

January 16, 1900

The Fort Wayne News

Railway Tunnel Caves In

BEDFORD, Ind., Jan. 16.—The Owensburg tunnel of the B. & B. branch of the Monon railroad, near this city, which was being repaired from a cave-in a short time ago, caved in again yesterday, catching five men, one of whom, Otis Noel, is supposed to be fatally hurt. The Monon officials, among whom are General Superintendent C. K. Lowell, arrived yesterday afternoon and have gone to the scene of the trouble. They will remain until the tunnel is repaired.

August 7, 1900

The Fort Wayne Evening Sentinel

Killed in a Wreck

Chicago, Aug. 7,—George K. Lowell, general superintendent of the Chicago, Indianapolis and Louisville railroad (Monon route) gives out the following official account of the wreck on the road which occurred at South Raub this morning: "The southbound Monon passenger train No. 3, leaving Lafayette at 12:40 this (Tuesday) morning collided with a light engine at South Raub, ten miles south of Lafayette. James Hudlow, fireman of the passenger, was instantly killed. Henry Whitside, engineer of the passenger scalded, and Freight Brakeman Eugene McCool bruised. These were all the casualties. None of the passengers was injured as the cars did not leave the track."

August 7, 1900

The Fort Wayne Evening Sentinel

AFTER THE MONON

Indianapolis Journal: "It has been currently reported in New York financial circles that J. P. Morgan & Co. have sold their holdings in the Monon railroad to the Pennsylvania and Vanderbilt interests. Such rumors are not new, but they come this time with more than the usual authenticity, and some credence is being given them. It is said that the Pennsylvania wants a short line to Chicago from Indianapolis, and the Monon is the shortest of all. The Pennsylvania now leases the Lake Erie and Western from Indianapolis to Logansport, and does not own a through line to Chicago. If it acquires the Monon it will have things its own way. The Vanderbilts also want the Monon to keep it from interfering with the Big Four."

August 20, 1900

The Fort Wayne Sentinel

Coroner Wright of Tippecanoe County, has rendered a verdict in the South Raub fatalities on the Monon railroad, August 7. It is that the collision was caused by the carelessness and neglect of Charles Cain, of Lafayette, while acting as brakeman, in leaving the switch open at the north end of the sidetrack at South Raub, at a time when the switch should have been closed.

August 20, 1900

The Fort Wayne Sentinel

Twenty-five men were indefinitely laid off in the car department of the Monon shops at Lafayette some days since. A dozen car builders are included in the bunch.

August 30, 1900

Cambridge City Tribune

(Taken from a article on State Fair features)

Special trains over the Monon railroad will run every half hour from the union Station to the Fair Grounds on Wednesday and Thursday and the Indianapolis Street Railway Company is largely increasing its electric power and will operate a large number of extra cars to carry people from the city to the fair.

December 1, 1900

The Fort Wayne Evening Sentinel

Plundered The Station

Monon, Ind., Dec. 1,—Robbers entered the Panhandle station at Monticello, demolished the safe, secured \$500 in money and carried away everything of value in the office. They opened several express packages, broke into a traveling man's grips and took all of Agent Woltz's private papers and \$50 belonging to Fred Obenshane, the day operator. It is thought to be the work of novices.

The same office was burglarized two years ago.

December 1, 1900

The Fort Wayne Evening Sentinel

Big Thefts of Cattle

Lafayette, Ind., Dec. 1.—Wholesale cattle stealing in reported in White and Jasper counties. The farmers have lost 265 head, and detectives in this part of the state are baffled as to the identity of the thieves who have been carrying off the live stock, although the operations are bold in execution. Cars were secured by the thieves and placed on sidings along the Monon

railroad at convenient points. The cattle were rounded up in cowboy style, in the various localities, and driven to the cars, when they were shipped to the Chicago stock yards. The cattle brought \$15,000 and the thieves escaped with the money.

February 2, 1901

Logansport Pharos

Senator Agnew Hurt

A dispatch to the Pharos from Indianapolis says; ‘Senator Agnew of Valparaiso was found unconscious beside the tracks of the Monon railroad near Lees Station this morning. The supposition is that he walked off the fast express. His injuries are not believed to be fatal. Senator Agnew is well known in this city. He was a former partner of DeWitt C. Justice in the practice of law. He removed from here to Valparaiso several years ago. He is a holdover senator from the district composed of Lake and Porter counties and is recognized as a leading member of the present senate.

April 1, 1901

The Fort Wayne Journal-Gazette

Brakeman Drops Dead—Summons Came Without Warning to R.H. Myton, While Waiting to Go on Duty at Lafayette

Mrs. R. H. Myton, residing at No. 113 Holman street, Received a telegram last night about 11 o'clock stating that her husband had dropped dead in the Monon railroad yards at Lafayette. No particulars of his death have been received except that he died of heart disease just as he was ready to go out on a trip. A Journal-Gazette reporter called at the Myton home and learned that the deceased had gone to Lafayette about ten days ago to take a position as freight brakeman on the Monon. Mrs. Myton received a letter from her husband last week, in which he stated that he had secured a position and would go on duty on the following day. He was twenty-two years old and was the son of Joseph Myton, of Monroeville. Prior to his going to Lafayette he was employed as a brakeman on the G. R. & I., running out of Fort Wayne. So far as known he never made any complaint of having heart trouble. He was a member to the Brotherhood of Railway trainmen. The remains will be brought to this city today.

April 24, 1901

The Fort Wayne Journal-Gazette

New French Lick hotel---Mayor Taggart Interested in the Project---Crawford Fairbanks and President McDowell, of the Monon Railroad, Associated with him in the Enterprise

Indianapolis, April 23—Arrangements are now being made by Crawford Fairbanks, the Terre Haute brewer, Mayor Taggart, President McDowell, of the Monon Railroad, and Mr. Dickerson, of Chicago, the latter's right hand man in a number of large enterprises, for the erection of a large hotel at French Lick Springs. Mr. Fairbanks and Mr. Taggart left yesterday morning for French Lick by way of Louisville, Ky., and it is understood that they were joined at that point by Mr. McDowell and Mr. Dickerson. Mr. Taggart gave it out that he was going to West Baden for his health, but it is understood that the real purpose of his trip is to attend the meeting of the capitalists who are interested in the project that he had been actively engaged in promoting.

The plans for the hotel have been under way for more than a year. They contemplate one of the most complete and modern health and pleasure resorts in the west, and it is probable that a deal will be closed tomorrow whereby the construction will begin within a few days. Sketches for the buildings were prepared by W. Scott Moore and Son, architects here. The grounds, which lie about midway between French lick and West Baden have already been laid out, and are to be made very attractive after the building is completed. It is understood that the promoters intend to expend nearly \$500,000 in equipping the hotel. It is said that Mr. McDowell really represents the Monon railroad in the arrangements.

June 22, 1901

The Fort Wayne Journal-Gazette

Mayor Taggart's Plans—French Lick deal will not affect them-the incorporation

Indianapolis, June 21—The French Lick Springs Hotel company will be incorporated with the secretary of state Monday. The members of the company are Mayor Taggart, D.P. Erwin, Crawford Fairbanks, of Terre Haute; James S. Murdock of Lafayette; President McDoel, of the Monon railroad, and L.S. Dickerson, of Chicago.

Mayor Taggart, who returned this morning, says that work on the new hotel will begin within two weeks, as the contract is to be let at once. Nearly all the hotel the company has just purchased is new, a part of having been finished two years ago. It has accommodations for about 150 people, but when the new hotel is completed the company expects to be able to care for nearly eight hundred people.

Although he will have charge of the property, Mayor Taggart says it will not require much of his time after business is once under way, and that he has no intention of changing his place of residence because of the consummation of the deal.

February 7, 1902

The Fort Wayne Sentinel

Quick Aim Saves Collision

Frankfort, Ind., Feb. 7—A serious collision on the Monon railroad was narrowly averted yesterday morning. A freight train which was scheduled to take a siding was found to be too long for the siding and some of the cars were forced to stay on the main track. Brakeman Burns

was sent to flag the passenger, which, a few minutes late, was coming down the track at sixty miles an hour. In the blinding snowstorm, Engineer Cline of the passenger could not see the signal and as the engine passed brakeman burns hurled his lantern into the cab. Despite the speed of the train his aim was good and the lantern crashed to pieces on the cab floor. Engineer Cline saw the pieces of red glass and, grasping the situation, applied all brakes, bring the express to rest within twenty feet of the freight train.

August 17, 1902

The Fort Wayne Journal-Gazette

BULLETIN

Just before 3 o'clock this morning a telegram was received in the city that a cattle train and freight train on the Monon railroad at Wanatah, near the Nickel Plate crossing, came together. Some of the trainmen were killed. Beef cars are piled on the engine and are burning up. Damage will be very great.

December 17, 1902

The Fort Wayne Sentinel

Puts Blame On Brakeman

Indianapolis, Ind., Dec 17—A freight brakeman running over a road on which there was a low bridge that had already killed nineteen brakemen was held by the supreme court to have assumed the risk of being killed by it in case he should fail to lie down when his train passed under it.

Suit was brought to recover \$10,000 damages for the death of William A. Francis, who was knocked from his train by the wagon bridge over the Monon railroad track at Putnamville when he was sitting on a brake wheel on top of a box car half asleep.

The Supreme Court affirmed a judgment for the defendant.

June 15, 1903

The Fort Wayne Journal-Gazette

Mr. Taggart To Be A Banker

Indianapolis, June 14—A bank is to be started at French Lick, and Tom Taggart and Crawford Fairbanks are going to run it. It will be placed in the hotel, and expects to get its business from the 700 or 800 floating population, and from the city itself, which has a population of 1,500 or 2,000.

There is now no bank in French lick, and a venture like that seems to be more than a good-looking gamble. Lots of money is used down there every night.

It has not been decided whether the bank will be a state bank or a national, but it will be incorporated for \$50,000. The directors and incorporators will be Tom Taggart, Crawford Fairbanks, W.H. McDoel, D.R. McDonald. Mr. McDoel is general manager of the Monon railroad.

January 22, 1904

The Fort Wayne Journal-Gazette

Great Damage Near Muncie

Muncie, Ind. Jan 21—Thousands of dollars of damage has been done in the oil fields. Derricks are down and all operations will be suspended for several days. Many wells are covered with water. White river at this place and the small creeks are covered with oil which is being washed out of the Indiana field around Montpelier and Parker City. The bridges are being watched for a possible weakening. At Albany, this county, the bridge over White river is expected to go when the ice breaks in the river above it. The lowlands are flooded, and people living near the banks of the river will spend a sleepless night. The Monon railroad bridge across the White river in the eastern part of Muncie, went out tonight.

Alarm Near Richmond

Richmond, Ind., Jan 21—The section of the city known as happy hollow, in which there are about twenty houses and the O. Nixon paper mill, is threatened. The water is still rising. At some points the river is already out of its banks. Ice gorges are forming in the river here and several gorges are threatened. The Monon railroad was compelled to dynamite the gorge.

July 8, 1904

The Fort Wayne Evening Sentinel

A Lengthy Trestle

Perhaps the highest long piece of trestle work in Indiana has just been completed by the Monon railroad over a ravine in the south part of the state. The structure is steel throughout and has been under construction for a year. The trestle proper is 870 feet long and about 100 feet high in the highest place. From twenty to fifty men have been employed continuously for the last year in building it and during its construction one man was killed and six injured. The steel trestle is to take the place of a wooden structure that has been standing for years and which is about one-half mile long.

July 23, 1904

The Fort Wayne Evening Sentinel

Death of Old Railroad man

New Albany, NY July 23—Blaine Marshall died today, aged eighty-five years. He was a conductor on the Monon railroad from 1850 to 1860 and superintendent of the Louisville and Nashville railroad during the civil war

January 2, 1905

The Fort Wayne Journal-Gazette

The Railroads Were Ignored

Indianapolis, Ind., Jan. 1.—It is expected that representatives of Indiana railroads and shippers will soon hold a conference on the subject of a state railroad commission, but that the railroads and the shippers are very far apart as to what powers shall be conferred on the proposed commission seems to be the present situation. The possibility of an agreement on a bill that may be presented to the legislature with the endorsement of both interests is a matter of conjecture, though such a result is hoped for.

Samuel O. Pickens, solicitor of the Pennsylvania lines, is authority for the statement that a conference on the subject of the proposed railroad commission probably will be held by representatives of the shippers of the state within a week. A prominent representative of the shipping interests this week made an advance toward such a conference. As both sides had expressed their willingness apparently all that remains to bring it about is the naming of the time and place.

John B. Cockrum, general attorney of the Lake Erie & Western lines, and one of the well-known railroad attorneys of the state, expresses himself as emphatically opposed to the bill prepared by the shippers, although not opposed to a railroad commission as a general proposition. Mr. Cockrum was said to have some knowledge of a bill prepared by E. C. Fields, solicitor of the Monon railroad, at the instance of the railroads of the state, providing for a railroad commission. This bill, it was said, would be introduced in the legislature by Senator Bell, of Hammond. Mr. Cockrum denied any knowledge of such a bill, and expressed confidence that Mr. Fields has had nothing to do with a measure of that kind.

"I have no knowledge of such a bill," said he, "and I am quite sure that Mr. Fields has not prepared any such bill and that he will not, -through Senator Bell, have any such bill presented until the railroad interests have been consulted."

When asked whether he knew of any concerted action that is to be taken at this time by the railroads on the subject of a railroad commission Mr. Cockrum said: "Yes; there has been an exchange of views among the various representatives of the railroads to ascertain what sort of measure would be fair to all interests, but as yet there has been no conclusion upon that subject."

Mr. Cockrum also expressed himself plainly upon the general subject of a railroad commission for Indiana, when asked as to his opinion of the general impression among the railroad men of the state as to such a commission.

"I cannot speak for the railroad men of the state," he said. "I can give only my own opinion based upon an exchange of ideas with others. I would not undertake to say what the railroads of Indiana were willing to accept as a railroad commission. I am of the opinion that a fair measure providing for a railroad commission should be adopted, but that the railroads should

turn over their business to a commission to be created by the legislature is asking more than public interest requires, and much more than business interest would admit.

"As long as the railroads of the state are owned by individuals under the present plan it seems to me that the right to operate and control the railroads and manage their business should be left with the owners and those selected by them to manage and control the property. Until the state shall have acquired the right of operation by reason of ownership I am of the opinion that it should not take the power, if it could, to direct and control the management of the railroads."

Regarding the railroad commission bill prepared by the shippers of the state Mr. Cockrum said:

"I think the bill is absolutely unfair to every interest of the railroad companies, burdensome to the state and a demand on the part of the shippers that shows the prejudice that exists in their body as against railroads, and is not a fair business suggestion even as introductory proposition on the question of the establishment of a railroad commission."

The bill prepared by the shippers of the state, represented chiefly by the Indiana Shippers' Association, of which C. B. Riley, of this city, is secretary, and to which Mr. Cockrum takes such emphatic exception, provides, among other things, the following;

"The commission shall have power to correct abuses and prevent unjust discrimination in rates of freight, passenger and express tariffs, doing business within the state, with power to have the penalties prescribed by law enforced. The commission shall also have power to intervene between railroad companies and to adjust joint rates and service schedules between them to prevent unjust discrimination against shippers or places, require an equitable distribution of cars and train service between competitive and non-competitive points, whereby the shippers with only one road can secure their proportionate share of cars, as well as the shippers at competitive and terminal points. The commission shall have power to alter, change and amend schedules and orders when they find it necessary to prevent injustice to the shippers or the carriers.

January 14, 1905

The Fort Wayne Journal-Gazette

Important Crossing Ruling

Much interest is shown by railroad officials in the decision of the Indiana supreme court on an appeal from the decision of the court at Crawfordsville, which court ordered the Monon road to place electric lights at each of its crossings, the order being in the form of an ordinance passed by the common council, the requirement being that the lights be kept burning all night. A fine of \$100 was to be assessed against the Monon Railroad company for failure to provide such lights and the matter was appealed to the supreme court. The Company set up in the defense that it was just about to install a system of lights at crossings whereby the lights would be turned on by an approaching train. The court held that it would be time enough to consider such a light when it had been provided.

January 19, 1905

The Fort Wayne Journal-Gazette

Railroad Commission Bill

Indianapolis, Ind., Jan 18—In order to obtain enlightenment that may aid them in legislation relative to the creation of a state railroad commission nearly a hundred senators and representatives listened for three hours tonight to arguments advanced by noted attorneys for and against the railroad commission bills now pending in the general assembly. Former Judge Field, of Chicago, general counsel for the Monon railroad, made the opening address, in which he presented strong arguments against the creation of any commission and attacked various provisions of the Newhouse and Bell bills now under consideration. John W. Kern, Counsel for the Indiana Shippers' Association, which is backing the Newhouse bill, answered his arguments and refuted his attack, at the same time showing the constitutionality and desirability of the measures that have been introduced.

Judge Field scouted the efficacy of a state commission, in that it would be devoid of power to enforce its findings.

Continuing, the railroad attorney came to that part of the Newhouse bill making it unlawful for members of the proposed commission to accept any favor or reward from the railroad companies. He commented on the fact that the Bell bill was silent on this point. He thought it unjust to assume that the railroad was culpable part in the controversy and declared that the shippers should be prohibited from extending any courtesies to the commissioners.

In conclusion, Judge Field said the work of the commission would be impotent, as the commissioners would be absolutely devoid of power to regulate interstate rates.

January 30, 1905

The Fort Wayne Journal-Gazette

To Condemn the Old Canal—Big Four Road wants to Parallel Monon in Lafayette

Saturday night the Big Four railroad began condemnation proceedings against the heirs of the original owners of the old canal, and the court will be asked to dedicated the now idle property for public use. The Proposed new line of the Big Four will parallel the route that the Monon seeks to use. The Big Four will run its tracks from the South street station to the city limits on the south, where it will eventually connect with the line of the Big Four. Kumler and Gaylor have brought the suit, for the Big Four naming the Shirks and Dukes as defendants. The history of the old canal bed in this city is filled with litigation. Several years ago the city council ordered the canal bed filled in, as the waterway was declared to be a nuisance. After the city had paid out several thousand dollars to show its complete repudiation of the canal, it occurred to some people that the tow path, being a direct route, it would be a good idea to build a railroad along the canal, connecting Lafayette with Logansport, Wabash, Fort Wayne and other towns in the north east part of the state. The Wabash Valley Railroad was formed and incorporated under the laws of the state, the Shirks and Dukes, heirs of the original owners of the canal, being directly interested. While this company held possession of the canal and tow path no other could obtain possession of it. After a long period of inactivity, others who saw the value of the old property, began to seek the courts in an effort to condemn the property, or part of it, and use it for their own purposes. The Monon railroad brought suit desiring to lay a spar track through a mile of the factory district. This was contested, but finally appraisers were appointed and one

Sunday, stealing a march on the attorneys for the owners of the canal, a couple of hundred section men laid the canal bed with ties and spiked down the rails, thereby settling the dispute of ownership. The Wabash Valley railroad became a reality and the Big Four obtained permission to lay portions of track in the packing district. One of the most important railroad moves in this city came several months ago when the Monon asked the court to condemn a strip of the canal bed from the city limits on the south to main street on the north, this connecting with the north extension and making a loop through the most profitable district in the city and completing a circuit that would eventually become indispensable to the city's use. It was a clever scoop on the other roads in the city. An interurban line was planned to run along the banks of the canal, but the project has been abandoned, although a line will be built to Logansport next summer. South of here there is little demand for the property. To offset the coup of the Monon the Big Four has now asked to be given permission of part of the canal bed from Main street to the city limits on the south.

February 11, 1905

The Fort Wayne Sentinel

Death-Dealing Bridge is Styled a Murder Mill

Indianapolis, Ind., Feb. 11—Twenty-four men have been killed at different times by a bridge jointly maintained by the Monon Railroad Company and the county of Putnam.

The Coroner, in one of his verdicts, uses this language; "I would recommend that the bridge be torn down at once or so raised that it would not touch a tall man on the top of a car. From the number of deaths at this bridge some one or the authorities are to blame. It is strange that any such murder mill should stand so long in an enlightened community and in this day of improvements. Whoever is responsible for the condition of the bridge should be prosecuted to the full extent of the law and made to pay heavy damages."

When the railroad was built, fifty years ago, the engineers struck a serious problem near Putnamville. There were limestone hills towering high above and cuts and fills had to be made the entire distance. When they reached the National road, which runs from Washington city to St. Louis, it was high above the grade they could make. They could not get over it and were compelled to cut through. The county put a bridge over the road, the bottom timbers being not more than three feet above the old box cars of those days.

Air brakes were not in vogue and brakemen were compelled to be on the tops of cars in freight trains most of the time. Then came the slaughter. Man after man was killed by being knocked from the top of the cars. Then the county raised the bridge about two feet, but almost coincident with this came larger and higher freight cars and danger was not decreased. Indeed some furniture cars were so high that they almost touched the timbers of the bridge as they passed under it.

As the number of deaths increased various expedients were used to stop the slaughter. One was to put poles above the track fifty feet on either side of the bridge and from these suspended ropes, which came down to the top of a passing freight car. When a brakeman was hit by one of these ropes it was a sign that danger was near and he was supposed to drop down on the top of the car and remain there until the car passed under the bridge. If the warning rope

missed him or if for any reason he failed to heed it he was carried against the bridge and to certain death.

Conference after conference was held between the railroad officers and the county officials, but nothing came of them. The railroad company could not lower its tracks and the county could not raise the bridge except at enormous expense, for it would involve a fill of more than a mile on each side in order to lessen the steep grade that would thus be made. Thus the matter has stood and thus twenty-four lives have been sacrificed.

February 18, 1905

The Fort Wayne Sentinel

The Route of the old Wabash and Erie Canal, once the liveliest artery of trade Indiana possessed, has been completely obliterated. The Final action was taken at a special meeting of the city council at Lafayette, when the council wiped off the tax duplicate \$1,100 standing against the canal property and accepted \$3,000 from the Monon railroad as payment to the city for filling in portions of the old canal bed.

April 23, 1905

The Fort Wayne Journal-Gazette

Hammond Bank Cashier Shoots Himself

Hammond, Ind., April 22—George Gerenier, assistant cashier of the Commercial bank, accidentally shot himself this afternoon. The injured man crawled to the Monon railroad crossing where he flagged a train, on which he was brought to St. Margaret's hospital in this city. Amputation of his injured leg may be necessary.

May 5, 1905

The Fort Wayne Sentinel

Daniel G. Wagner, chief train dispatcher of the Chicago division of the Monon railroad, yesterday tendered his resignation to the company, which he has severed for sixteen years.

May 5, 1905

The Fort Wayne Journal-Gazette

First Railroad Case filed—And the Indiana Commission Will Start Early

Indianapolis, May 4—The railroad commission had hardly organized for business today before the first case was called. The Monon railroad, through its president and general manager, W.H. McDoel, and its general solicitor, Judge Steele, of Chicago, filed a complaint against the Pennsylvania and Grand Trunk railroads charging them with refusing to enter an agreement to

build interlocking switches at a point near Hammond, where their tracks cross those of the Monon. The Commission is asked to make it compulsory on the part of the two railroads to enter into such an agreement and to bear their equal shares in the cost of the construction and equipment. Secretary Riley was instructed to send summons to the sheriff of Lake County to be served on officials of the Pennsylvania and Grand Trunk railroads and also notification that the members of the commission would go to Hammond on Friday, May 19, to inspect the crossings in question and secure other information preparatory to hearing the case. The date of the hearing has not been set.

May 24, 1905

The Fort Wayne Journal-Gazette

Must Install Interlocking Device—When Steam Railroad Crosses Interurban Electric, or Electric Crosses Steam Line, says Indiana Supreme Court

Indianapolis, May 23—The supreme court today held that the act of 1903 authorizing interurban railroads to cross steam railroads at grade makes it the imperative duty of the crossing railroad to put in an interlocking device within six months under penalty of forfeiting all right to continue the use of the crossing without one. A temporary injunction forbidding the Monon railroad to tear out the tracks of the Indianapolis and Northwestern Traction company where they cross its road near Frankfort, was reversed, with directions to sustain a motion dissolving the injunction. The court refused to decide whether or not the provision of the law that interlocking crossing meet the approval of the state auditor is constitutional, saying that the time when such a crossing is built, which the state auditor refused to approve, will be the time to decide the effect of his disapproval.

June 20, 1905

The Fort Wayne Journal-Gazette

Trainmen Hurt in Monon Collision

Indianapolis, June 19—In a collision between a local Monon freight train and a work train on the Monon railroad near Carmel, about thirteen miles north of the city, today, three Indianapolis trainmen sustained injuries. John W. Ulrey, the conductor of the freight train, who was riding on the engine, was thrown from the cab. He was badly bruised, but escaped serious injury. Albert H. Jones, fireman, who was in the cab with Ulrey, was slightly bruised and cut about the head. James Reser, brakemen, was badly shake up and bruised.

August 23, 1905

The Fort Wayne Journal-Gazette

Indiana Railroad Commission on its Mettle—Issues Warrant for Terre Haute Man for Contempt Because He Did Not Answer Summons

Indianapolis, Ind., Aug. 22—Because he failed to appear before the railroad commission as a witness when cited to do so, contempt proceedings will be instituted against Paul Kuhn, of Terre Haute, a member of the firm of Eartlette, Kuhn and Co., grain dealers. Action to this effect, it is said, was decided upon today by members of the commission. A complaint against Kuhn, it is expected to be filed in the Vigo circuit court within the next few days. Kuhn had been subpoenaed to appear as a witness in a case known as the “hay rate” case, which was tried before the commission at Terre Haute last week. Before the commission at the state house, testimony was heard in the two suits brought against the Monon Railroad company by the Romona Oolitic Stone company of Stinesville. The first suit charges discrimination in coal rates and the second that the Monon had refused to furnish cars of the capacity desired, Judge E. C. Field represented the Monon. Walter Kessler, manager of the Romona, appeared as its counsel.

September 9, 1905

The Fort Wayne Journal-Gazette

The Indiana Railway Commission—Rules Against the Monon in its Discrimination in Favor of Coal Along Its Line

Indianapolis, Sept. 8.--In an opinion handed down by commissioner McAdams today the railroad commission rules for the Oolitic Stone company of Stinesville, Ind., in its suit charging that in its freight rates on coal the Monon Railroad Company discriminated in favor of the coal originating on its line, and also that the rule adopted by the Monon company, charging in freight the marked capacity of the freight cars, even though their holding capacity was less, was interpreted unjustly and such interpretation should be stopped.

October 4, 1905

The Fort Wayne Journal-Gazette

Expect Spread of the Strike—Freight Handlers Planning Strong Organization

Indianapolis, Ind., Oct. 4—It is possible that the strike of the freight handlers of the Big Four freight house will spread to other freight houses in the city. An effort is to be made to effect a strong organization of all freight handlers of Indianapolis as soon as a permanent union is formed by the strikers. The freight handlers of the Monon, it is said, will make the first demand of the employed freight handlers for an increase of 2 ½ cents an hour, with time and one-half for over time, similar to the demand that was made by the Big Four men. In case this demand is not granted, it is said, the men will then walk out. It is proposed that the freight handlers of the other roads in this city will follow the same course.

The strikers met at their hall today and only two or three of them were in the neighborhood of the freight house. A parade of men was planned for today, just to show the strength of the temporary organization.

John Q. Hicks, Big Four freight agent, said this morning that other checkmen had been obtained from other stations of the road and that things were moving in a satisfactory manner.

Killed By Coal Train

Linton, Ind., Oct. 4—Merritt C. Osborne, of this city, was killed today by a coal train on the Monon railroad near Switz city. He was 35 years old.

November 16, 1905

The Fort Wayne Sentinel

Conductor Fatally Hurt

Lafayette, Ind., Nov. 16—Leslie Dunkin, a conductor on the Monon railroad, was seriously and perhaps fatally injured at Romney today in a collision which threw him from the top of a freight car.

November 21, 1905

The Fort Wayne Sentinel

Railway Company Appeals

Indianapolis, Ind., Nov. 21—The Monon Railroad Company has appealed from the decision of the railroad commission in the case of the Romona Ooolitic Stone company, which asked for reduction of rates on coal from the mines to the town from Stinesville. The railroad commission reduced the rate from 95 to 80 cents. In making an appeal the railroad company prevents the immediate reduction of the rates. The 95 cent rate will be collected, but the company must give a bond to cover the excess charges in the event of an adverse decision.

January 25, 1906

The Fort Wayne Journal-Gazette

Railroad Commission's Resistance of Appeal

Indianapolis, Jan. 24—It now looks as if the state railroad commission will win its point that the section of the law creating the commission that gives to the appellate court the right of review and revision of the decisions of the commission, is unconstitutional.

Some time ago the commission reduced freight rates on coal hauled by the Monon Railroad Company to the quarries of the Romona Stone Company, Stinesville, Ind. The Monon appealed this decision, under that section of the law that provides for a direct appeal to the appellate court from the rulings of the commission. The Commission filed a brief, attacking the appeal provision of the law as being unconstitutional, in that, first, it gave the appellate court original jurisdiction, and second, that it gave the judiciary power of review over the acts of a

legislative body. The commission held that it had specially delegated legislative powers, which the appellate court could not modify, so far as revising rates was concerned.

In the reply brief just filed by the Monon railroad attorneys, the point is admitted that the provision for an appeal to the appellate court is unconstitutional, and for the same reasons that the commission urged. With both sides to the case agreeing on the unconstitutionality of this section of the law, it is supposed that it will be so decided.

Going further in its reply brief, the Monon alleges other sections of the law to be unconstitutional, so that, in effect, the entire act is void. The point relative to the appellate court is raised first, however, and if that is decided as both briefs indicate, it is supposed that the court will not attempt to pass on the other points of alleged unconstitutionality, for its decision on the first point will mean that it has no jurisdiction in the case.

If this contention of both sides to the case is upheld by the court, and the appeal provision of the law declared unconstitutional, then the commission itself will be final, so far as direct appeal is concerned, and the decisions of the commission will not be subject to special review. Of course the carrier or the shipper, if he is dissatisfied with the decision, may appeal from that in any court of original jurisdiction, declaring that the decision is confiscatory, or making some similar charge. This right always exists.

It is supposed that the commission in making reply to the brief of the carrier will urge upon the court the agreement between the two sides as to the unconstitutionality of the appeal provision, and urge that the court does not have power to pass on any of the other questions involved because it does not have jurisdiction in the case.

February 3, 1906

The Fort Wayne Sentinel

Big Mortgage Filed

Petersburg, Ind., Feb 3—Officials of the Monon railroad today filed a mortgage for \$6,000,000 here. The proposed Monon extension passes through valuable coal lands in this county.

March 5, 1906

Cambridge City Tribune

Henry Henley, who was killed in the Monon railroad wreck a few days ago, was a brother-in-law of Mrs. Josiah Reynolds, of Dublin.

March 7, 1906

The Fort Wayne Sentinel

Special Corn Train

Indianapolis, March 7—During the last week of March there will run over the Monon railroad a train known officially as “the seed corn special,” a train that will carry lecturers from the agricultural department of Purdue university, who will instruct the farmers along the Monon on corn culture, particularly regarding the scientific selection of their seed corn. This will be the second train of the kind ever run in Indiana.

March 24, 1906

The Fort Wayne Sentinel

Seed Corn Special's Next trip—Arrangements Completed for a Run Over the Monon

Indianapolis, March 24—All arrangements have been completed for the running over the Monon railroad next week. The train starts on its tour Monday morning and will end its work Thursday night. Two mass meetings will be held during the tour, one at Rensselaer Tuesday night and the other at Monticello Wednesday night. The train is to be run under the auspices of the agricultural department of Purdue University, the Indiana Corn Growers' association, the Indiana Grain Dealers' association, the Indianapolis News and the Monon railroad. The object is to instruct the farmers along the Monon in the science of selection seed corn. The men who will lecture to the farmers on the subject of seed corn are D.F. Maish, Frankfort, and J.P. Davis, president and vice president respectively of the Indiana Cory Growers' association and Professors M.L. Fisher, A.T. Wlancko and George I. Christie of the Purdue agricultural school. One of the events of the trip will be a corn dinner at Crawfordsville.

May 12, 1906

The Fort Wayne Journal-Gazette

Indiana Railroad Commission to go to Court

Indianapolis, May 11—The state railroad commission today ordered suit brought against the Monon and Chicago and Eastern Illinois railroads, charging violations of the long and short haul clause of the Indiana railroad law.

Treasurer Lewis, of the Monon Railroad, Dead

Chicago, May 11,—William H. Lewis, for many years treasurer of the Monon Railroad, known to railroad men throughout the United States died suddenly here today of heart disease.

June 27, 1906

The Fort Wayne Sentinel

Decision on the State Rail Law

Indianapolis, June 27.—The appellate court today upheld the right of appeal from the railroad commission and refused to dismiss an appeal taken by the Monon railroad from an order of the commission. The unusual condition was presented of both parties to the appeal insisting that there was no right of appeal because of the invalidity of a law. The railroad commission, which owes its own creation and existence to the act in question, insisted that the act was valid except two sections conferring the right of appeal from orders made by the commission. While the railroads admitted that those two sections are invalid, they asserted that the whole act is unconstitutional.

Under these circumstances the court called on the attorney general to defend the law, and its decision supports his contention against both the parties.

The court held that the exclusive jurisdiction conferred on the appellate court in railroad commission cases gives it power to decide whether or not the law under which it is called on to act, is constitutional, but contented itself with the ruling that the appeal would lie without deciding the constitutionality of the law as a whole

The Monon appeal questioned the right of the commission to make an order fixing rates. The opinion of the court, written by Judge Robinson, says that the law in question leaves the railroads with authority to fix rates, subject to interference by the commission if an unreasonable rate is established, and complaint is made under oath by an injured part.

(Article appears again in the *Fort Wayne Weekly Sentinel*, July 4, 1906, verbatim,--KG)

June 28, 1906

The Lake County Times

(Similar to above article, but with a little more meat. KG)

Indianapolis, June 28—The appellate court upholds the right of appeal from the railroad commission, and refuses to dismiss an appeal taken by the Monon railroad from an order of the commission. The unusual condition was presented of both parties to the appeal insisting that there was no right of appeal because of the invalidity of a law. The railroad commission, which owes its own creation and existence to the act in question, insisted that the act was all valid, except two sections conferring the right of appeal from orders made by the commission.

While the railroads admitted those two sections are invalid, they asserted that the whole act is unconstitutional. Under these circumstances the court called on the attorney general to defend the law, and its decision supports his contention as against both the parties. The court held that the exclusive jurisdiction conferred on the appellate court in railroad commission cases gives it power to decide whether or not the law under which it is called on to act, is unconstitutional, but contented itself with the ruling that the appeal would lie without deciding the constitutionality of the law as a whole.

The Monon appeal questioned the right of the commission to make an order fixing rates. The opinion of the court, written by Judge Robinson, says that the law in question leaves the railroads with authority to fix rates, subject to interference by the commission if an unreasonable rate is established, and complaint is made under oath by an injured party.

Upon the presentation of such a complaint, the inquiry by the commission is limited to the single question whether or not an existing rate established by the railroad is reasonable and

the commission follows methods substantially like those which a court might have followed to determine the same question before the commission was created.

The setting aside of the established rate and fixing a different rate in case the existing rate is found to be unreasonable is declared to be the exercise of a power which is neither legislative nor executive, but is quasi-judicial. But as the action of the commission in fixing rates is made final, except so far as it may be reviewed by the appellate court, an appeal to that court is declared to be a necessary incident in order that the commission assert may not establish unfair and unreasonable rates.

July 30, 1906

The Fort Wayne Journal-Gazette

Monon Operator Bound While Linden Safe Was Blown

Lafayette, Ind., July 30—News reached here early this morning of the dynamiting of the station safe of the Monon railroad at Linden, Ind., eighteen miles south of this city. It is reported that seven masked men entered the station and bound and gagged the operator. They then set to work on the safe and after discharging several shots of dynamite, succeeding in blowing off the door of the safe and obtained it is said, \$500. The operator succeeded in freeing himself from the ropes with which he was tied and notified the dispatchers' office. A special train with railroad officials and detectives left here shortly after midnight for the scene of the holdup.

July 31, 1906

The Lake County Times

(Same as above, but the facts are slightly different, also a little more meat. KG)

Lafayette, Ind., July 31—News received here tells of the dynamiting of the station safe of the Monon Railroad at Linden, Ind., eighteen miles south of this city. It is reported that three masked men entered the station and bound and gagged the operator. They then set to work on the safe, and after discharging several shots of dynamite, succeeded in blowing off the door and obtained, it is said \$200.

The operator succeeded in freeing himself from the ropes with which he was tied and notified the dispatcher's office. A special train with railroad officials and detectives left here shortly after midnight for the scene of the hold-up.

An all-day search was made for the robbers, but without results. One hundred and seventy-nine dollars in money and checks were found on the railroad track north of the station.

July 31, 1906

The Fort Wayne Journal-Gazette

Monon Railroad Station Robbers Still At large

Linden, Ind., July 30—All day the search for the seven robbers who dynamited the safe at the station of the Monon railroad last night has continued throughout this part of the state, but without results. Two suspects were arrested at Lafayette but were released later. Officers at Crawfordsville have patrolled roads leading into that town but have made no arrests. One hundred and seventy-nine dollars in money orders and checks was found today on the railroad track north of the station.

September 16, 1906

The Fort Wayne Sentinel

Killed By A Train

Bainbridge, Ind., Sept 19.—George South, fireman on a Monon railroad gravel train, was killed today in a rear-end collision between his train and a freight train on the same road. No one else was hurt. Several cars were broken up.

October 5, 1906

The Fort Wayne Journal-Gazette

Monon Trains Collide

Indianapolis, Oct. 4—fast mail train No. 32, north bound, and No. 31 south bound, from Chicago, on the Monon Railroad, collided today at Broad Hipple (sp), a suburb of this city. Two persons were seriously injured. They are H.J. Hanseman, a mail clerk living at Cincinnati, and G. R. Jones, conductor of north bound train, who lives here.

October 7, 1906

The Fort Wayne Journal-Gazette

The Indiana Railroad Commission Wins

Indianapolis, Oct 6—By a slash cut from 25 to 37 ½ per cent in all rates on Indiana coal, the Monon railroad has practically cleared the boards of its many differences with the railroad commission.

Steps have been taken recently by representatives of the railroad to come to some basis of settlement of the cases that are pending in the appellate court between the Monon and the commission, and today it was announced that the commission had received a list of revised coal rates affecting every town on the Monon railroad.

These rates are in harmony with those promulgated by the commission and previously contested by the railroad, so the commission ordered the suits it had pending against the Monon dismissed.

October 20, 1906

Bi-Partisan State Boards Are Defeated by McAdams

Indianapolis, Ind., Oct. 19—In a brief filed in the appellate court today Charles V. McAdams, railroad Commissioner, comes to the defense of the bi-partisan control of state institutions and the bi-partisan organization of some twenty-five state boards.

In an appealed case before the appellate court, involving the constitutionality of the railroad commission law, the Monon railroad, the appellee, in a brief filed recently attacked the railroad commission law as being unconstitutional, because of the fact that the law provides that “at no time shall there be more than two of the said commissioners (railroad commissioners) members of the same political part;” and because, also, the following language is contained; “The persons so appointed shall be resident citizens of this state and qualified voters under the constitution and laws and not less than thirty years of age.”

It can be seen that if the appellate court holds the contention of the Monon, good, and declares that this law is unconstitutional because of the two above provisions, not only will the various bi-partisan boards come to an untimely end, but all age qualifications for various statutory offices will be swept away.

The Monon bases its contention on two points; that the general assembly in making the above provisions violated that section of the constitution that entitles every citizen of the state his full share of the “privileges and immunities,” and that the general assembly has no right to fix any age qualification at all for such offices.

In the reply brief filed today commissioner McAdams holds;

“That the power and authority of the general assembly to legislate is limited only by the federal constitution and the constitution of the state. All legislative authority not granted to the general government or prohibited by these constitutions may lawfully be exercised by the assembly.

“If the constitution does not prescribe the qualifications for office, the legislature may.

“The right to or qualifications for holding office are not included in the ‘privileges and immunity’ guaranteed by section 23 of the bill of rights.

“The stipulations as to age and party affiliations in the law are only advisory, and if invalid, may be disregarded by the governor. The governor may execute the act in accordance with the constitution and laws of the state. This contention is justified by the long continued course of the people in electing a state statistician and a state geologist under laws which provide for their appointment by the governor and election by the general assembly.”

In his argument McAdams claims that the construction of the court favorable to the claims of the Monon would destroy every obvious bi-partisan board, and even obviate the use of any sort of civil service ruling that might obtain in state affairs. It would in effect, he says, absolutely destroy any check that efficiency might prescribe, and is therefore absolutely illogical and absurd.

October 25, 1906

Shoe Betrays Big Theft

A new pair of shoes work by Burt Hamilton, one of the best known of the brakeman on the Michigan City end of the Monon railroad, served as a clue which resulted in his arrest at Lafayette Tuesday, charged with robbing a freight car in the company's yards in this city a few days ago. The arrest was made by Mort Acheson and Edward Mackessey, two of the Monon's detectives. Mr. Acheson is well known here, being a brother of John Acheson, express messenger on the Monon passenger train.

Passing Hamilton on the street in Lafayette Acheson noticed that the railroader wore a new pair of shoes. The articles looked familiar to the clever detective and after consulting his partner detective, decided to cause Hamilton's arrest. The chief of police of Lafayette was also consulted and Tuesday a warrant was issued for the arrest of the brakeman. Upon placing him under arrest in his way car in the Monon yards, Hamilton denied having stolen anything.

November 23, 1906

The Lake County Times

Monon—Time table effective June 3, 1906

South

No. 35.....F 12:08 AM
No. 5.....9:15 AM
No. 3.....12:50 PM
No. 39.....3:55 PM
No. 33.....9:50 PM

North

No. 4.....6:10 AM
No. 36.....F 6:47 AM
No. 40.....9:36 AM
No. 32.....11:11 AM
No. 38.....S 4:39 PM
No. 6.....5:02 PM
No. 30.....X 7:49 PM

S.... Denotes Sunday only

X.... Daily except Sunday

F.... Flag stop only

November 24, 1906

The Lake County times

Monon Will Test Rate Law; Contracts Made

Chicago, Nov. 23—The Supreme Court of the United States is to be asked to pass upon the question whether a railroad company can issue transportation in exchange for advertising in newspapers. A test case is to be made in Illinois, or rather an opportunity given to the Interstate Commerce Commission to have the courts pass upon their ruling that nothing but money can lawfully be received or accepted in payment for transportation.

Shortly after the new rate law went into effect the question arose as to whether a railroad could continue to issue transportation for newspaper advertising. It came before the commission and that body decided that under the law only money could be accepted. The justice of this ruling was not seen by the legal department of the Monon railroad, and George Kretsinger, general counsel, and E.C. Fields, general solicitor, wrote to the Interstate Commerce Commission and gave their construction of the law backed by decisions of the courts.

They said they had carefully considered the law before the promulgation of the rule, under their construction of the law had entered into contracts in good faith with publishers for the payment of such services agreed to pay a stated sum in transportation at a rate fixed by the Monon's duly published tariff which in every instance was the exact equivalent of the agreed price for publication.

December 11, 1906

The Fort Wayne Sentinel

Millionaire Fatally Ill

Louisville, Ky., Dec 11—Professor W.F. Borden, a millionaire, widely known, is fatally ill as the result of a stroke of paralysis at his home in Borden, Ind. His age is eighty-four. Professor Borden made his fortune in gold mines in Colorado. He was one of the first to use the cyanide process. The town of Borden, on the Monon railroad, was named in his honor.

December 19, 1906

The Lake County Times

Maynard Public Kick

The people of Maynard are greatly dissatisfied with the service they are getting from the Monon railroad. While the people of Maynard know that it is next to useless to remonstrate, still they feel that they are entitled to a "kick" and are determined to make it.

The latest complaint was raised this morning when a drummer bound for Lafayette was unable to board the train because the doors were locked. The depot and platform, too, give no accommodation whatever to the traveling public as the trains stop anywhere within a half mile of the depot. It is doubtful whether the trains would stop at all were it not for the Pennsylvania and Grand Truck crossings.

Monon Excursion

On account of Christmas Holidays the Monon will sell excursion tickets to all points at one and one-third fair. Good going December 22, 23, 24, 25, 29, 30 and 31, and January 1st. Good returning January 2nd, 1907.

December 19, 1906

The Lake County Times

From the Dyer news section

The Monon railroad crossing was blocked for almost an hour yesterday afternoon.

The Monon Milk train yesterday morning was an hour late making time very short for city shoppers.

December 29, 1906

The Lake County Times

From the Railroad Notes section

Bert Yeaton, who has been working as clerk in the Monon South Hammond yards, has gone to Indianapolis, Ind., where he will attend college.

Monon Ignores Request

The Monon railroad has ignored the recommendations of the state railroad commission to elevate the "death trap" bridge near Putnamville, Ind. At least, the commission has received no word that the company is preparing to carry out the suggestions offered.

The commission investigated the bridge last summer and found that ordinary engines and freight cars will just pas under the structure, leaving not exceeding eighteen inches between the top of the cars and the bottom of the bridge.

Many fatal accidents have occurred on account of this low bridge. In its finding the commission said: "About twenty persons have been killed or injured by the company solely on account of the fact that it is too low to permit persons on top of the moving trains to pass under the bridge with safety."

The commission recommended that further use of such "dangerous and insufficient structure be discontinued at once and that the same be removed from the line of said railway."

Several weeks after the commission made this recommendation a letter was written to the superintendent of the road asking what the company had decided to do about the "low bridge."

"The letter was written weeks ago," said Commissioner McAdams yesterday, "and not a word has been received in reply. The recommendations of the commission have been absolutely ignored."

It is admitted by the railroad commission that the commission is powerless to compel the Monon to elevate the structure if the company is not disposed to correct the evil. "If the

legislature that is about to convene agrees with the commission in regard to these matters," said Mr. McAdams, "we may have some laws that will give us the authority we seek."

(Not Monon, but a funny story.)

Mouse That Robbed Railroad

A mouse caught in the act of till tapping has cleared up a mystery which has bothered the agents in charge of the union depot here. From time to time money had disappeared from the sale of tickets, and an investigation had already been ordered by the department when the odd discovery was made.

A mouse was seen to creep out from its hole, take a bill from the till and start back for its hiding place. A search revealed the nest of the rodent lined with bills of all denominations. Several were intact, but most of them were badly chewed and mutilated.—Des Moines Register-Leader

December 31, 1906

The Lake County Times

Finds Rest at Last

Considerable excitement prevailed this morning when it became known that the remains of Joseph Aber of Kansas City, which had been shipped from Hammond via the Monon railroad and left at the Monon depot over night, had been returned to Chicago for want of a claimant.

The most excited person connected with the mix-up was Charles H. Stewart, the undertaker who had been engaged to take charge of the body and arrange for its burial. It was through his delinquency that the error was made, and as mistakes are totally unlooked for in an undertaker, above all others, he was raising heaven and earth in an effort to recover the wandering casket and its contents, and incidentally to conceal the fact of his responsibility from the press and the public.

Mr. Stewart had been expected to meet the remains at a certain hour this morning and as the box containing the latter was marked for delivery at Englewood, and no one claimed it, Captain Downing of the Monon, believing that an error had been made, returned it on the first train. It was consigned to the charge of John Avery, but Avery was not on hand either and thus began the pitiful post mortem wanderings of all that was mortal of the late Joseph Aber.

The latter was a brother of Mrs. Whitney, who formerly lived in Hammond on Plummer Avenue. Mrs. Whitney owns a lot in one of the cemeteries in this vicinity and for this reason desired to bury her brother in Hammond. The Kansas City undertaker who prepared the body for burial had been notified to ship the remains to Englewood which is now the home of Mrs. Whitney, but later the order was changed, and Hammond was named as the destination and the express company notified to this effect.

The address being named as Englewood, together with the absence of a claimant, caused the agent at the Monon to believe that a mistake had been made so he sent the box back to Chicago on an early Monon train, against the judgment, however, of the conductor of the train, who finally consented to take the box aboard.

When Mrs. Whitney arrived and learned that an error had been made she was very much excited and it was only by a great effort of will power that she restrained herself from becoming hysterical. Someone upon whom she had depended to notify others interested of the arrival of the remains when they finally did reach their destination after being bandied about from Dan to Bersheba, had failed her as the undertaker had, and she wrung her hands and seemed in the greatest distress.

The arrival finally of two men, apparently farmers, had the effect of calming her when she was wrought up again by the actions of the undertaker's female assistant, who insisted upon her leaving the shop and going to the rooms above, because of the arrival of a Chicago newspaper representative, who wished to know the facts.

Mrs. Whitney, who is very much of a lady, wished to treat the newcomer with courtesy, but the female assistant, inquiring "what all the stink" as she expressed it, was about, hustled the mourning woman from the room and proceeded to give a piece of her mind to the reporter. In this she was assisted by Stewart, who had great difficulty in expressing himself, and was pale with rage.

An effort was made to secure the services of Rev. Shirey, but failing in this, as the divine was away from home, another minister was finally secured and the much traveled remains were laid to rest.

It is probable the expense of the extra travelling will have to be footed by the undertaker, who, as near as can be gathered, was responsible for the mistake, by failing to be on hand to take charge of the remains when he should have been, but instead left them in the depot over night.

January 15, 1907

The Lake County Times

Monon Machinists Ask Raise

Lafayette, Ind., Jan 12—The 200 machinists in the Monon railroad shops in this city have made a demand for an increase in their wage scale asking 35 cents an hour instead of the present divided scale of 30 ½ cents for regular machinists and 32 ½ cents for pit foreman. A committee was appointed to call upon W.J. Bennett, assistant superintendent of motive power, who said he would sent the petition to President W.H. McDoel, at Chicago. The Monon machinists say that other railroads are paying the 35-cent scale. There is in ill feeling between the shipment and the railroad officials, and it is expected that the wage question will be adjusted. It is said that following the action of machinists the boilermakers will ask for an increase in wages.

February 6, 1907

The Lake County Times

Monon Road Increases Wages

A bulletin has been posted at the Monon shops at Lafayette which sets forth an increase of wages for the employees of the road. By the increase the machinists who have been receiving 30 ½ cents per hour will receive 32 cents. The increase is equivalent to a 10 percent increase. It

is believed the boilermakers will also get an increase. The trainmen requested an increase of 15 percent and overtime for delays at terminals. Freight conductors who have been receiving \$3.15 per 100 miles have had their wages raised to \$3.28 for the same distance. Brakeman's wages have been increased from \$2.10 to \$2.22 per hundred miles. Passenger conductors on through runs will get \$2.27 ½ per hundred miles. They have been getting \$2.01. Passenger brakeman who have been receiving \$1.10 per hundred miles will get \$1.13. Local passenger conductors on the second division of the road have been raised from \$105 to \$107.50 per month. They work twenty six days a month. The engineers, fireman and yardmen have also asked for more wages, but their request has not been acted upon. They were not granted any overtime for delay at terminals, but will be allowed to cook in their cabooses. It is also agreed that the men shall get in a full 3,000 miles each month. The extra crews will not interfere with the regular men.

Horribly Hurt By Dynamite

Terre Haute, Ind., Feb. 6—While blasting stumps along the new Monon railroad right-of-way in the vicinity of Midland a heavy charge of dynamite prematurely exploded, fatally injuring Stephen Marico and seriously injuring three helpers. Both of Marico's arms were blown off and his legs broken.

From Railroad News section

Clay City, Ind., Feb. 6—B.M. Guirl of this city has received the contract for building stations for the Monon at Cataract, Jordan Village, Patricksburg, Clay City and Howesville. Work will begin at once.

February 19, 1907

The Lake County Times

From the Dyer News section

The Monon Railroad Company has sent several carloads of cinders to fill up the low place just west of the depot here. This helps, yet it will take several more carloads to make the place any way fit for the hauling of heavy loads of freight.

Some new seats have been put in the waiting room of the Monon depot here the past week.

February 28, 1907

The Lake County Times

Foreigner's Death Accident

An inquest was held this morning over the remains of Frank Grzechwski, the West Hammond car repairer who was killed in the Monon yards yesterday morning. At the inquest it

was established that the deceased met with accidental death. The remains were turned over to a South Chicago undertaker, who is a fellow countryman of the deceased. Funeral arrangements have not yet been made.

As a result of the accident the probabilities are that the Monon Railroad company will have a heavy damage suit on its hands. It is said by those who are acquainted with the ways of the foreigners that they are already marshalling their forces to meet the company in legal combat for the \$10,000 allowed by the law of this state.

Camp Wants Remuneration For Cabbages He Lost

Because the Monon railroad employees permitted the water tank at South Hammond to be pumped full to overflowing with water and because the water which overflowed covered ten acres of his land with from one to two inches of water and destroyed a crop of cabbages, William Camp is suing the Chicago, Indianapolis & Louisville Railroad company for \$500 damages.

William Camp has long been known as one of the large cabbage growers in the vicinity of Hammond. Each year his wagons come to Hammond laden with the hard, crisp heads that he has raised on his farm. Last spring, however, the Monon railroad employees became careless and negligent, according to the allegations in the complaint and as a result the water tank was allowed to overflow in such quantities that Camp's land was entirely inundated.

Camp raises hard heads and he has a hard head and he did not propose to suffer the loss of his crop of cabbages when it was the fault of the railroad company. So he hired an attorney and he is going to see if he can compel the railroad company to settle.

Of course, there are seasons when the crops are farther advanced and the rainfalls are few that Mr. Camp would be glad to have the Monon Railroad company irrigate his land, but he thinks they should have notified him of their benevolent purpose and permitted the use of a little cabbage sense in the matter.

March 9, 1907

The Fort Wayne Sentinel

General Manager George K. Lowell, of the Ann Arbor and Detroit, Toledo & Ironton, was presented a handsome diamond ring by the employees of the Monon railroad, of which he was general superintendent for sixteen years. Mr. Lowell was in Indianapolis, Ind., last Tuesday, and the employees of the Monon seized upon that occasion to make the presentation. It was a complete surprise to the recipient.

March 15, 1907

The Lake County Times

Monon Figures On Big Improvement

A modern double track bridge over the Calumet river is one of the latest improvements that the Monon railroad company is planning to build in the city of Hammond, and it is expected that the entire work will be completed by the end of the coming summer.

Surveys for a track leading from the Monon to the Erie bridge have already been completed, it being the intention of the Monon people to use the latter bridge in crossing the river while the construction work for the new one is going on. The old bridge will be taken out and the new one built in its place thus leaving the main track where it now stands.

The building of the bridge, which is planned to be of the "jack knife" type is only a part of the plans that the railroad company is entertaining regard to improvements through Hammond. The main object is to double track the right of way from the state line to South Hammond.

While the company is not giving out any information as to its intentions regarding a new depot, it is thought that with the improvement the old depot will be replaced by a modern one.

May 2, 1907

The Fort Wayne Sentinel

All Stock Values Have Shrunk 10 Percent

Indianapolis, May 2—W.H. McDoel, president of the Monon railroad, expressed to the state tax board today the belief that every trust company, insurance company and other financial institution in the country today would show a shrinkage of 10 percent in the value of its bond holdings from the values of two years ago. He made this statement in order to show the board the real condition of the money market at this time.

He says there is no market for bonds of any kind and the only way the railroads have to raise money now is by giving short term notes. This money can be had only at a high rate of interest. He said he knew of one road, a trunk line, that recently borrowed \$1,000,000 on three-year notes for which it paid 10 percent interest.

Mr. McDoel gave this as one of the reasons why railroad taxation should be reduced. He said burdens were being heaped on the railroads that they could ill afford to bear. He said that adverse legislation also had reduced the earning power of the roads. He asked the board to reduce the assessment of the main line from \$25,000 to \$20,000 a mile and on the French Lick branch from \$9,400 to \$7,500 a mile.

The new two-cent fare law has not increased the number of passengers that are hauled by the railroads, he said. The reduction in fares is not an inducement to the average farmer and his family to travel when they would not otherwise have taken a trip. There is only one class of people that is influenced by the cheap fare inducement, he said, and that is colored people.

May 8, 1907

The Lake County Times

To Get After The Railroads

A Committee of the whole from the manufacturers association appeared before the members of the city council last evening to register an objection to the action of the Monon railroad in raising the rate for transferring a car from Hammond to Chicago from \$6 to \$12.

There were three speakers from the manufacturers' association, John E. Fitzgerald, the president of the Hammond Distilling company; W.B. Conkey and F.S. Betz of the firms which

bear their names. In their talk to the members of the council they advocated everything from the moral suasion to the use of the big stick.

According to the requirements of the interstate commerce law the railroad was compelled to give notice of its intention to increase the rates and did so. As soon as the local shippers learned that the rate on the Monon between here and Chicago was to be doubled they saw that if one railroad raised its rate it would be but a matter of a little while before the rates on all of the railroads in the city would be correspondingly.

Therefore they determined on a hard campaign to prevent such disastrous action. Mr. Fitzgerald was the first speaker and said if the railroads raised the rates as they have apparently determined to do, it would cost him an additional \$30 a day as he sent on an average of 5 cars of freight out every day.

W.B. Conkey said that it would be discriminating against Hammond manufacturers and would be disastrous to them. He said it would affect him considerably and that he thought some action out to be taken by the city council to forestall the action of the railroads.

While these speakers were moderate in their denunciation of the railroad, and their suggestions for a remedy F.S. Betz spared no words in expressing himself regarding the matter

Mr. Betz said the increase would add so much to the freight on some of the articles he manufactured that it would be impossible for him to remain in Hammond. He said that he had advertised extensively that he would pay Chicago freight on goods he shipped and with the increase in rates he would not be able to compete with other manufacturers throughout the country.

Mr. Betz was the first to suggest the use of the big stick. He said that if the Monon railroad persisted in its attempt to charge such an enormous sum he would advise that the city start out on a vigorous campaign to compel the Monon railroad to obey every city ordinance no matter what havoc it caused to the running schedules.

“Compel them to elevate,” said Mr. Betz, “and they will soon come to terms rather than pay the \$2,000,000 or \$3,000,000 that such improvements would cost.” “Make them put a man at every crossing,” continued Mr. Betz, “and they will soon see the futility of attempting to force such an unreasonable rate upon the people of Hammond.

The councilmen seemed to be in thorough accord with the manufacturers and a committee composed of Aldermen Schroeder, Becker and Kane with Mayor Becker as an ex-officio member was appointed to act with a committee from the Manufacturers’ association to confer with President W. H. McDoel of the Monon to see if the matter cannot be adjusted without any further difficulties.

May 15, 1907

The Lake County Times

Exploding Torpedo Injures Switchman

J. B. Murry, a Monon switchman employed in the South Hammond yards met with an accident last night that may prove serious.

Murry had just left his work and was walking toward the office when a northbound fast freight passed over a torpedo on the track, causing it to explode. A large piece of the steel cover,

flying to one side struck him just below the knee and penetrated the flesh to a depth of nearly two inches.

The conductor on the freight noticed Murry fall and signaled the engineer to stop, and part of the crew went back to see what was the matter. When picked up Murry was nearly in a faint caused from the pain.

Accompanied by some of his fellow workmen, he was taken back to his rooming house at the South Hammond yards, where he is being cared for.

This is the second time that Murry has met with the same kind of an accident. The first time was about a year ago when he was struck on the ankle by an exploding torpedo, but this never caused him any trouble.

If blood poison does not set in Murry's physician does not anticipate any trouble from the wound, although it will keep him from his work for some time.

Local Manufacturers To Banquet This evening

The Manufacturers' association of Hammond will attend an informal banquet at the Hotel Carleton this evening and will discuss the various needs of the manufacturers of this city.

It is expected that one of the important topics of the evening will be the question of the raise in freight rates which the Monon railroad has announced that it would put into effect in the near future.

The manner of presenting the matter to the president of the Monon road will be determined and a plan of action to safeguard their interests along this line in the future will be adopted.

Among the other questions to be discussed will be the need of better fire protection, a better water supply, the improvement of certain streets and the improvement of the facilities for the manufacturer to transact his business.

This dinner is expected to be the first of several which will be held periodically from now on in order to give the manufacturers an opportunity to discuss matters of importance to them.

W.B. Conkey said today that he had heard from the president of the Monon regarding the arranging of a date for meeting the committee that had been selected to confer with him regarding the proposed increase in rates and that although the meeting could not be held in the immediate future, there would be on arranged later on.

May 16, 1907

The Lake County Times

Make Monon Come To Time

W. Thomas secretary of the Manufacturers' association then read the correspondence that had been carried on between the association and President W. H. McDoel of the Monon railroad, in which Mr. McDoel promised to set a date when the committee of city officials and manufacturers could present arguments in favor of the retention of the old rate.

John E. Fitzgerald, president of the Hammond Distilling company, then took up the discussion of switching rates in the belt territory and gave his hearers some valuable information on the subject. He laid stress on the fact that if the Monon's rate remained in vogue all of the

other railroads would make a corresponding increase and it would be a serious blow to the manufacturing interests of the city.

A. M. Turner made a short address in which he said that the manufacturers' interests were the interests of all of the business men, and in fact all of the citizens of Hammond for the prosperity of the whole city depends on the prosperity of the manufacturer.

Street Car Needs Broached

Mr. Conkey took opportunity to speak of the need of better car service and made the statement that his company was the loser to the extent of at least \$500 per month because the poor service did not make it possible for his employees to reach their work on time.

This statement was followed later in the evening by one from W. L. Douglas of the Standard Steel Car Company, who said that his company would be seriously inconvenienced when it began operations next month if there was not better facilities for transporting the employees of the concern to their work.

Mayor Lawrence Becker talked of the progress the city had made towards giving the manufacturer better surroundings and told how the city would soon have three additional fire stations distributed throughout the city for protection of the factory districts. He told of plans for the bettering of the water supply by increasing the size of certain mains and beginning the operation of the old pumping station in addition to the new one. Speaking of the attitude of the Monon railroad, the mayor said he did not like to resort to coercion, but if it became necessary he would force this railroad to creep through the city at a snail's pace and impose other restrictions upon them that would make them come to time.

May 22, 1907

The Lake County Times

Freight Brakeman Killed

Bloomington, Ind., May 22—John Bennett, a freight brakeman on the Monon railroad, was killed today near Roachdale while flagging a passenger train.

May 29, 1907

The Lake County Times

From the Dyer News section

The Monon had a small wreck here yesterday. Four freight cars were off the track. All trains had to go through the sidetrack. The derrick came in the afternoon and cleared up the wreck.

May 31, 1907

The Lake County Times

From the News Brief section

The Monon railroad has begun the construction of a new interlocking switch tower at Maynard where the road crosses the Grand Trunk and the C. C. & L.

June 18, 1907

The Lake County Times

From the Lowell News section

The Monon railroad was the scene of another wreck at this place Monday. At about the noon hour while the south bound local was switching, No. 73, a south bound freight, ran into it from the rear, throwing three cars down a steep embankment into the creek, smashing them into kindling wood. It is said the crew of the local failed to flag the through freight and as there was a bend between them, they could not be seen before it was too late to stop. The wrecking crew was soon on hand and it took them until late at night to clear away the debris.

July 6, 1907

The Lake County Times

Traffic Manager Rockwell Dead

Chicago, July 6—Charles H. Rockwell, traffic manager of the Monon railroad for ten years, is dead at his home here of heart disease. Rockwell, who was born in Terre Haute, Ind., in 1852, began his railroad career as a yard clerk for the Big Four at Indianapolis.

July 17, 1907

The Lake County Times

Monon Railroad In Test Case For Breaking Rules

The right of a railroad company under the new rate law to pay transportation for advertising is to be brought to a test in the United States courts in Chicago. The Monon railroad company, which was the first railroad in the United States to violate the rule of the interstate commerce commission against issuing railroad tickets for advertising, is made defendant in the suit now pending, District Attorney Edward W. Sims having filed in that court a suit to restrain the railroad company from carrying out the provisions of a contract it has made with the Frank A. Munsey Publishing company of New York.

The affidavit charges that the contract entered into provides that in exchange for a page of advertising in the magazine \$500 worth of transportation will be given and that tickets worth \$145 were issued by April 3 last, while only \$125 worth of advertising had been done up to that time. The case will attract wide spread attention.

August 23, 1907

The Fort Wayne Journal-Gazette

To Fix Freight Rates—Indiana Law is Questioned by Monon Railroad in Lafayette Suit

Lafayette, Ind., Aug 22—A suit was filed in the superior court here today by John F McHugh, counsel for the Monon Railroad company, against the state railroad commission to determine the constitutionality of an act of the last legislature authorizing the railroad commission to adjust freight rates.

The complaint states that on April 11, 1907, the Romona Ooltic Stone company, a corporation of Indiana, filed before the defendant a complaint in which it was sought to have reduced a joint rate of freight in effect over lines of the plaintiffs company and the Vandalia Railway company between Dugger and other towns and mines in the Linton coal field and certain quarries owned by the stone company at Stinesville on the plaintiffs line of railroad, that under this joint rate coal was carried by the Vandalia company to Gosport and Junction and from the junction to the stone quarries by the plaintiffs company, that the joint rate in effect for service was 75 cents a ton on carload lots that it was this rate which was attacked by said company and that after the complaint was filed and proceedings were had the commission entered an order to the effect that a joint rate of 50 cents should be put in effect by the two lines on or before September 1.

Says Service Costs More Than 50 Cents

The Monon Railway company says the actual cost of transportation of coal between the points named is more than 50 cents a ton and that it cannot participate in such service with the joint rate at 50 cents a ton and receive as its share of compensation for its services enough to pay the actual cost of transportation and that if this rate goes into effect the Monon company will actually lose on every ton of coal carried. It is also averred in the complaint that the former rate of 75 cents, of which the Monon received 45 cents was no more than is necessary to charge in order to obtain a return of the cost of the service and not to exceed 6 percent per amount of the value of the property employed in such service, that if the order is put into effect the plaintiff's company will be required to carry coal at an actual loss and will in this way be deprived of this property without due process of law.

Says the Oder is Void

The plaintiff therefore says the railroad commissions order is void and of no effect and the company asks that the court enter an order prohibiting the joint rate in effect until this case can be finally heard. It questions the constitutionality of the act by which the commission was created and asks the court to pass on this phase of the question.

The plaintiff proposes to file a bond for the protection of the public and shippers in the event that the order is sustained.

In connection with the complaint an application for a restraining order was mad and August 29 was fixed as the date for the hearing. A summons was issued to Marion county to be served upon Union B. Hunt, president of the commission.

September 30, 1907

The Evening Herald

Indianapolis Parties Charge Mine Promoter with Fraud

Joplin, Mo., Sept 30—Major C. H. Wilson, a well-known operator, who for sixteen years has been engaged in the formation of mining enterprises in the Missouri-Kansas lead and zinc district was arrested Sunday, charged with having obtained money on false pretenses in connection with fraudulent companies here. The arrest was made by Detective Gerber of Indianapolis, who represents that parties of that city have lost \$17,500 through investments made on solicitation of Wilson.

The officer came provided with requisition papers and left last night for Indianapolis with his prisoner. The arrest was made on complaint of A. J. O'Reilly, general agent of the Monon railroad at Indianapolis.

October 15, 1907

The Lake County Times

From the St. Johns News section

Bert Steele, foreman on the section of the Monon railroad, is doing a good deal of repair work on the fence line along the railroad, and the people appreciate his work. Mr. Steele will do the fair with everybody as soon as he receives his material, and has the time.

November 7, 1907

The Lake County Times

From the St. Johns News section

The Monon railroad company is improving the driveways and street approaching around the depot, which work will certainly be approved of by everybody.

November 7, 1907

The Fort Wayne Sentinel

Thirty-five Hurt In Trolley Wreck

Indianapolis, Ind., Nov 7—An inbound car on the Muncie-Anderson branch of the Indiana Union traction line was wrecked at noon today at the Monon railroad crossing near this city. The car turned over on its side. Thirty-five passengers were more or less hurt, five of them seriously.

The car was in the charge of Willard Eiler, motorman, and Chas Knott, conductor. Both live in Muncie. Eiler received a bad cut on the wrist. Knott was uninjured.

The Car struck a curve at a high rate of speed and toppled on the outside, falling on its side across the L. E. & W tracks. It was badly wrecked.

Ambulances were summoned from Indianapolis and four or five loaded with emergency doctors responded. Other physicians hastened to the scene in automobiles. A wreck car from the traction terminal station carried J. J. Mahoney, superintendent of the Indianapolis Traction and Terminal Company, and Louis McMains, local superintendent of the I. U. T., with crew and workman.

November 8, 1907

The Evening Herald

Creosote Tank Exploded

Bloomington, Ind., Nov. 8—The 160,000 gallon creosote tank of the Indiana Tie and Creosoting company exploded without any apparent cause, and Milton Dickason, a young foreman of the plant, was seriously injured. The loss will amount to \$10,000.

The escape of Dickason from instant death is regarded as marvelous. He was on top of the tank, a distance of thirty feet, measuring the quantity of oil in a barrel, when the explosion occurred. He was thrown fifty feet into the air and landed fifty yards from the tank on the Monon track. His left arm and ankle were broken and his head was badly cut. It is feared he suffered internal injuries. As all the buildings are fireproof, there was no fire as the result of the explosion.

(Similar to Thirty-five Hurt In Trolley Wreck, but with a little more information. KG)

Brakes Failed to Work

Indianapolis, Nov. 8—While running at high speed an inbound interurban car on the Muncie division of the Indiana Union Traction company line, jumped the track at a curve at the intersection of the line and the Monon railroad tracks entering the city, and thirty-five passengers were more or less injured. The passenger most seriously injured was David Elder of Fortville. His hip was crushed so badly that his left leg had to be amputated at St. Vincent's hospital where he later died. Three or four others were treated at hospitals. The others were able to be taken to their homes. The cause of the accident is said to have been the failure of the air brakes to work when the car neared the curve. The car jumped the tracks and landed on its side shaking up the passengers in one confused mass.

November 8, 1907

The Fort Wayne Sentinel

(Similar to Creosote Tank Exploded above, but with a little more meat. KG)

Explosion Wrecks Big Creosote Tank at Bloomington

Bloomington, Ind., Nov. 8—An explosion occurred yesterday at the plant of the Indiana Creosoting company, wrecking the 160,000-gallon tank and seriously injuring Milton L. Dickason, who was foreman of the retort house.

The plant is situated below the Monon yards over a mile south of the city, but the report jarred residences in every part of town.

The Big holder, which was erected at a cost of \$10,000, is a complete wreck. Workmen during the morning had been pumping out the oil to place it in an underground tank. Dickason, believing that the holder was about empty, climbed the iron ladder until he reached the top, thirty feet high. Then he looked down into the tank when the explosion took place. The top of the holder was blown away and an eye witness says that Dickason was pitched at least twenty feet in the air. He landed forty feet west of the tank in the center of the Monon railroad track, unconscious and bleeding with his arms and legs broken, his right arm burned from the hand up to the shoulder, his eyebrows burned off and with scratches on his face. Dickason was brought to the Bloomington hospital and stands a chance for recovery. He is 25 years old, lives at Marion, O., and is the nephew of L. T. Dickason, one of the owners of the plant.

Dickason declares he did not strike a match and thinks the explosion was due to spontaneous combustion.

Although a long way out of the fire limit the fire department took the steamer to the scene and placing the hose in a creek saved the five big buildings from destruction. The creosoting plant is owned by Col. L. T. Dickason, of Chicago; Tobe Hert, of Jeffersonville, and others and was erected in the last year at a cost of \$225,000.

November 31, 1907

The Lake County Times

From the Munster News section

Mr. Wunchel of Hammond has been around trying to get evidence against the Monon railroad in reference to his boy who was run into several months ago by the milk train while he was driving the bakery wagon across the tracks.

December 5, 1907

The Lake County Times

From the St. Johns News section

The Monon Railroad Company has posted a notice in all the depots, that a special train, consisting of a baggage car, two day coaches, a dining and sleeping car, known as the Purdue University dairy special, will run over their main line and the Michigan City branch. The object of this dairy train is to talk to farmers and dairy men at the various stations and give illustrations by experts. In these talks special attention will be given to dairy herd improvement and improved methods in home dairying. Every man and woman interested in dairy work should aim to meet this train. The train will run from Dec. 9 to Dec 13 inclusive. Speeches will be made in

the two day coaches. The dairy special will arrive at St. John station Dec. 11, at 9:25 a.m. and depart at 10:10 a.m.

December 6, 1907

The Lake County Times

For Farmers' Wives As Well As Farmers

It is not the farmers alone who should take advantage of the lecture that is to be delivered under the auspices of the Purdue University next Wednesday at various stations along the line of the Monon, in Lake County. As Professor Christy's lecture will treat of dairying, the subject should be of interest to the farmers' wives quite as much as to the farmers themselves, for the majority of farmers, who dairy on a small scale, leave that lucrative branch of the farm work to their wives. They do not pretend to know anything about caring for the milk or the making of butter, or handling the latter after it is made. Of course, this does not apply to men who make the dairy products of their farms their main aim, or in the case of men who run creameries, but there are many to whom their dairies are but an incident, albeit an important one, and these entrust the butter making, and all that goes with it, to their wives. In such cases the demonstrations furnished by Professor Christy, and the valuable pointers he offers on how to take care of both milk and butter and how generally to achieve the best results, will prove of more value to the wives of farmers than to the farmers themselves.

Purdue University and the Monon railroad, while to a certain extent serving their own ends in this matter of liberal university extension work, are doing a great work for which too much cannot be said in praise. It is education which is growing more and more to dignify the farmer's calling and to increase his profits. The tiller of the soil lives the natural life, which, if it is freed from some of the sordid drudgery, all work of any importance entails, should be the most enabling of life's callings. The pure air and healthful exercise it entails develop the physique and brings the worker nearer to nature than any path in which he may tread. This in itself, should lead to high mindedness and good morals. The farmer is more independent when reasonably prosperous, than any man on earth. And yet a lack of the proper education, the failure to know how to make the most of his opportunities are frequently the means of reducing the whole routing of farm life to one round of bitter drudgery, which is little better than slavery. Farming that is conducted on scientific lines, however, is vastly different. Each year sees the introduction of more and more science into the farming of the country and each year the corps are less a matter of luck and chance than they were the year before. This is all because of the education of the farmers, which is increasing at a rapid rate.

Let Purdue and the Monon railroad keep up the good work, for their influence is felt by persons who have no other opportunity to learn of improved methods and progressive means.

January 8, 1908

The Weekly Sentinel

Hunt to Hear Appeal

Indianapolis, Jan. 4—Union B. Hunt, chairman of the Indiana Railroad Commission, will go to Roachdale to hear the appeal filed by the Monon Railroad company against action by the town of Roachdale, compelling the railroad company to protect its crossings in that city with gates.

The railroad company contends that protection at the crossings is unnecessary. An appeal was filed with the commission by C. H. & D. because of similar action by the town board with reference to its crossings at Roachdale also, but the appeal was dismissed.

February 15, 1908

The Fort Wayne Sentinel

(Excerpt from an article on Flooding)

Report from Bloomington says the flood there is perhaps the greatest since 1888. The Monon railroad lost a bridge this morning near Salem and a half mile of track has been washed out.

August 10, 1908

The Fort Wayne Journal-Gazette

Death Won in the Race

Indianapolis, Aug. 9—More than a score of men and women stood on the banks of White river, north of Broad ripple, this afternoon, and watched Hubert Staley, seventeen years old, and John Weston, nineteen, run a frantic race with death for 200 feet across the Monon railroad bridge, which spans the stream at that point. The race was a losing one for the young men, for before they had reached the end of the structure they were hurled to their death by train No. 33, running at a high rate of speed.

A companion of the boys, Herbert Jenkins, eighteen years old, was saved by reaching the end of the bridge a few seconds of the speeding train. When Jenkins reached the end of the structure he hurled himself down the grade and climbing back up the embankment saw the fate of his companions.

Young Staley was carried 200 feet down the tracks, his body scattered along the right of way, while Weston's body was thrown down the embankment.

Panic-stricken by fear when they saw their danger, Staley and Weston were unable to reach the end of the bridge ahead of the train. A few feet to the right or the left and both men could have climbed to the railing and saved their lives, but in the impending danger they overlooked this and spent their efforts on winning the race to the end of the bridge. Weston and Jenkins were walking in double file across the bridge and Staley was a few feet behind. They all started to run. Weston according to those who saw the accident, could have reached the embankment in time to save his life had it not been for the fact that he stumbled just as he reached the approach, thus losing a second's time. The unfortunate young men, together with young Jenkins, had gone out to the river to look for a place to camp and had spent the afternoon in the neighborhood of the White River bridge.

The two bodies were picked up and placed aboard the train and brought to this city.

January 9, 1909

The Indianapolis Star

Upholds Rate Decision—Affects Switching Fight

The decision of Judge McMaster in the Superior Court yesterday in which he dissolved the restraining order granted the Monon and the Indianapolis Southern Railroad Company to prevent the enforcement of a switching rate, upholds the decision of Judge W. J. Wood of the Railroad Commission of Indiana, and it may have some effect on similar litigation that is pending in the courts of other counties.

Judge Wood rendered a decision on May 25 last in which he and the other members of the commission fixed a switching rate between the two roads at Bloomington and subsequently the attorneys for the carriers brought suit to enjoin the enforcement of the order. The switching rate question is one which has been a bone of contention among railroad and shippers for a long time and has resulted in many petitions being brought before the Railroad Commission to determine the justification of a rate for switching cars from one road to another at a given point.

The original petition was filed before the Railroad Commission by the Bloomington Coal Company and five other shippers of that place, asking that the commission require the Monon Railroad to fix a switching rate for the transfer of cars at Bloomington and Judge Wood's decision fixed the rate at \$3 a car.

It was claimed by the petitioners that both the roads carried cars from Linton coal fields to Bloomington, and that a flat rate of 50 cents a ton was charged on all direct shipments on the Monon, and that 75 cents a ton was charged where a transfer of the car was made to the other road at the Bloomington terminus.

At the request of the petitioners the Monon refused to establish the switching rates, and it was then the matter brought before the commission. Judge McMaster in his opinion stated that the interests of the manufacturing establishments were at stake and that both roads ought to work hand in hand with the commission.

May 1, 1909

The Fort Wayne Sentinel

Two Killed on Track

Indianapolis, May 1—William E. Dodd and his son, Ernest, were instantly killed, and his wife, Anna, was fatally injured when their buggy was struck by a fast train from Chicago, on the Monon railroad, this morning at the East Twenty-fourth street crossing. The family was coming into the city to do some shopping. Two other children of the Dodds had been left at home.

July 19, 1909

The Fort Wayne Sentinel

From the City Brevities section

Jay Broughton, of Chicago, superintendent of dining car service on the Monon Railroad, came to this city Sunday to see his father.

December 2, 1909

The Indianapolis Star

Bulletin

Chicago, Dec 1—At a meeting of officers of the Switchmen's Union of North America here tonight a telegram was ordered sent to I. G. Rawn, president of the Chicago, Indianapolis & Louisville (Monon) Railroad and chairman of the railroad managers' conference committee, asking that an immediate conference be held here regarding the demand of Chicago switchmen for a wage increase. Mr. Rawn will arrive in Chicago tomorrow and the switchmen's representatives will make an effort to see him.

December 4, 1909

The Indianapolis Star

Monon Official Resigns

Lafayette, Ind., Dec. 3—William J. Bennet today resigned as assistant superintendent of Motive power of the Monon Railroad to take effect Dec. 15. Bennett came here ten years ago from Salem, Mo., where he held a position with the Chicago & Alton Railroad. The resignation of Mr. Bennett, it is said, is the first of a number of changes that will occur in the officials of the Monon before the first of the year. The new president, Ira Rawn, it is said, will make many changes in the operating department. Mr. Bennett has accepted a position on a western road.

December 7, 1909

The Indianapolis Star

Shift Predicted in Monon Heads

Official announcement was made at the operating headquarters of the Monon Railroad in Lafayette yesterday that George B. Peterson, who for some time has been city ticket agent for the Monon at that place, will on Jan. 1 become city passenger agent for the company at Indianapolis.

He will succeed Harry Alexander, who, it is said, will succeed Frank E. Hines as district passenger agent for both the Monon and the C. H. & D. Railroads, with headquarters in this city. It is understood among officials of the Monon in Lafayette that Mr. Hine will leave the service of the company.

Mr. Peterson, who will become city passenger agent in Indianapolis, went to Lafayette last March from Bloomington, where he was ticket agent. Following his promotion, Arthur Rogers of Lafayette has been advanced to the position made vacant.

The changes, it is understood, are in line with a reorganization policy inaugurated by Ira G. Rawn, newly elected president of the Monon. Mr. Rawn until recently was one of the vice presidents of the Chicago, Rock Island & Pacific Railroad.

For the last week Mr. Rawn has been touring the Monon lines in his private car with C. G. Taylor, general manager from the Chicago offices, and a number of civil engineers. Mr. Rawn was in New Albany and Louisville yesterday and will return North today.

When in Lafayette several days ago Mr. Rawn gave out a statement in which he expressed dissatisfaction at the way in which the Monon was being operated. This coupled with the sudden resignation of W. J. Bennett, assistant superintendent of motive power, has caused alarm among operation officials from the general superintendent down, who believe that sweeping changes are imminent. Mr. Bennett was with the Monon for about ten years, having come to Lafayette from Missouri, where, it is understood, he was in the employ of the Chicago & Alton Railroad. He is now connected with the Denver & Rio Grande at Salt Lake City, Utah.

December 22, 1909

The Fort Wayne Sentinel

Need Third Arbitrator

Chicago Dec. 22—I. G. Rawn, president of the Monon railroad and J. A. Newman, Vice president of the Order of Railway Telegraphers, who have been named as arbitrators of the wage dispute between the railway and its telegraphers, were unable here today to agree on a third arbitrator.

They will try again tomorrow. The general managers' association of the roads met here today and discussed the strike subject in the northwest. No announcement of action was made by any of the general managers.