

RAILWAY NEWS.

Meeting of the Eastern and Western Trunk Lines—The Central Traffic Association Formed—Other Items.

The Wabash car repairing force at this point has been reduced.

A number of new flat cars will be received by the L. N. A. and C. next week.

There is not a wooden bridge on the J. M. and I. between this city and Louisville.

The C. H. and I. people contemplate the laying of twenty miles of steel rail between this city and Rushville.

Officials of the L. B. and W. are highly elated over the prospects for a heavy corn crop along the line of that road.

Local Freight Agent Walker of the Wabash, will engage in insurance business in this city about the first of June.

The Shelbyville newspapers are beseeching the J. M. and I. people to make a change in their time card, holding that the present one is an injury to that city.

It is generally believed that there is some truth in the rumor that the Chicago and Atlantic is negotiating to form a permanent connection with the Bee Line at Marion.

Among the branch lines the leases of which the Wabash receivers will ask to have cancelled is the L. P. and C. This line during the five months, closing November 30, 1884 is represented to have shown a deficit of \$10,354.

The report comes from New Albany that an attempt will be made to revive the project to build a line from that city to Indianapolis. Some of the wealthiest men in Southern Indiana. It is said, are interested in the scheme.

J. H. Pierson, Chief Engineer of the L. N. A. and C. was in the city yesterday. He has inspected the road bed and equipments of the Air Line and announces that the work of reballasting will begin at once. A new passenger train, made up of elegant cars of the latest pattern, will be put on this division at once.

"This differential rate policy is a bad one, and there is a time coming when the differential will be referred to only as a thing of the past," said a local railroad man yesterday.

"Differential rates, any sensible railroad man will tell you, have a tendency to demoralize and cause a little trouble generally. General Passenger Agents all over the country are taking a stand against the differential, and it will surely be abolished in the near future."

NEW YORK, April 16.—At a meeting of the holders of the consolidated bonds of the Denver and Rio Grande Railway Company, held here this afternoon, a committee of five was appointed, consisting of George Campbell, Theodore Dreier, A. Marcus, John Lowell Welsh and R. Q. Wilson. This committee is to advise and co-operate with the Trustees, and take such part in the proceedings in Colorado for the foreclosure and sale of the mortgaged property as they may deem necessary for the protection of the interests of the bondholders. The committee was also instructed to prepare a plan for reorganization.

MEETING OF THE A. T. AND P. STOCKHOLDERS. TOPEKA, Kas., April 16.—The stockholders of the Atchison, Topeka and Santa Fe Railroad Company this morning unanimously elected I. T. Burr, B. H. Cheney, C. R. Codman, C. K. Halliday, S. A. Kent, A. W. Nickerson, E. B. Purcell, Warren Sawyer, S. Z. Ferry, George O. Shattuck, Alder Spauld, W. B. Strong and W. F. Wharton Directors for the ensuing year by 415,000 shares. They also authorized the consolidation of the Kansas Southern Railway Company, Kansas City and Emporia Railroad Company and Southern Kansas Railroad Company into the Southern Kansas Railway Company, the charter of which has been filed. The Directors elected officers as follows: W. B. Strong, President; E. Wilder, Secretary and Treasurer; C. L. Goodwin, Assistant Treasurer; A. A. Robinson, General Manager and Chief Engineer; J. P. Whitehead, Comptroller and General Auditor; George W. McCarty, General Counsel; H. C. Clement, Auditor; A. A. Glaser, Transfer Agent; the Massachusetts Directors were elected Executive Committee; B. F. Cheney, Chairman of the Board, and C. A. Higgins, Clerk of the Board.

THE CENTRAL TRAFFIC ASSOCIATION. CHICAGO, April 16.—The representatives of the Eastern and Western Trunk lines held a general session this forenoon to consider the proposition to form the Central Traffic Association on the basis proposed yesterday. The new association is to embrace all the roads of the Mississippi Valley north of the Ohio River, ending at the western terminus of the New York Trunk line. The pool will be based on the gross tonnage, one commissioner, three arbitrators, and joint settlements to be made at the end of each month. The proposed plan was adopted at a general meeting to-day, every road being represented. A committee was appointed to confer with Eastern Trunk Line managers to secure their co-operation. Pending the formation of the new association, it was decided to order the maintenance of current rates until June 1. A resolution was also adopted requesting Mr. Fink to maintain his statistical bureau until the new association could be formed. The arbitrators of the new pool have not yet been named.

COURT-HOUSE LOCALS. New Suits Filed—Final Report of the Grand Jury.

The jury in Room 1 yesterday gave Levi S. Gambold a verdict for \$100 damages in his suit against the T. H. and I. Road.

The Hall Safe and Lock Company has filed suit in replevin against Frank D. Lewis to recover possession of a \$75 safe. Demand is also made for \$30 damages.

Judge Taylor yesterday dismissed the suit of William Griffin vs. Stephen Crawford. Plaintiff sued for damages for assault and battery by defendant upon him while serving him with papers in a case before a justice.

Elizabeth Swope has filed suit for damages against Elizabeth McClay, John Carr and William Pace, alleging that she was in peaceful possession of certain property and that defendants forcibly took possession of the house and put out plaintiff's goods. Demand, \$500.

Mina J. Yates has filed suit against W. A. and Mary E. Rosie for \$1,000 damages for malicious prosecution. She alleges she is the wife of John C. Yates and the mother of one child, a girl of eight years. On the 28th of March last defendants, "being spiteful and malicious persons, and envious of the contentment, good name and neighborly confidence and enjoyed by plaintiff," maliciously prosecuted her before "Squire Smock for provoke. She gave bond for appearance

on the 2d of April, and the case was dismissed, defendant not appearing to prosecute. Because her reputation among her neighbors has suffered from the fact that they have not learned the particulars of the case, plaintiff thinks she has been damaged in the sum of \$1,000.

William F. Hershey has filed for a divorce from Rebecca J. Hershey. They were married in September, 1860. Defendant lives in Massillon, Stark County, Ohio. Plaintiff charges her with being of a quarrelsome, irritable and contrary disposition, and says she has not lived together for a number of years.

Judge Ayres yesterday tried the case of G. W. Sudba vs. The Board of Commissioners of Marion County, and took the matter under advisement. Plaintiff took on a tax on a graveyard on a farousome distance from the city. Upon learning that it was a graveyard he wanted the County Board to take it off his hands, which was declined to do.

The Grand Jury made its final report yesterday. Indictments were returned as follows:

Petit larceny..... 7
Petit larceny and receiving stolen goods..... 2
Grand larceny and receiving stolen goods..... 3
Forgery and uttering forged instruments..... 2
Presenting false claim..... 2
Assault and battery with intent to kill..... 1
Incest..... 1
Burglary..... 1
Conspiracy..... 1
Selling liquor on Sunday..... 10
Assault and battery..... 1
Selling liquor without license..... 1

Forty-one indictments were returned and six prisoners were discharged. John Lawrence, Isaac Jones, Anna Jones, Dan Conner, Sullivan, Link Reed and George Davis were indicted for petit larceny; Andrew Howe for forgery; John White and John Hartney for conspiracy to commit burglary; Frank Arnold and Thomas Williams, petit larceny; Michael Ward, grand larceny; John Harter, burglary; John Highland, petit larceny. The prisoners will be arraigned to-day.

THE COMING MONSTER AGGREGATION.

John B. Doris' Mammoth Shows United With the Great Inter-Ocean—The Parade To-Day.

Today and tomorrow are announced for the appearance of the "greatest show on earth," which has received the highest marked encomiums of the entire press and public wherever its mightiest of canvases have been erected, and one of our exchanges says: "From the entrance of its grand zoological institute to the exit of its mammoth three ring circus it commanded wonderful admiration; while the elegance and decorum with which every department of this colossal consolidated show is conducted secures the patronage and approval of the most fastidious who are not in the habit of attending public entertainments of any description. The arena features are the best on the road, rendered in a smoothness and cleanliness rarely seen with tent shows. Among many of the attractive novelties were the troupe of French bicycle riders, the equestrianship of the world's William Chowles, who, as a bareback rider, has no equal; troupe of skillful Siberian roller skaters, direct from St. Petersburg, especially engaged for Doris' New Monster Shows; fourteen brown turks in their wonderful native costumes, presenting their wonderful acrobatic feats, the whole forming human pyramids; the Fisher Bros., in their new and original aerial trapeze acts are truly wonderful, and deserve the immense applause given them; Fanny (J. R.) Adams, known as "Pie," the celebrated English acrobatic clown, is a marvel, and one of the funniest clowns. His sayings are new, novel and pleasing. Next comes "Betts," the ponderous and pioneer war elephant, 14 years of age, the oldest in the world. Follow him the very positively the best male and female equestrians and equestriennes, more acrobats, wonderful strongest men and women, twenty of the world's best leapers, champion burlesque riders, famous lady live horse riders, lady oriolans, lady and gentlemen trapeze performers, daring lady tight walkers, a whole family of giants and midgits, ten of the funniest of all clowns, fifty cages of truly wonderful rare wild animals, performing elephants, performing lions, a caravan of trained camels and tigers, troupe of telegraph stations and ponies. The grand free street parade contained twenty open dens of performing wild animals, just as this monster show advertised. This was the most gorgeous exhibition ever given on the public streets. We advise all from a distance to be on hand to see the only great show of the season."

THE PARADE.

The parade will start at 10:30 prompt, the route being as follows: From the show grounds south of the Vandalla depot, on Tennessee street, north on Mississippi street to Washington, east on Washington to East, north to Market, east to the Circle, north on Michigan to Michigan, west to Illinois, south to Georgia, east to Delaware, south to South and west to the grounds.

Local Courts.

SUPERIOR COURT. Room 1.—Hon. N. B. Taylor, Judge. William D. Griffin vs. Stephen Crawford. Damages. Dismissed.

Room 2.—Hon. D. W. Howe, Judge. Levi S. Gambold vs. the T. H. and I. Railroad. Verdict for \$100.

Room 3.—Hon. Lewis C. Walker, Judge. E. W. Redpath vs. Henry W. Tate-wiler. Account and attachment. Judgment for \$306.04.

Jacob Emerich vs. Isaac Johnson. Account. On trial by jury.

Real Estate Transfers. The following deeds were recorded Thursday, April 16, as reported by Steeg & Bernheimer, abstract compilers, 12 and 18 Thorpe Block, Telephone, 1048:

Hannah Cayle to Elizabeth O. Johnson, warranty deed to part of lot 16 in Joshua A. & Moses K. Farnum's subdivision of lot 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13 in James Blaise's subdivision of part of outlot 168 in the city of Indianapolis. 2,000 00

Conveyances, 7; consideration, \$5,200 00

THE CAR CONDUCTOR.

He Frees His Mind about the Ills He Has to Bear.

[Rochester Union and Advertiser.]

An old-time conductor recently said to a reporter that he did not want any more street car work in his life. "To use a slang expression," said he, "I've got the 'g. b.' which means that my services are no longer required on the line. I'm not sorry, though, for it's got to be something but niggardly, starve-to-death wages and awful long hours' work now. The company hires a certain number of female spotters to travel on the line and take notes of the number of passengers that get on and off, the number of fares collected a day, the number of times the punch is used, which they report to the office. Most of these spotters are young misses, who are employed for a few days on one line and then put on another, until the conductors have had time to forget their faces, for we are always on the lookout for them. They generally have a book to read, and sit where they can see on all sides, keeping on a card in their pockets the record of the trip. Some of the boys are so keen that they can almost smell a spotter before they see it. But, as all men are human, and street car conductors more so, they all sooner or later come to grief and go down into the valley of suspicion, which no ordinary conductor can ever triumphantly returned. These spotters include old and young men, girls, widows and cripples. It's the meanest business on God's footstool to-day. It don't make any difference whether a man is honest or not, he is almost sure to get fired before he has been long on the job. If some cranky old cuss happens to haul your car ten to a block away, and you don't see him, ten to one he will take the number and report you, which means in plain English, that you can hunt for a new job. Then again, if some fat old fool of a woman persists in getting on the car before it stops, and, as generally the case, sits on the seat blocks with the force of a pile-driver, nearly dislocating her spinal column and loosening the filling in her back teeth, you must expect trouble; and if she rises in her indignation and waves her wild and vehement sedan to you with her parasol as you glide down the grade, you may as well begin to arrange your earthly affairs for a sudden change of base, for it is in the air. The persistent practice of the public in getting out of moving cars and either turning back ward somersaults or roller-coasting over the slippery paving stones on their stomachs, has lost more situation for street car conductors and drivers than anything I know of, because it is a thing a man can't get any amount of asparting experience; that the conductor has to grapple with almost every day is getting fares out of absent-minded people and those who willfully lie in order to get out of paying. Why, I have seen well-dressed women who would take advantage of the fact that the car was crowded and declare in the most spiteful manner that they had pangled their nickel, when I knew that they were lying. But what can a man do? They know they have the drop on him, and so does he. The result is that he gets a free ride, for it would be a waste of time to try and get it. Absent-minded people, who think they have paid their fares, are just as troublesome. It's a sweet-scented encouraging business to a new beginner, the way things are managed on some lines. The man must go to work in the morning, of course, and put in his day he averages a dollar a day for a couple of months. For a single man this is bad enough, but I know more than one poor fellow who is starting along, trying to keep soul and body together on that pay, until he can get on as a regular horse-shoe and bolt maker. And the chances are ten to one that he will not hold the place three months when he gets it. Some fine day he receives his walking papers, and there is no appeal from the judgment. If his family is in the way, his situation it makes no difference, he must go. Then, again, when he is so fortunate as to get on as an 'extra,' he must report at the car-shops at the unwholy hour of 4:30 in the morning, help out cars and 'suppe' around basing his hopes on the slim possibility that some one of the 'reg's' will call him off for a day. If he wants to be an extra man he must report at that hour every morning, even if he don't get a day's work once in a week. Oh, yes, it's nice business; but poverty is a thing a man can't get any amount of, and if he is honest he will never work on a street car to stealing, although I'm hanged if I don't think the latter class get along the best. Yes, the street car business catches all classes of men. I know two conductors who were once wealthy, but when their wives and children were ready to starve under stocks on this coast; and there's one poor fellow now—a relic of better days—who used to be captain of a transatlantic steamship. He did not last long on the line, for the 'winging wheel' that knocked him out of his high position followed him and left him down one grade lower. It's a fact that the business catches them all—doctors, lawyers, merchants and unfortunate representatives from every one of the professions. Good-day! I am going to hunt a job in a lumber yard, while the good and lawful sign in front of a cigar store, I'm on the 'black list,' and that means that I can't get any work on a street car line in this city."

THE PRESIDENT.

His Removals and Appointments—The "Spoils" and the Election in 1888 No—The Objects of His Consideration—What He Has Done and What He Will Do.

[Plymouth Democrat.]

On several occasions I have tried to impress on the readers of the Democrat what kind of a man Cleveland is, and something of the views he holds respecting the office of President. By this time those who have kept up with his course of action so far as it has been made public can begin to comprehend and put them to the voters before the spoils" is a declaration attributed to Andrew Jackson. It was made many generations before his day and before the existence of this Republic. It is one of the advantages of being in a state of war in the design and effort is for the destruction of the enemy, his property, resources, powers and privileges; even to the taking of his territory and substituting the victor's laws and government for his own. In peace the rule is reversed. Preservation of all that is good and the maintenance of everything that aids in maintaining order, stability and the increase of prosperity is the object. The aim of the law is to preserve peace and order, and use such means as is best for that end. The President takes care to "take care that the law be faithfully executed." While custom often has the force of law, it is not law until it has been so long followed that no one can tell when it began. A bad custom ought not to be followed, and no extent of time can make it good if it is essentially a bad one.

The administration of government is business of the highest order and gravest importance, and it cannot be too often repeated and thought of.

Mr. Cleveland recognizes these important facts and governs his official action accordingly. I said in a former article, "He is self-policed, self-reliant, free from false am-

bition, has a true conception of government, law and justice, and of the methods for the accomplishment of their aims under our governmental forms, antecedents and environment." "What is right between man and man, citizen and government, official and the public, majority and minority, State and Nation are the questions he studies and tries to comprehend."

He declared that he was in favor of only one term, because in that case there would be no temptation to use the immense patronage of the office to aid in securing a second election, and so leave the President more free to act by his judgment instead of the demands of the party. His action so far has demonstrated that this estimate of his views is the correct one and that he is President of the United States and not of a political party. As a President he will execute the laws and conduct his part of the Government as business, governed by the best business rules and judgment, regardless of custom, while as a Democrat he will recommend to Congress such measures as he deems of value for legal enactment.

The complaints made because he does not remove Republican officials everywhere and appoint Democrats are idle. Mr. Cleveland must make his appointments for the large number of positions "with the advice and consent of the Senate." The majority in that body are Republicans. They are not going to advise or consent to wholesale removals and appointments, simply to "give the victors the spoils." Nor would the public service be benefited by any such movement. Mr. Cleveland has been in office a month. During that time, to this date (April 4) he has sent to the Senate 173 nominations, or about six per day for every week day. Of these, the Senate consented to 170, refused consent to two, and returned without action on twelve. It is not wise to remove an official unless his successor is certain to be approved by the Senate. If consent to the new appointment should be refused by the Senate the appointee could draw no pay, and he would not be reappointed in any office although doing nothing. With a Democratic Senate, in harmony with the President, he could make many and rapid changes. Without that, aside from every other consideration, Mr. Cleveland's wisdom is shown in his refusal to consent to removals and appointments, so far as he has made no mistakes. He is not likely to make any. We can rely upon it he is going to govern according to his best judgment, looking not at the election contests in 1888, but only to the good of the Nation as he views it.

ATHLORPHOROS is the first and only medicine which has carried off the prize as the perfect remedy for Rheumatism and Neuralgia.

Like two relentless tyrants they have for ages held their suffering victims in an iron grip. These poor sufferers have been as slaves in the power of their oppressors.

ATHLORPHOROS has entered the arena, engaged in conflict with the monsters, and won the victory. As the competitors in the Grecian games of old could win only by the most severe trials of ability and endurance, so ATHLORPHOROS has won the prize, not alone by giving temporary relief, but by bringing an enduring cure, as well, to those who have suffered the excruciating agonies of Rheumatism and Neuralgia.

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If you cannot get ATHLORPHOROS your drug-gist, we will send it express paid, on receipt of regular price—one dollar per bottle. We prefer that you buy it from your druggist, but if he has not it, do not be persuaded to try something else, but order once from us as directed.

ATHLORPHOROS, 112 WALL ST., NEW YORK.

Thousands Hastened to Their Graves.

By relying on testimonials written in vivid, glowing language of some miraculous cures made by some largely puffed up doctor or patent medicine has hastened thousands to their graves, the readers having almost insensate faith that the same miracle will be performed on them that these testimonials describe, while the cold, hard medicine is all the time hastening them to their graves.

Thousands Upon Thousands of testimonials of the most wonderful cures voluntarily sent us, we do not publish them, as they do not make the cures. It is our medicine, Hop Bitters, that makes these cures, and has never failed and never can. We will give reference to any one for any disease similar to their own if desired, or will refer to any neighbor, as there is not a neighborhood in the known world but can show its cures by Hop Bitters.

A Losing Joke.

A prominent physician of Pittsburg said to a lady patient who was complaining of her continued ill health, and of his inability to cure her, jokingly said: "Try Hop Bitters." The lady took it in earnest and used the Bitters, from which she obtained permanent relief. She now laughed at the Doctor for his joke, but he is not so pleased with it, as it cost him a good patient.

Fees of Doctors.

The fee of doctors at \$3 a visit would tax a man for a year, and in need of a daily visit, over \$1,000 a year for medical attendance alone! And one single bottle of Hop Bitters taken in time would save the \$1,000 and all the year's sicknesses.

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"Is it possible that Mr. Godfrey is up and at work, and cured by so simple a remedy?" "I assure you it is true that he is entirely cured, and with nothing but Hop Bitters, and only ten days ago his doctors gave him up and said he must die from Kidney and Liver trouble!"

None genuine without a bunch of green hops on the white label. Shun all the vile, poisonous stuff with "Hop" or "Hops" in their name.

LADIES ONLY!

TREATISE OF SELF DEVELOPMENT OF THE FEMALE SEX.

Having sold your essential personal knowledge to the world, you are entitled to a return. We have given you a return in the form of a treatise on the subject of self-development, which we will send you free of charge.

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Dr. Price's Cream Baking Powder. Best Dry Hop Yeast. FOR SALE BY DRUGGISTS. WE MAKE BUT ONE QUALITY.

Athlorphoros

ATHLORPHOROS is a novel word to most people who speak the English language. The Greeks used it centuries ago, meaning by it "THE PAIN-RELEASER."