebrated "Baby Bunting" scandal. The ridicule which was flung at him from all sides, coupled with the fact that he had to settle a judgment obtained by the trustee of the Havemeys for \$50,000, drove him into retirement and a few months ago he died. Since then the control of the business has been entirely in the hands of John Arbuckle, a shrewd, following the example of the Havemeys, who is a small fraction of the cost which a similar process entails in other houses. This machine is controlled exclusively by Arbuckle and it was in the operation of it that he secured the right to buy an opportunity to bring the Havemeys people to terms. Securing an immense stock of 4,000,000 lbs. of coffee, he put it out to the trade at cost or a trifle below. The price was very high, and the coffee was sold at a profit of 25 per cent. of its cost. When his stock was exhausted he offered to sell the remainder of the coffee on the terms which he thought the magnitude of his order warranted, and he offered the coffee on the terms of the plan, and in addition to this arranged to import a lot more. It was at this juncture that the Havemeys people saw an opportunity to bring the Arbuckle people to terms. Securing an immense stock of 4,000,000 lbs. of coffee, he put it out to the trade at cost or a trifle below. The price was very high, and the coffee was sold at a profit of 25 per cent. of its cost. When his stock was exhausted he offered to sell the remainder of the coffee on the terms which he thought the magnitude of his order warranted, and he offered the coffee on the terms of the plan, and in addition to this arranged to import a lot more. It was at this juncture that the Havemeys people saw an opportunity to bring the Arbuckle people to terms.

Below is given the car movement for the week ending Jan. 2 and for the corresponding periods 1896 and 1895:

Table with 4 columns: Name of road, 1897, 1896, 1895. Rows for N. & A. C., L. & N., H. & D., I. & W., Penn., P. & E., P. & W., Big Four, Vandavia, Totals, Empty cars, Total movement.

Business of the Belt Road. In the year 1896 there were transferred over the Belt road 266,370 cars, against 267,322 in 1895 and against 712,631 in 1894 and against 809,828 in 1893.

The Belt Road Company handled for private industries located on its line in 1896 31,111 in 1895, 32,133 in 1894 and 31,412 in 1893, 42,963 cars.

General Items. Last year there were handled at the Union Station 577,413 pieces of baggage, against 582,000 in 1895.

In 1896 there were handled on the Big Four system 3,812,185 passengers, against 4,229,952 in 1895 and against 5,291,289 in 1894.

The Indiana Car-service Association handled in 1896 26,745 cars, against 24,245 in 1895, a decrease of 2,500 cars.

In 1896 there arrived and departed at the Union Station 45,290 passenger trains, against 45,885 trains in 1895 and 42,013 in 1894.

The Big Four in 1896 issued 10,223 clerical permits. This statement includes convalescents having proper credentials and Sisters of Charity.

In 1896 the Cincinnati, Hamilton & Dayton road handled 1,200,000 lbs. of wool, a decrease of about 100 cars per week as compared with 1895.

There were handled on the Big Four system, in 1896, 1,200,000 lbs. of wool, a decrease of about 100 cars per week as compared with 1895.

In 1896 there were loaded at the city freight depot of the Big Four 42,013 cars, unloaded 37,704, making a total of 79,717 cars of freight handled, against 84,577 in 1895.

The Vandavia handled, at Indianapolis, in 1896, a total of 1,200,000 lbs. of wool, a decrease of about 100 cars per week as compared with 1895.

The total loaded movement of empty and loaded cars for the year is 1,198,046 cars. Below is a table showing the car movement at Indianapolis for the last twenty-four years:

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THE SERVICES OF LA FONTAINE AND HIS DEATH AND BURIAL.

Huntington (Ind.) Herald. The work of removing the bodies interred in the Catholic cemetery on North Poplar street to the site of the new cemetery north of the city on the Goshen road has been begun. Conspicuous among the monuments in the old cemetery is the one bearing the inscription:

FRANCIS LA FONTAINE, Principal Chief of the Miami Indians of Indiana. Died April 23, 1847.

It is probably nearly fifty years old, and is well preserved. It is a tall shaft of white marble, on the top of which is a cross in token of the religious faith of the deceased. It was originally erected at the first Catholic cemetery in this city, on Cherry street, where now stands the Catholic schoolhouse, but which was abandoned as a cemetery early in the sixties.

Francis La Fontaine, whose Indian name was "Tosawabek," the first national chief of the Miami Indians of Indiana. His father was an Indian trader at Keokuk, Iowa, the present site of Fort Wayne, as early as 1775. La Fontaine was born in 1810. He is credited with having had a liberal education, and his wife was a daughter of Richardville, who was La Fontaine's predecessor as national chief. La Fontaine's success at the time of his selection as the successor of Richardville was south of the prairie between Huntington and Fort Wayne.

It is said that there were three candidates for the position of successor of Richardville, and that La Fontaine was one of them. He was a man of high character and was well respected by his people. He was a man of high character and was well respected by his people.

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THE POET WAS HUNTY.

Washington Star. "I am sorry," said the poet, "but I am obliged to call your attention to the fact that a line in one of my recent compositions was entirely omitted and the meaning painfully distorted by the compositor.

Without knowing any of the details we are inclined to attribute the fact that Mrs. O'Brien's name was omitted from the National Club party to a very bad habit of the part of some of her friends to give her time to mind her own business.

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